

U.S. Department  
of Transportation

**United States  
Coast Guard**



Commandant  
United States Coast Guard

Washington, D.C. 20593-0001  
Staff Symbol: **G-MER-3**  
Phone: (202) 267-0419

**STATEMENT OF CAPTAIN CHARLES R. CORBETT  
U.S. COAST GUARD  
BEFORE THE  
SUBCOMMITTEE ON ENVIRONMENTAL PROTECTION  
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS  
U.S. SENATE  
SEPTEMBER 17, 1987**



CAPTAIN CHARLES R. CORBETT  
OFFICE OF MARINE SAFETY,  
SECURITY AND ENVIRONMENTAL PROTECTION  
UNITED STATES COAST GUARD

CAPTAIN CHARLES R. CORBETT ENLISTED IN THE U.S. COAST GUARD IN NOVEMBER 1955 AND WAS COMMISSIONED IN 1958. HE HAS SERVED IN COMMAND POSITIONS, BOTH ASHORE AND AFLOAT, AND WAS ON DUTY IN SAN JUAN, PUERTO RICO WHEN THE COAST GUARD RESPONDED TO THE MASSIVE OCEAN EAGLE OIL SPILL. HE SERVED AS A COAST GUARD PRE-DESIGNATED ON-SCENE COORDINATOR FOR OIL AND HAZARDOUS SUBSTANCE SPILLS IN THE GREAT LAKES FOR THREE YEARS. SUBSEQUENTLY, HE WAS THE COAST GUARD'S CHIEF OF MARINE ENVIRONMENT PROTECTION IN THE GREAT LAKES AND SERVED AS CHAIRMAN OF THE REGIONAL RESPONSE TEAM AND U.S. - CANADIAN JOINT INTERNATIONAL RESPONSE TEAM ON SEVEN MAJOR SPILLS INCLUDING THE NEPCO-140 INCIDENT. AFTER THAT HE MOVED TO WASHINGTON D.C. WHERE AT U.S. COAST GUARD HEADQUARTERS HE SERVED AS CHIEF OF ENVIRONMENTAL COORDINATION AND LATER AS CHIEF OF THE ENVIRONMENTAL RESPONSE DIVISION. HE SERVED AS CO-CHAIRMAN TO THE U.S. NATIONAL RESPONSE TEAM FOR SEVEN YEARS AND DID SO DURING THE IXTOC-I WELL BLOWOUT, AMONG OTHER MAJOR DISCHARGES AND ENVIRONMENTAL POLICY CROSSROADS. HE LED THE TEAM OF U.S. ADVISORS TO THE PERSIAN GULF DURING THE NOWRUZ SPILL. MORE RECENTLY HE HAS BEEN ACTIVE IN THE DEVELOPMENT OF DOMESTIC AND INTERNATIONAL OIL SPILL LIABILITY AND COMPENSATION REGIMES. HE RECENTLY JOINED THE SECRETARY OF TRANSPORTATION'S STAFF REGARDING OIL SPILL LIABILITY AND COMPENSATION MATTERS.

GOOD MORNING, MR. CHAIRMAN:

I AM CAPTAIN CHARLES R. CORBETT, WITH THE COAST GUARD'S OFFICE OF MARINE SAFETY, SECURITY AND ENVIRONMENTAL PROTECTION AT COAST GUARD HEADQUARTERS IN WASHINGTON, D.C. IT IS A PLEASURE FOR ME TO APPEAR BEFORE YOU TODAY TO PRESENT OUR COMMENTS AND RECOMMENDATIONS AS TO THE BEST MEANS TO CONTROL AND REDUCE POLLUTION FROM PLASTIC WASTES AND IMPLEMENT ANNEX V OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS REVISED BY THE 1978 PROTOCOL RELATING THERETO (MARPOL 73/78).

