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THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

INCOMING

TN 005

DATE RECEIVED: FEBRUARY 26, 1993

NAME OF CORRESPONDENT: MR. PAUL J. BURNSKY

SUBJECT: URGES THE PRESIDENT'S SUPPORT IN ESTABLISHING
AN ENVIRONMENTAL INCENTIVE PROGRAM TO GET
OLD, UNSAFE, SINGLE-HULLED OIL TANKERS OFF
AMERICAN WATERS BEFORE DISASTER STRIKES AGAIN

ROUTE TO: OFFICE/AGENCY (STAFF NAME)	ACTION		DISPOSITION	
	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
KATIE MCGINTY	ORG	93/02/26	CP2A A	9308130
99EPA REFERRAL NOTE: _____	JDA	93/09/03		1/1
REFERRAL NOTE: _____				
REFERRAL NOTE: _____				
REFERRAL NOTE: _____				
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COMMENTS: _____

ADDITIONAL CORRESPONDENTS: 1 MEDIA:L INDIVIDUAL CODES: _____

MI MAIL USER CODES: (A) _____ (B) _____ (C) _____

*ACTION CODES:	*DISPOSITION	*OUTGOING	*
*	*	*CORRESPONDENCE:	*
*A-APPROPRIATE ACTION	*A-ANSWERED	*TYPE RESP=INITIALS	*
*C-COMMENT/RECOM	*B-NON-SPEC-REFERRAL	* OF SIGNER	*
*D-DRAFT RESPONSE	*C-COMPLETED	* CODE = A	*
*F-FURNISH FACT SHEET	*S-SUSPENDED	*COMPLETED = DATE OF	*
I-INFO COPY/NO ACT NEC		* OUTGOING	*
*R-DIRECT REPLY W/COPY *			*
*S-FOR-SIGNATURE *			*
*X-INTERIM REPLY *			*

REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE
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KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS
MANAGEMENT.

SCANNED



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

04 930898062H
ID-004560

OCT -6 1993

OFFICE OF
SOLID WASTE AND EMERGENCY RESPONSE

CLOSED
Agency Liaison
Date:

Mr. Paul J. Burnsky
Mr. John J. Stocker
Metal Trades Department
AFL-CIO
815 16th Street, N.W.
Washington, D.C. 20006

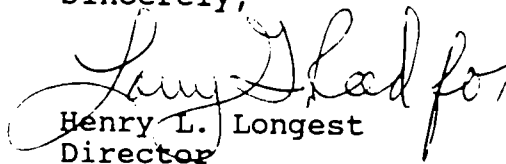
Dear Messrs. Burnsky and Stocker:

This is to again express appreciation for your correspondence regarding double-hulled oil tankers. As you noted, we need to do all we can to ensure prevention of oil spills.

Your correspondence had been referred to the U.S. Environmental Protection Agency (EPA) for response. EPA and the U.S. Coast Guard share responsibility for implementing the provisions of the Oil Pollution Act of 1990, which establishes requirements for use of double-hulled tankers. As EPA indicated in its April 22, 1983 letter, your letter has been forwarded to Captain Michael J. Donohoe, U.S. Coast Guard, for response. The U.S. Coast Guard is responsible for implementing and enforcing provisions related to the use of double-hulled tankers.

I appreciate your concern about the need to prevent spills. I trust you will be hearing from Captain Donohoe shortly on the status of the U.S. Coast Guard's efforts with respect to double-hulled tankers.

Sincerely,


Henry L. Longest
Director

Office of Emergency and Remedial Response



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THE WHITE HOUSE
WASHINGTON

Just a Thanks for
your ideas. we will
take a look at them.

* Be careful not to
be too supportive of
specific program they
propose

August 30, 1993

Mr. Paul J. Burnsky
Mr. John J. Stocker
Metal Trades Department
AFL-CIO
815 16th Street, N.W.
Washington, D.C. 20006

Dear Paul and John:

Thank you for writing concerning single-hulled oil tankers. My Administration is working to develop a national policy that ensures environmental protection. Your bringing this important issue to my attention will benefit our efforts.

