



**DEPARTMENT OF THE NAVY**  
**OFFICE OF THE CHIEF OF NAVAL OPERATIONS 2000 NAVY PENTAGON**  
**WASHINGTON, D.C. 20350-2000**

I5090 Ser N452D/OU595569

Jul 25 2000

The Honorable Peter Morris  
Chairman, International Commission on Shipping  
39 Pillapai Street  
Charlestown, NSW 2290  
Australia

Dear Mr. Chairman:

Thank you for your letter of June 1, 2000, in which you requested a submission to the Commission on quality in shipping. I am responding for Secretary Danzig.

The United States Navy shares the concerns of the international maritime community with protecting safety of life at sea and protecting the marine environment. Clearly, sub-standard vessels and inexperienced or unqualified crews contribute significantly to increased risk of maritime disaster. The lead agency for the U.S. Federal Government responsible for the issues addressed by the International Commission on Shipping is the United States Coast Guard. However, I would like to take this opportunity to inform you of some of the efforts underway within the United States Navy that may be of interest to the Commission.

The U.S. Navy has a long history of outstanding ship design, especially for safety and survivability, maintaining its ships in excellent material condition, and operating with superbly trained crews that drill continually to maintain readiness. We are among the world's leaders in protecting the marine environment. U.S. Navy ships are being equipped with solid waste processing equipment (plastics waste processors, solid waste pulpers, and metal/glass shredders) to comply with the U.S. Act to Prevent Pollution from Ships (APPS). Oil water separators are being installed on all Navy surface ships. Additionally, Navy laboratories have developed high performance membrane technology-based oil water separators suitable for installation on new ships. U.S. Navy

ships are equipped with collection, holding, and transfer systems that allow holding sewage on board ship (within 3 nautical miles of land) for offload ashore. These systems fully conform to the requirements of the U.S. Clean Water Act. Finally, the U.S. Navy has embarked on a comprehensive program of research, development, test and evaluation of new pollution prevention and compliance-driven technologies, leading to environmentally sound ships for the 21<sup>st</sup> century. Although the U.S. Navy is in full compliance with all applicable laws and regulations today, our vision is for an even more environmentally sound Navy in the future as new ship designs incorporate technology advancements.

The U.S. Navy shares the vision for environmentally sound ships with other countries. For example, the Special Working Group 12, (within the North Atlantic Treaty Organization (NATO) ), meets twice per year to exchange information regarding the test and evaluation of new technologies to achieve enhanced environmental performance.

Affordable, reliable technologies capable of fully treating or destroying certain waste streams generated aboard ship with high complement of personnel continues to be a priority requirement. Until such technologies are available, ships must hold certain wastes for off-load in port. In that regard, one area of concern facing the world's maritime shipping industry today is the availability of affordable shore reception facilities. Significant resources are expended annually to dispose of ship wastes in overseas ports often by barge where adequate shore reception facilities do not exist. Perhaps an area where the Commission's efforts might be valuable would be to address the difficult issue of adequate shore reception facilities with appropriate financial incentives to encourage ship off-load of the wastes.

I want to thank you for providing this opportunity to inform the Commission of U.S. Navy efforts for safer ships and cleaner seas.

Sincerely,

L. C. BAUCOM

Rear Admiral, U.S. Navy

Director, Environment Protection,

Safety and Occupational Health Division