MR. CHAIRMAN, IN PREVIOUS TESTIMONY BEFORE THIS AND OTHER CONGRESSIONAL COMMITTEES, THE COAST GUARD HAS STATED ITS CONCERNS REGARDING THE HAZARDS TO THE MARINE ENVIRONMENT FROM GARBAGE, PARTICULARLY PLASTICS AND OTHER SYNTHETIC MATERIALS INCLUDING SYNTHETIC FISHING NETS. WE HAVE ALSO STRESSED THE IMPORTANCE OF ESTABLISHING INTERNATIONAL STANDARDS TO SOLVE THIS INTERNATIONAL PROBLEM THROUGH IMPLEMENTATION OF ANNEX V OF MARPOL 73/78. AS EVIDENCE CONTINUES TO MOUNT INDICATING THE MAGNITUDE AND SEVERITY OF THE MARINE DEBRIS PROBLEM, INCLUDING BUT NOT LIMITED TO U.S. COASTAL STATES, I CAN ADD THAT WE HAVE NEVER BEEN MORE FIRM IN OUR RESOLVE TO REALIZE THE GOAL OF U.S. RATIFICATION OF ANNEX V AND ULTIMATELY ITS WORLDWIDE IMPLEMENTATION THAN WE ARE TODAY.

CURRENT U.S. STATUTES DO NOT ADEQUATELY ADDRESS THE AT SEA DISPOSAL OF SHIP-GENERATED GARBAGE. THE PRINCIPALLY APPLICABLE STATUTE IS THE REFUSE ACT OF 1899 (33 USC 407) WHICH PROHIBITS THE DISPOSAL OF GARBAGE INTO U.S. NAVIGABLE WATERS INCLUDING THE TERRITORIAL SEA. HOWEVER, THIS STATUTE IS DIFFICULT TO ENFORCE AND PROSECUTE SINCE A VIOLATION CARRIES VERY SMALL CRIMINAL FINES. ON THE OTHER HAND, ANNEX V OF MARPOL 73/78 IS SPECIFICALLY TAILORED TO ADDRESS THIS GLOBAL PROBLEM.

MARPOL 73/78 AS YOU MAY KNOW, MR. CHAIRMAN, IS THE PRIMARY INTERNATIONAL REGIME AIMED AT PREVENTING UNNECESSARY AND UNCONTROLLED DISCHARGES OF POLLUTANTS INTO THE OCEANS OF THE WORLD FROM SHIPS. ANNEX V OF MARPOL 73/78, REGULATIONS FOR THE PREVENTION OF POLLUTION BY GARBAGE FROM SHIPS, OFFERS THE POTENTIAL FOR ESTABLISHING CONSIDERABLY MORE STRINGENT AND ENFORCEABLE DISCHARGE REQUIREMENTS FOR GARBAGE, INCLUDING PLASTICS, ON A WORLDWIDE BASIS.

THERE ARE TWO MAJOR ADVANTAGES TO RATIFYING ANNEX V IN LIEU OF ESTABLISHING UNILATERAL DOMESTIC STANDARDS. ANNEX V OFFERS HARMONY AND UNIFORMITY THROUGH THE ESTABLISHMENT OF INTERNATIONAL STANDARDS TO ADDRESS AN INTERNATIONAL PROBLEM. ALSO, SUCH ACTIONS WOULD DEMONSTRATE TO THE WORLD OUR RESOLVE TO PROTECT THE MARINE ENVIRONMENT GIVING DUE CONSIDERATION TO THE JOINT EFFORTS OF THE INTERNATIONAL COMMUNITY.

AT THE JULY 7 HEARING BEFORE THIS COMMITTEE, REAR ADMIRAL KIME EXPLAINED THE COAST GUARD'S PAST WORK REGARDING ANNEX V. HE ALSO STATED THAT THE U.S. DELEGATION TO THE INTERNATIONAL MARITIME ORGANIZATION'S (IMO) MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) IS NOW IN THE PROCESS OF DRAFTING INTERNATIONAL GUIDELINES TO ASSIST IN THE EFFECTIVE IMPLEMENTATION AND ENFORCEMENT OF ANNEX V. THESE DRAFT GUIDELINES WILL BE SUBMITTED TO THE MEPC AT ITS 25TH SESSION SCHEDULED FOR NOVEMBER 30 - DECEMBER 4, 1987.