The Environmental Protection Agency is organized to investigate and address issues like these. I have forwarded your letter to Carol Browner, the Administrator of the agency, for thorough review.

The well-being of our local communities and of global ecosystems depends upon strict enforcement of decisive policies. We all are responsible for protecting our oceans, wetlands, endangered species, and natural resources. I appreciate your input.

Sincerely,

BILL CLINTON A

BC/PVR/MM/ckb (Corres. #886170)
(pnon.environ)

930901

WHCC AND INCOMING TO:
Office of the Administrator
Environmental Protection Agency
401 M Street, S.W.
Washington, D.C. 20460

T H E W H I T E H O U S E O F F I C E

REFERRAL

SEPTEMBER 3, 1993

TO: ENVIRONMENTAL PROTECTION AGENCY

ACTION REQUESTED:
APPROPRIATE ACTION

DESCRIPTION OF INCOMING:

ID: 004560

MEDIA: LETTER, DATED FEBRUARY 17, 1993

TO: PRESIDENT CLINTON

FROM: MR. PAUL J. BURNSKY
 PRESIDENT
 AFL-CIO
 METAL TRADES DEPARTMENT
 815 16TH STREET, N.W.
 WASHINGTON DC 20006

SUBJECT: URGES THE PRESIDENT'S SUPPORT IN ESTABLISHING
 AN ENVIRONMENTAL INCENTIVE PROGRAM TO GET
 OLD, UNSAFE, SINGLE-HULLED OIL TANKERS OFF
 AMERICAN WATERS BEFORE DISASTER STRIKES AGAIN

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE
UNDERSIGNED AT 456-2590.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
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OFFICE OF RECORDS MANAGEMENT
THE WHITE HOUSE

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EPA
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RL

**METAL TRADES DEPARTMENT
(AFL-CIO)**

815 Sixteenth Street, NW
Washington, DC 20006
Tel: 202 347 7255
Fax: 202 347 0181

004560
**SHIPBUILDERS COUNCIL
OF AMERICA**

4301 N. Fairfax Drive
Arlington, VA 22203
Tel: 703 276 1700
Fax: 703 276 1707

February 17, 1993

Katie McIntyre
Dear Mr. President:

We are writing to ask for your support in establishing an environmental incentive program to get old, unsafe, single-hulled oil tankers off American waters before another environmental disaster strikes, and more lives are lost at sea.

In 1990, Congress enacted the Oil Pollution Act mandating double hulls on all oil tankers plying U.S. waters by the year 2015. The law further requires that existing single-hulled oil tankers be retired in accordance with a maximum phase-out schedule commencing in 1995. The intent of the Oil Pollution Act was to require tanker owners to replace their unsafe single-hulled tankers with environmentally safe, double-hulled ships as soon as possible in order to prevent and minimize the risk of another devastating oil spill such as the EXXON VALDEZ. In spite of the law, not one order for a double hull tanker has been placed in the United States.

Today, fifty percent of the world's tanker fleet is 15 years of age or over. The age of the U.S. tanker fleet averages well over 20 years, which is the expected safe and useful life of an oil tanker. The advancing age of the world's fleet, inadequate maintenance and safety standards have been credited with the ever-increasing number of accidents at sea. In 1991, 258 accidents occurred resulting in the loss of more than 1200 lives, the highest since 1987. Until the aging single-hull tanker fleet is removed from U.S. waters, and replaced with environmentally and operationally safe ships, the threat to human life and ecological catastrophes will continue to escalate.

