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Specific recommendations regarding the greenness of national and foreign vessels

The development of so-called "green ships" is only just beginning. Some very good basic steps have already been taken under the Oil Pollution Act of 1990 regulations. These regulations call for vessels involved in the carriage of oil cargos capable of causing pollution to have a double hull. This protects the oceans from the vessels contents. We have seen over and again how old, out-of-date ships flying flags of convenience have caused untold damage to the world's oceans - so much so that the UAE (United Arab Emirates) has banned certain of these flags from both their territorial waters and their Economic Zone (up to 200 nautical miles). These types of vessels should receive additional scrutiny under a National Oil Policy.

The Oil Pollution Act of 1990 mandates double hulls for oil cargos yet leaves a major gap when it comes to the carriage of chemical cargos. Oil can be a serious pollutant - however, we seemed to have overlooked the damage that a major chemical spill could have on the oceans ecosystem. The National Ocean Policy should address the need for tighter regulations in the area of chemical transportation similar to the requirements of the *Oil Pollution Act of 1990*. All new chemical tankers should be built with a double hull and all vessels unable to comply with the new standards should be phased out in an expedited schedule.

All vessels that carry potentially hazardous to the environment cargos should be regulated under a national ocean policy.

Segregated cargo tanks should be designed to allow fully independent loading and emptying of each unit. This would permit the simultaneous transportation of different chemicals and reduce the risk of an accidental spill or product contamination. The use of tank materials that have a high-yield strength and corrosion resistant properties, including coatings, should be strongly encouraged.

Tanker owners and their crews should be required to participate in ongoing education to help assure compliance with operational and safety standards.

Serious consideration should be given to making the financial burden easier to bear. The expansion of Marad Title XI policies could be one place to start. In addition the promotion of the design of "Green Ships" through tax incentives as well as the provision of incentives for vessel owners & operators who build and maintain "green ships" should be considered.

Most operators, owners and builders have the desire to design and operate environmentally safe "green ships". The global market and economics dictate limitations in the development of these vessels. Historically, national regulations are necessary to protect the environment; continued development and utilization of "green ships" could be a beginning.