

The Bill would attempt to curb the pollution of the waters of our State by making it mandatory that bilge pumps on all ships entering the waters of our State be sealed to prevent the discharge of oil.

Objections to the Bill have been registered by many organizations connected with the shipping industry, including the Maryland Port Authority, as well as the Department of Tidewater Fisheries, which Department was charged with enforcing the provisions of the Bill.

Their objections are summarized in the following excerpts from a letter I received from the Maryland Port Authority:

1. "Compliance with the proposed law would place an undue hardship on vessels engaged in international trade between Baltimore and other world ports. Ship operating efficiency and safety require taking on and discharging of water ballast in keeping with weather conditions, cargo aboard, and other factors.
2. Sealing of bilge pumps is believed to be not practical inasmuch as the bilge pump system on some vessels is an intricate part of the ship's overall water system.
3. While the seals could be distributed by members of the Maryland Pilots Association on such vessels as they board, there is no provision for placing the seals aboard the large number of ships that do not take on pilots to transverse the Bay, nor is there any provision for sealing pumps of the many smaller craft, such as self-propelling oil barges, that operate within the Bay.
4. This measure, if enacted, would cause considerable confusion among ship operators. To our knowledge, no such law applies in any other water areas of the United State nor abroad.
5. One of the principal objectives of the Maryland Port Authority is to make the Port of Baltimore as attractive as possible to the operator of ships in world trade. The restrictions called for in Senate Bill 51 would be viewed by ship operators in a most unfavorable light and would tend to discourage ship service at Baltimore.
6. The dissemination of information on existing restrictions against oil pollution of Chesapeake Bay waters by steamships and rigid enforcement of such existing regulations against such pollution would, in our opinion, be more effective in bringing about the objective sought in Senate Bill 51."

Although I am in complete sympathy with the laudable objectives of the Bill, I felt compelled to veto it for the reasons set forth above.

With kindest personal regards, I am

Sincerely yours,

J. MILLARD TAWES,

*Governor*

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Vetoed by the Governor, April 6, 1962

Senate Bill No. 51—By Senator Phipps:

AN ACT to add new Section 40A to Article 66C of the Annotated Code of Maryland (1957 Edition), title "Natural Resources", sub-title "In General", sub-heading "Water Pollution Control Commission", to follow