THE COAST GUARD BELIEVES THAT WORKING THROUGH MARPOL 73/78 WILL ULTIMATELY FACILITATE BETTER INTERNATIONAL COOPERATION REGARDING COMPLIANCE WITH THE REQUIREMENTS. FOR EXAMPLE, MR. CHAIRMAN, WE HAVE EXPERIENCED VERY HIGH COMPLIANCE RATES FOR THE ANNEX I PROVISIONS OF MARPOL 73/78 (COVERING POLLUTION BY OIL FROM SHIPS) AS IDENTIFIED THROUGH OUR VESSEL BOARDING ENFORCEMENT PROGRAM. THE MOST RECENT DATA AVAILABLE SHOWS A BETTER THAN 98% COMPLIANCE RATE FOR THE YEARS OF 1985 AND 1986. OTHER GOVERNMENTS HAVE

REPORTED SIMILAR COMPLIANCE RATES (i.e., JAPAN - 100%, UNITED KINGDOM - 96%, FEDERAL REPUBLIC OF GERMANY - 90%, AND NORWAY - 97%). TO PUT THESE RESULTS IN A BETTER PERSPECTIVE, IT MUST BE REMEMBERED THAT ANNEX I HAS ONLY BEEN IN FORCE SINCE OCTOBER 2, 1983. FURTHERMORE, FOR CASES INVOLVING ALLEGED VIOLATIONS REPORTED BY THE U.S. TO THE FLAG STATE IN WHICH SUFFICIENT EVIDENCE WAS PRESENT, MEANINGFUL PENALTY ACTION WAS TAKEN BY THE FLAG STATE. ALTHOUGH IT IS TOO EARLY TO GENERATE SPECIFIC COMPLIANCE DATA FOR ANNEX II OF MARPOL 73/78 (COVERING POLLUTION BY NOXIOUS LIQUID SUBSTANCES CARRIED IN BULK FROM SHIPS), WHICH JUST ENTERED INTO FORCE ON APRIL 6, 1987, PRELIMINARY INDICATIONS ARE VERY FAVORABLE AS WELL. THIS IS THE KIND OF SUCCESS THAT IS THE RESULT OF SOLVING GLOBAL PROBLEMS WITH GLOBAL SOLUTIONS.

AS YOU KNOW, MR. CHAIRMAN, SEVERAL BILLS INCLUDING S.560 AND S.633 HAVE BEEN INTRODUCED IN THE HOUSE AND SENATE TO IMPLEMENT ANNEX V. AT THE JULY HEARING, THE COAST GUARD PROVIDED SOME GENERAL COMMENTS CONCERNING THESE BILLS AS THEY RELATED TO THE ADMINISTRATION'S LEGISLATIVE PROPOSAL. SINCE THAT TIME THE ADMINISTRATION'S LEGISLATIVE PROPOSAL WAS SUBMITTED TO BOTH THE HOUSE AND SENATE. MR CHAIRMAN, WE ARE VERY PLEASED TO NOTE THAT S.560 HAS BEEN AMENDED AND S.1562 INTRODUCED TO REFLECT THIS PROPOSED LEGISLATION.

THE ADMINISTRATION SUPPORTS LEGISLATION THAT APPLIES THE ANNEX V REGULATIONS, THROUGH APPROPRIATE AMENDMENTS TO THE ACT TO PREVENT POLLUTION FROM SHIPS (APPS), 33 U.S.C. 1901 ET SEQ. THE REASON FOR THIS IS THAT APPS PROVIDES THE LEGAL STRUCTURE FOR APPLYING THE PROVISIONS OF MARPOL 73/78 ANNEXES WITHIN THE CONTEXT OF THE OVERALL CONVENTION REGIME. ESPECIALLY IMPORTANT IN THIS CONNECTION IS THE MARPOL 73/78 ANNEX AMENDMENT PROCEDURE PRESCRIBED IN ARTICLE 16 OF THE CONVENTION AND IMPLEMENTED BY SECTION 10(b) AND (c) OF APPS.

