

Ambassador calls for cooperation

Ocean's wealth can rescue mankind

By TOM WOLFE
Of the Emerald

Mankind faces a world of chaos and total economic collapse unless it can begin moving toward a new world order, a world order that will begin with collective management of the sea.

That was the message Arvid Pardo, Malta's former ambassador to the United States and to the United Nations, brought to an EMU Ballroom crowd Tuesday night as part of Ocean '79, a program dedicated to preserving the ocean's resources and preventing its destruction through pollution and depletion.

The ASUO Survival Center, University People on the Oregon Coast Program and the EMU Cultural Forum are sponsoring the

week-long event.

Though conflicts between nations are more deeply rooted in land, their territories, dispute over management of the ocean's resources also is divided between a few traditionally dominant nations and those 100 nations which work to redistribute the wealth, said Pardo.

"But if mankind has an opportunity to avoid predictions of a world collapse caused by a combination of population growth, pollution, exploitation of resources and industrialization, work must soon begin to distribute the wealth of the sea," Pardo said.

"The ocean is the last and greatest resource available to humanity," added the former ambassador. "We must look to the seas in the future to provide much

of the world's food, fresh water and minerals."

Specifically, Pardo advocated development of a world authority to distribute and protect ocean resources. "That regime would manage the ocean space and adjudicate conflicts between users — they would not own the seas, merely manage and police them."

Oceans would still be open to providing energy through its reserves of hydro-carbons (especially oil) and potential for developing energy through capturing the power in its waves, currents and temperature differentials, he said.

Ocean '79 will continue through Friday with films today from 10 a.m. to 3 p.m. in the EMU, room to be posted, and a discussion led by marine biologist Paul

Spong tonight at 8. Spong will discuss whales and Greenpeace's efforts to protect them. For more information call the

Survival Center at 686-4356.

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Photo by Suzanne Aigen

Arvid Pardo

Pollock blasts industry claims of safe nuclear waste transport

By CATHERINE SIEGNER
Of the Emerald

Unless local jurisdictions take charge and adopt regulations on transport of radioactive materials, there won't be any, because federal officials don't give a damn about restricting such traffic.

Richard Pollock, director of the Critical Mass Energy Project, delivered that message Tuesday in the EMU. Pollock represented the Washington, D.C., project in Monday's Lane County workshop on hazardous waste shipment.

County commissioners will hold a March 7 hearing on a proposed ordinance that would restrict transportation of radioactive materials through Lane County. The ordinance was proposed last November by the Eugene branch of Clergy and Laity Concerned.

Pollock said the history of radioactive waste management in the United States can be summed up in two words — "promises, promises."

"The nuclear industry has made many claims as to its (nuclear power's) safety, affordability and dependability," Pollock said. "They even said it would be so cheap it couldn't even be metered."

But unfortunately, the nuclear industry's record in waste management is characterized by "outstanding failures, which will be felt by future generations," Pollock said.

In the 1950's, he recalled, radioactive waste was dumped by the U.S. Army into the Atlantic and Pacific oceans in 55-gallon drums. Later, tanks were used for disposal.

"Waste has been dumped at Hanford (near Richland, Wa.), at Savannah River, in South Carolina, and in Idaho. Five hundred thousand gallons has leaked out at Hanford and even more in South Carolina," Pollock said.

The government has explored several geological formations for their potential to store waste for long periods, but none has worked, he said.

"There is no solution for the problem of waste storage that has yet been accepted by the technical and scientific community."

Pollock said the major problem with radioactive waste storage and transportation is one of public health and safety, and that no federal agency regulates transportation of the materials by highways, airplanes or railroads.

"From the time these shipments leave the door of the

facility, no one has jurisdiction over them until they reach the destination," he said.

After 30 years of nuclear development, neither the Department of Transportation, the Interstate Commerce Commission or the U.S. Department of Energy have initiated any enforcement to find out what is being transported said Pollock.

It wasn't until local areas began to adopt regulations restricting shipments that the government sat up and began to take notice of the problem, he said. "Five boroughs in New York outlawed transportation of radioactive materials, and then others began to adopt regulations."

He cited examples of the confusion that surrounds radioactive waste accidents when they occur.

"In Rockingham, N.C., there was a 27-car derailment, and the officials who responded didn't even know there was radioactive material involved," Pollock said. "The record says the rescue team found out and made an 'expeditionary departure,' in other words, they fled."

In reiterating his main concern that local jurisdictions adopt regulations on waste transportation Pollock said, "It is incumbent upon local officials to take it upon themselves to adopt regulations if the people in D.C. will not."

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