The urgent need for double hulls was recently highlighted when on January 5, 1993, the single-hulled oil tanker, BRAER, ran aground off the coast of the Shetland Islands spilling millions of gallons of oil in an ecologically sensitive area. The BRAER, a U.S.-owned, Liberian-registered tanker employing a 34-member Filipino, Greek, and Polish crew, lost its power and ran aground after it drifted towards shore. The crew evacuated after attempts to restart the engines failed. This accident clearly emphasizes the need for safer, environmentally designed ships as well as enhanced operational safety standards.

On January 5, 1993, the U.S. Coast Guard released its report to Congress endorsing the double-hull tanker design as superior to any other design and technology currently available in preventing and minimizing tanker oil spills. The Coast Guard's unequivocal endorsement of

ENVIRONMENTAL TANKER REPLACEMENT INCENTIVE PROGRAM FOR DOUBLE HULL OIL TANKERS

The Oil Pollution Act of 1990 mandates that only double hull oil tankers shall call in U.S. waters by the year 2015. It also requires that current single hull oil tankers engaged in the coastwise trade begin to be retired beginning in 1995 to allow for the introduction of environmentally safe double hulls.

Fifty percent of the world's tanker fleet is 15 years of age or over. In 1991, 258 accidents occurred at sea resulting in the loss of more than 1200 lives, the highest since 1987. The advancing age and inadequate maintenance of the world's fleet means increasing losses of lives, tonnage, and ever increasing risks of ecological catastrophes.

The following is an outline of a two year program to provide an incentive for ship owners to replace their aging single hull ships now with advanced designed double hull ships maximizing environmental safety and fuel efficiency. The program has the potential of creating well over 100,000 American high skilled shipyard, seagoing, and supplier jobs and enable U.S. yards to convert from the military to the commercial shipbuilding and repair market during the period in which foreign government subsidies of commercial ships are phased out.

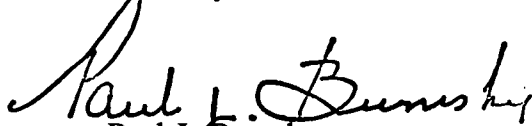
- I. U.S. citizen shipowners who enter firm contracts with American shipyards for the replacement of a single hulled oil tanker with a double hull ship would be granted a 10 percent Investment Tax Credit and accelerated depreciation of 5 versus 10 years on the double hull replacement.
- II. Because commercial financing of ships is almost impossible to attain, double hull replacement contracts would be entitled to a Department of Transportation Title XI Loan Guarantee of 87.5 percent. Such a loan guarantee would enable shipowners to secure private financing.
- III. Potential for environmental credits for early environmental compliance with both domestic and international environmental regulations.
- IV. Tax incentives of this program would only be available for a two year period tied to a specific delivery date of the double hull ship.

This two year program - depending on the number of ships contracted for under the program - would provide U.S. shipyards with the benefits of series production applying advanced technology and manufacturing processes to build state-of-the-art environmental, operationally safe, and fuel efficient ships. In order for American shipyards to catch up and surpass their foreign competition in the commercial market, it is essential that they participate in a series production program while they convert from military production to commercial production.

double hulls and the recent environmental disaster off the coast of Scotland should propel the U.S. Government to establish an environmental incentive program to accelerate the introduction of state-of-the-art, double-hulled tankers in U.S. waters. Without an incentive for U.S. tanker owners to replace their single-hulled fleets now, old and unsafe ships will continue to ply U.S. waters subjecting the environment to unnecessary risk.

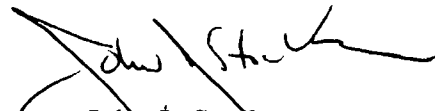
Protecting U.S. waters with double-hulled ships and well trained American seamen, would create hundreds of thousands of skilled American jobs in shipyards, supplier industry, and at sea. Your support of an environmental incentive program, similar to that outlined in the attached paper, is needed.

Sincerely,



Paul J. Burnsky
President, AFL-CIO

Sincerely,



John J. Stocker
President, SCA

The Honorable William J. Clinton
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500