ARTICLES 4, 5, AND 6 OF MARPOL 73/78 PROVIDE FOR ENFORCEMENT ON A PORT STATE/FLAG STATE BASIS. OUR PROPOSAL WOULD PLACE PRIMARY RELIANCE ON THIS PORT STATE/FLAG STATE APPLICATION AND ENFORCEMENT REGIME WHICH HAS PROVEN SO EFFECTIVE IN THE FOLLOWING AREAS:

- o OBTAINING BROAD, INTERNATIONAL ACCEPTANCE OF MARPOL 73/78;
- o OBTAINING PROMPT, BROAD AGREEMENT ON U.S. SPONSORED AND SUPPORTED MEASURES TO IMPROVE ANNEXES I AND II OF MARPOL 73/78;
- o OBTAINING A VERY HIGH DEGREE OF WORLDWIDE COMPLIANCE WITH ANNEX I; AND
- o OBTAINING MEANINGFUL PENALTY ACTION FOR VIOLATIONS OF ANNEX I REQUIREMENTS WHEN THEY OCCUR.

MORE SPECIFICALLY, OUR PROPOSAL WOULD DIVIDE THE SHIPS SUBJECT TO ANNEX V INTO THREE CATEGORIES. THESE ARE: SHIPS OPERATING UNDER THE AUTHORITY OF THE UNITED STATES, SHIPS OPERATING UNDER THE AUTHORITY OF FOREIGN COUNTRIES WHICH ARE PARTIES TO ANNEX V, AND SHIPS OPERATING UNDER THE AUTHORITY OF FOREIGN COUNTRIES WHICH ARE NOT PARTIES TO ANNEX V. IN SO FAR AS U.S. AND OTHER ANNEX V PARTIES ARE CONCERNED, OUR PROPOSAL FOLLOWS THE PATTERN EMPLOYED BY APPS. U.S. SHIPS WOULD BE SUBJECT TO ANNEX V REQUIREMENTS AND THE ACT'S ENFORCEMENT PROCEDURES WHEREVER THOSE SHIPS ARE LOCATED.

SHIPS OF COUNTRIES WHICH ARE PARTY TO ANNEX V WOULD BE SUBJECT TO ANNEX V REQUIREMENTS AND THE ACT'S ENFORCEMENT PROCEDURES ONLY WHILE WITHIN THE NAVIGABLE WATERS OF THE U.S. BEYOND THE TERRITORIAL SEA (3 MILE LIMIT) PROVISION IS MADE FOR FORWARDING EVIDENCE OF VIOLATIONS OF ANNEX V, WHEREVER THOSE VIOLATIONS OCCUR, TO THE RESPECTIVE FLAG STATES FOR PROSECUTION.

SHIPS OF COUNTRIES WHICH ARE NOT PARTY TO ANNEX V WOULD BE SUBJECT TO REGULATIONS CONFORMING TO AND GIVING EFFECT TO ANNEX V REQUIREMENTS WHILE THEY ARE IN THE NAVIGABLE WATERS OF THE UNITED STATES OR THE U.S. EXCLUSIVE

ECONOMIC ZONE; AND THEY WOULD BE SUBJECT TO THE ACT'S ENFORCEMENT PROCEDURES, CONSISTENT WITH CUSTOMARY INTERNATIONAL LAW, WHEN THEY VIOLATE THOSE REGULATIONS. IN THIS REGARD, IT IS OUR VIEW THAT WHEN ANNEX V ENTERS INTO FORCE FOR THE U.S., ITS RELEVANT REGULATIONS CAN BE APPLIED IN THE EXCLUSIVE ECONOMIC ZONE TO NON-ANNEX V PARTY SHIPS AS GENERALLY ACCEPTED INTERNATIONAL STANDARDS. WE BELIEVE THAT THIS APPROACH WOULD PROVIDE FULL PROTECTION TO THE U.S. COASTLINE AND ADDITIONAL IMPETUS FOR NON-ANNEX V PARTY STATES TO RATIFY ANNEX V.

