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THE WHITE HOUSE  
WASHINGTON

August 1, 1978

Stu Eizenstat

The attached is forwarded to you for appropriate handling.

Rick Hutcheson



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

JUL 31 1978

FYI

MEMORANDUM FOR THE PRESIDENT

Attention: Mr. Rick Hutcheson, Staff Secretary

From: Brock Adams

Subject: A Report on the Evaluation of Design, Construction and Equipment Standards for Tank Barges Which Carry Oil as Directed by Your March 17, 1977 Maritime Oil Pollution Message to Congress

This memorandum transmits the completed study on the Evaluation of Design, Construction and Equipment Standards for Tank Barges which Carry Oil. As you directed, this study was undertaken as part of an effort to reduce maritime oil pollution. Specifically, the study was conducted to determine how effectively new design, construction and equipment standards could prevent some of this pollution. Appropriate officials of the Environmental Protection Agency have been briefed and support the recommendations set forth in the study.

A large volume of oil is moved along our coasts and on our inland waters in tank barges. The nature of these barge operations, at times, causes the barges to come into contact with each other, piers, docks, bridges, locks and on occasion, the bottom. As a result of damage incurred in these encounters, the barges can develop leaks that result in pollution of the marine environment. In recent years a great deal of attention has been devoted to correcting this condition.

This study concludes that double hull design and construction standards are necessary for new tank barges that will be constructed in the future. Regulations requiring these standards are being developed and will be available for public comment this fall. The problem of oil pollution from the more than 1800 existing single hull tank barges is more difficult to resolve because modifications would require expenditures that must be measured for their economic consequences. An Advance Notice of Proposed Rulemaking will be issued this fall to elicit comments from all interested parties as to how the existing tank barge fleet can be modified to reduce pollution caused by hull damage.

Brock Adams