

Hammond: tanker rules lacking

Governor Jay Hammond, in testimony submitted to the U.S. Senate Commerce Committee, said that "little, if any, encouragement has been offered by the Federal Government in response to requests by many states and individual citizens to incorporate advances in safety features in the marine transportation of crude oil from Alaska to West Coast ports."

The Governor's comments were given to the committee Wednesday morning by Charles Champion, Pipeline Co-ordinator for the State of Alaska. The

committee is investigating the regulation of tankers which enter U.S. ports.

In his prepared remarks, the Governor said "many of us in Alaska and throughout the nation relaxed our vigilance regarding the marine transportation of Alaska's oil after the signing of the Ports and Waterways Safety Act in 1972 A thorough review of (that act) leads me to conclude was to apply stringent tanker construction and operations standards. . . . This mandate has not been met."

The Governor outlined nine points the State would like to see addressed in the committee's investigation. They are: 1) ballast tanks for vessels separate from the cargo tanks; 2) a possible mandate for double bottoms or double hulls; 3) the benefits of gas inerting systems; 4) utilization of collision avoidance systems; 5) the use of Loran-C navigation systems; 6) the use of tugs and other aids in low speed maneuvers; 7) the use of tugs and other aids to assist stopping; 8) the advisability of secondary

power/propulsion systems on tankers; and 9) improved personnel training and licensing procedures.

The Governor told the committee that "the State of Alaska is not reacting to the sensationalism resulting from the series of unfortunate incidents which have been publicized recently. My concerns are genuine and, in concert with Governor Evans (Washington's past Governor) and Governor Staub (of Oregon) have been expressed for nearly two years."