WE ARE SERIOUSLY CONCERNED THAT UNITED STATES APPLICATION OF THE ANNEX V REGIME TO THE EXCLUSIVE ECONOMIC ZONE, IN REGARD TO VESSELS OF OTHER PARTY STATES, WOULD BE COUNTER PRODUCTIVE. SUCH EXTENSION COULD DETER BROAD, GLOBAL ACCEPTANCE; ENTRY INTO FORCE; ENFORCEMENT AND SUBSEQUENT IMPROVEMENT OF THE ANNEX V REGIME.

MR. CHAIRMAN, IT IS ALSO VERY IMPORTANT THAT THE U.S. STATUTORY REGIME IMPLEMENTING ANNEX V BE LINKED TO ANNEX V ENTRY INTO FORCE FOR THE UNITED STATES BEFORE MAKING THE REGULATIONS EFFECTIVE. THE INTERNATIONAL LEGAL REGIME MUST BE IN FORCE FOR APPLICATION AND ENFORCEMENT OF ANNEX V PROVISIONS TO FOREIGN VESSELS. ANNEX V WILL ENTER INTO FORCE TWELVE MONTHS AFTER THE DATE ON WHICH NOT LESS THAN FIFTEEN (15) STATES, REPRESENTING FIFTY (50) PERCENT OF THE GROSS TONNAGE OF THE WORLD'S MERCHANT SHIPPING HAVE BECOME PARTIES TO IT. THIS TWELVE MONTH PERIOD IS PROVIDED TO GIVE ADMINISTRATIONS TIME TO DEVELOP AND PROMULGATE REGULATIONS AND TO ENSURE THAT RECEPTION FACILITIES ARE AVAILABLE. THE LAST COUNTRY TO RATIFY ANNEX V WAS THE SOVIET UNION ON AUGUST 14, 1987. THIS BRINGS THE CUMULATIVE WORLD TOTAL FOR RATIFICATION UP TO 28 STATES REPRESENTING 48 PERCENT OF THE WORLD'S SHIPPING TONNAGE. THE UNITED STATES, WHICH REPRESENTS 4.91 PERCENT OF THE WORLD'S SHIPPING TONNAGE, HAS THE OPPORTUNITY TO BRING THE ANNEX INTO FORCE INTERNATIONALLY. IN SHORT, MR. CHAIRMAN, ALL EYES ARE UPON US.

MR. CHAIRMAN, SUBSTANTIAL CRIMINAL SANCTIONS AND EFFICIENTLY ASSESSABLE CIVIL PENALTIES FOR VIOLATIONS OF THE ANNEX V REGULATIONS ARE CRITICAL TO ACHIEVING EFFECTIVE ENFORCEMENT. WE BELIEVE THAT, WITHIN THE SCOPE OF THE APPS AND CONSISTENT WITH INTERNATIONAL LAW, WILLFUL VIOLATORS OF ANNEX V SHOULD BE SUBJECT TO THE SAME CRIMINAL SANCTIONS (INCLUDING UP TO A \$50,000 FINE) AND CIVIL PENALTIES (NOT MORE THAN \$25,000) THAT ARE CURRENTLY IN APPS AND APPLICABLE TO ANNEXES I AND II.

OUR LEGISLATIVE PROPOSAL INCLUDES THE REQUIREMENT THAT PERSONS IN CHARGE OF SPECIFIED PORTS AND TERMINALS PROVIDE GARBAGE RECEPTION FACILITIES AS REQUIRED BY REGULATION. IT ALSO PROVIDES AUTHORITY TO DENY ENTRY OF A SHIP TO A PORT OR TERMINAL THAT IS REQUIRED BY REGULATIONS TO PROVIDE RECEPTION FACILITIES, IF THE PORT OR TERMINAL IS NOT IN COMPLIANCE WITH THOSE REGULATIONS. THIS LATTER ENFORCEMENT APPROACH IS VERY SIMILAR TO THAT UNDER THE CURRENT APPS FOR ANNEX I AND II OF MARPOL 73/78 AND HAS PROVEN VERY EFFECTIVE IN ENSURING COMPLIANCE.

