

JAMES HERBERT

I am glad you have reviewed regulations and made many housekeeping and other changes. There are two areas I feel are not in the best interest of the state, its citizens, or our environment.

1. I feel that the PWS tow package requirement on the bow of tankers is an important oil spill prevention tool and should be retained in the regulations. While tank ships are required to have the IMO packages the lighter weight bow package capable of being deployed within 15 minutes is an effective and rapidly deployable system when combined with the capable SERVS response fleet in and near PWS. Confined waters in and nearby the Sound make rapid deployment and quick control of disabled tankers a critical part of the response. I see it as an insurance policy that hopefully will never have to be used.

2. Practice makes perfect. As a retired mariner I know that when we practice, a fire drill for example, it is best to practice often and as if it were the real thing. That way personnel and equipment are ready if and when the real event happens. I would advocate in spite of the financial costs of regular drills and exercises, everyone is better off with regular realistic drills and exercises. I suggest keeping the numbers required in the current regulations and advocate regular DEC participation and oversight.

Thank you and regards.

James Herbert