

The navigation depths of the various harbors and waterways are established by Congress in the various acts which authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation, such as the River and Harbor Act of 1960 (74 Stat. 480).

The Corps of Engineers, Department of the Army, traditionally has been assigned responsibility for navigation improvements and maintenance of harbors and waterways. Each year the Corps of Engineers submits reports to Congress in connection with the proposed river and harbor bill. These reports outline the work to be done on the various projects—including project depths. The navigation depths are thus established by these reports which are specifically mentioned in, and become part of, such acts as may be enacted by the Congress.

Presently, the authority of the Corps of Engineers to expend civil works funds for the establishment and maintenance of channel depths prescribed by the various river and harbor acts does not embrace military requirements that are in excess of commercial needs.

The increased depths required for the operation of Navy ships and the nuclear submarine fleet necessitate the maintenance of certain harbors and channels deeper than those prescribed by the various river and harbor acts as the navigation project depths. These increased depths for naval requirements could be said to render meaningless the shallower depths prescribed by the various river and harbor acts.

Inasmuch as the various river and harbor acts do establish navigation depths for commercial needs, and where the depths required by naval vessels are greater than these commercial needs, then it follows that commercial interests become beneficiaries of military expenditures. Notwithstanding the purposes of the various river and harbor acts, the present funding situation places the Department of Defense in the position of subsidizing certain waterways for use by commercial and private shipping.

The legislation proposed would essentially give to U.S. Government vessels consideration equivalent to that given to commercial vessels. The Departments of the Army and Air Force have no objection to the proposed legislation.

Necessary coordination has been done within the Department of Defense in accordance with procedures prescribed by the Secretary of Defense.

The Bureau of the Budget has advised that, from the standpoint of the administration's program, it has no objection to the proposed legislation.

The Department of the Navy recommends enactment of the proposed legislation.

Mr. BLATNIK. Thank you, Mr. Belle. Any questions?

Mr. Harsha.

Mr. HARSHA. I do not quite understand your logic in this statement, Mr. Belle, because you have to construct deeper channels for military or naval uses, that commercial uses benefit from military expenditures.

Can you explain to me a little more what you mean?

Mr. BELLE. I can give some examples, which will probably answer your question. If we take the main channel into San Diego Bay, the project depth for commercial needs is 35 feet. The Corps of Engineers