IN ADDITION, WE ARE CONSIDERING A REQUIREMENT FOR LETTERS OR CERTIFICATES OF ADEQUACY TO MAJOR PORTS OR TERMINALS PROVIDING RECEPTION FACILITIES UNDER ANNEX V. A SIMILAR REQUIREMENT HAS BEEN VERY EFFECTIVE IN ENSURING RECEPTION FACILITIES FOR ANNEXES I AND II.

MR. CHAIRMAN, NO FEDERAL AGENCY SHOULD BE REQUIRED TO PROVIDE OR ARRANGE FOR THESE RECEPTION FACILITIES, NOR SHOULD THE FEDERAL GOVERNMENT SHOULD THE COST OF AUGMENTING THEM. AT PRESENT THE SECRETARY OF AGRICULTURE REGULATES CERTAIN TYPES OF GARBAGE ENTERING THE U.S., AND REPRESENTATIVES FROM THAT DEPARTMENT HAVE PREVIOUSLY ADVISED THAT THEY ANTICIPATE RECEPTION FACILITY VOIDS BEING FILLED BY PRIVATE INDUSTRY. THE COAST GUARD WILL CONSULT WITH THE DEPARTMENT OF AGRICULTURE (DOA) AND OTHER APPROPRIATE DEPARTMENTS AND AGENCIES

IN THE DEVELOPMENT OF REGULATIONS FOR RECEPTION FACILITIES TO ENSURE THEY ARE COMPATIBLE WITH CURRENT RELATED REGULATIONS.

AT THIS POINT, MR. CHAIRMAN, I WILL ADD THAT IT IS ESSENTIAL THAT THE IMPLEMENTING LEGISLATION FOR ANNEX V PROVIDE THE FLEXIBILITY NECESSARY FOR ENFORCEMENT AND COMPLIANCE IN LIGHT OF THE WIDESPREAD INTERNATIONAL SUPPORT, FAVORABLE ENDORSEMENTS BY U.S. MERCHANT SHIPPING AND FISHING INDUSTRIES, AND THE VARIETY OF PORTS (FOR EXAMPLE, MARINAS, YACHT BASINS, SMALL FISHING VILLAGES) WHICH WOULD BE REQUIRED TO HAVE ADEQUATE RECEPTION FACILITIES. FURTHERMORE, FROM OUR EXPERIENCE WITH ANNEXES I AND II OF MARPOL 73/78, WE ANTICIPATE MOST SHIP OPERATORS WILL ACT RESPONSIBLY WITH REGARD TO ANNEX V REGULATIONS. AGAIN, THE GUIDELINES WHICH WE ARE PREPARING WILL DESCRIBE ADDITIONAL MEASURES TO ASSIST IN EFFECTIVE ENFORCEMENT OF THE ANNEX. FOR EXAMPLE, ONE OF THE RECOMMENDATIONS WE ARE CONSIDERING IS THE USE OF A RECORD BOOK OR LOG ENTRY TO DOCUMENT THE DATE, TIME, LOCATION, TYPE AND ESTIMATED AMOUNT OF GARBAGE DISPOSED BY THE VESSEL AT SEA OR ASHORE. BECAUSE THESE GUIDELINES WILL ALSO HAVE THE SUPPORT OF THE INTERNATIONAL COMMUNITY, WE CAN ANTICIPATE THEIR WIDESPREAD USAGE.

