
(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).) Example #1 Weekly inventory of oil residues (sludge) tanks (tank listed in the Supplement to the IOPPC). A When proper operation of the Oily Filtering Equipment, Oil Content Meter or stopping device is restored -. Note: The condition of the oil filtering equipment also covers the alarm and automatic stopping devices, if applicable. A Relevant sections of the SOPEP (SMPEP) are to be used to combat oil spills at sea. Examples of Circumstances of discharge include, but are not limited to: 1. Oil Content Meter failure. 2. Fuel tank overflow. The Subcommittee on Coast Guard and Maritime Transportation has jurisdiction over the United States Coast Guard, including its duties, organization, functions, and powers. Within the Committee's broader maritime transportation jurisdiction, the Subcommittee has jurisdiction over the regulation of vessels and seamen; international conventions related to the safety of life at sea; and the regulation of ocean shipping, domestic cabotage, and the merchant marine, except as it relates to national defense. A Nonindigenous Aquatic Nuisance Species Prevention and Control Act of 1990. General bridge statutes. A The Coast Guard remained a part of the Department of the Treasury until 1967, when it was transferred to the newly created Department of Transportation. Oil spills that happen in rivers, bays and the ocean most often are caused by accidents involving tankers, barges, pipelines, refineries, drilling rigs and storage facilities, but also occur from recreational boats and in marinas. Spills can be caused by A The response to an oil spill has several goals – foremost to stop the flow of the oil or chemical, but also to protect sensitive areas that could be harmed by the spill itself, and to safely remove the oil from the environment as quickly and efficiently as possible. During a spill response, sensitive locations, like coastal wetlands or animal nesting areas threatened by an oil slick, can be protected with various kinds of equipment and tactics, but the tools used depend on where spill has occurred and type of oil spilled. Hearing before the. Subcommittee on surface transportation. And merchant marine infrastructure, safety, and security of the. Committee on commerce, science, and transportation united states senate one hundred tenth congress second session. March 4, 2008. A That spill devastated our environment, and shut down some of the busiest ports in the country. So, 2 years ago, I worked with this committee to update the Oil Pollution Act by nearly tripling the liability limits which polluters must pay for spills from single-hull tankers, and doubling liabilities for non-tank vessels. But while the number of oil spills from tankers has declined, spills continue to occur from fuel tanks of cargo and fishing vessels.