AS TO THE COVERAGE OF PUBLIC VESSELS, OUR PROPOSAL DOES NOT ALTER THE APPROACH CURRENTLY TAKEN IN SECTION 3(d) OF APPS. UNDER THAT PROVISION, THE HEADS OF THE RESPECTIVE FEDERAL DEPARTMENTS AND AGENCIES ARE DIRECTED TO PRESCRIBE STANDARDS FOR PUBLIC VESSELS WHICH SHALL ENSURE, SO FAR AS IS REASONABLE AND PRACTICABLE WITHOUT IMPAIRING THEIR OPERATIONS OR OPERATIONAL CAPABILITIES, THAT THEY ACT IN A MANNER CONSISTENT WITH MARPOL 73/78 (WHICH WOULD INCLUDE ANNEX V WHEN IT ENTERS INTO FORCE). AS FOR COAST GUARD VESSELS, MR. CHAIRMAN, THEY HAVE ALREADY BEEN INSTRUCTED TO COMPLY WITH THE ANNEX V PROHIBITIONS, INCLUDING THE ABSOLUTE PROHIBITION AGAINST PLASTIC DISPOSAL AT SEA.

IN CLOSING, MR. CHAIRMAN, I WANT TO EMPHASIZE THAT THE COAST GUARD, BEING A SEAGOING SERVICE WITH LAW ENFORCEMENT RESPONSIBILITIES, IS ESPECIALLY AWARE OF THE DIFFICULTIES OF ENFORCEMENT OF THE ANNEX V PROVISIONS AT SEA, PARTICULARLY THE DETECTION OF VIOLATIONS REGARDLESS OF WHICH ENFORCEMENT REGIME APPLIES. ENFORCEMENT OF THESE OR ANY GARBAGE DISPOSAL STATUTES FOR THE MARINE ENVIRONMENT WILL NOT BE EASY. HOWEVER, THE APPROACH BEING SOUGHT BY S.560 AS AMENDED, S.1562, AND THIS ADMINISTRATION OFFERS THE BEST OPPORTUNITY AND FLEXIBILITY TO FACILITATE ESSENTIAL INTERNATIONAL COOPERATION IN THIS WORTHWHILE ENDEAVOR IN ADDITION TO PROVIDING FULL PROTECTION TO THE U.S. COASTLINE. THIS COOPERATION WILL NOT BE LIMITED TO ESTABLISHMENT AND APPLICATION OF THE NECESSARY LEGAL AUTHORITY, BUT WILL INCLUDE AN ONGOING COMMITMENT TO EDUCATE SEAFARERS AND THE PUBLIC WORLDWIDE AS TO THE SEVERE CONSEQUENCES FROM PLASTIC POLLUTION IN THE MARINE ENVIRONMENT.

AS I NOTED, THE COAST GUARD HAS A GREAT DEAL OF EXPERIENCE OF EFFECTIVE CONTROL UNDER ANNEX I OF MARPOL 73/78 AND SOME UNDER ANNEX II FROM WHICH WE CAN EXPECT ENFORCEMENT OF THE ANNEX V PROVISIONS TO ALSO BE VIGOROUSLY PURSUED BY THOSE NATIONS WHICH ARE PARTIES TO ANNEX V. WE ARE CONVINCED A GLOBAL EFFORT COORDINATED WITHIN THE FRAMEWORK OF THE MARPOL 73/78 REGIME WILL SUCCEED IN REDUCING THE QUANTITY OF MARINE DEBRIS IN THE OCEANS.

I ASK YOUR SUPPORT FOR EARLY RATIFICATION AND PASSAGE OF THE LEGISLATION WE HAVE PREPARED TO IMPLEMENT THE PROVISIONS OF ANNEX V OF MARPOL 73/78. THE COAST GUARD WILL BE PLEASED TO WORK WITH YOUR COMMITTEE ON SUGGESTED IMPLEMENTING LANGUAGE OR OTHER MATTERS RELATED TO ANNEX V. WE MAY WISH TO PROVIDE ADDITIONAL TECHNICAL COMMENTS AT SOME LATER DATE.

THANK YOU, MR. CHAIRMAN. I WOULD BE PLEASED TO ANSWER ANY QUESTIONS YOU OR MEMBERS OF THE COMMITTEE MAY WISH TO ASK.