

bipartisan effort and, more importantly, the right thing to do for all our Native people.

In it we reauthorized title 8, which addressed the Native people of my State, the Native Hawaiians. NAHASDA had expired for Native Hawaiians in 2005, and it has taken almost 10 years to make this right. Now they are authorized to the year 2019.

Home, land, or “Aina,” as it is called in Hawaiian, is critical to all people, especially our Native people. This Congress in 1921 passed the Hawaiian Homes Commission Act of 1920, and this reauthorization will bring us closer to meeting the dreams of those who are 50 percent blood quantum or more.

I thank my colleagues for the voice vote and ask them to join me in asking the Senate to pass this reauthorization for housing assistance for all Native people.

ISIL THREATENS AMERICAN MILITARY FAMILIES

(Mr. WILSON of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WILSON of South Carolina. Mr. Speaker, on Sunday both the FBI and the Department of Homeland Security issued warnings to American military personnel regarding possible attacks by ISIL here at home. Sadly, this comes after Homeland Security Secretary Jeh Johnson incorrectly announced in New York on September 14, “At present we have no credible information that ISIS is planning to attack the homeland of the United States.” The Secretary was wrong on the attacks, and equally, he has been wrong on the unconstitutional review of illegal aliens, which destroys jobs.

I appreciate yesterday national radio talk show host Kim Komando, the Digital Pro, who restated the FBI and DHS warnings of ISIS threats here in America to military families. She is a dedicated friend of the military.

The President should identify and stop the grotesque threats to conduct mass murder of American military families on U.S. soil.

In conclusion, God bless our troops, and the President should take action to never forget September the 11th in the global war on terrorism.

Our sympathy to the family of Captain William H. DuBois of Shaw Air Force Base, South Carolina.

LONG-TERM TAX POLICIES

(Ms. CLARK of Massachusetts asked and was given permission to address the House for 1 minute.)

Ms. CLARK of Massachusetts. Mr. Speaker, over the Thanksgiving holiday, I was able to spend time not only with my extended family but with the families of my district. And it struck me—not for the first time—how disconnected much of the conversation in Washington is from the concerns of typical families.

At the beginning of this week, we had an opportunity for a bipartisan agreement on making tax credits for working families permanent. But that has been derailed by cynical posturing.

In 2012, the earned income tax credit and the child tax credit helped lift 10.1 million people out of poverty. These programs work for working families. But instead of voting on a broader bill today to help working families and businesses alike, we are kicking the can down the road once again. This is a process that benefits the status quo and holds the needs of working families hostage to another time when it is politically convenient—and it is no way to govern.

Mr. Speaker, I urge my colleagues on both sides of the aisle to continue working towards long-term tax policies that will help families who cannot afford to wait any longer for Congress to do right by them.

FISCAL INSANITY

(Mr. STEWART asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. STEWART. Mr. Speaker, I am discouraged to stand here and to announce a milestone that we reached recently, a very discouraging milestone, and that was in the last few days we have now surpassed \$18 trillion in debt. If you want to know how much money that is, take every American taxpayer, from the young man who just got his first job to every mother and father who are struggling to take care of their families, and give them a bill for \$150,000. It is simply unsustainable.

If we continue down this current path, we will commit fiscal national suicide by our spending and our debt. Remember, a nation that is bankrupt cannot provide for the security of its people, a nation that is bankrupt cannot provide for the needy among them, and a nation that is bankrupt cannot provide for the children in the next generation.

Now is the time to restore fiscal sanity. We must have the courage to reclaim the American Dream. Tax reform, entitlement reform, and a balanced budget—we must have the courage to make these a reality. But we can fix this. We must fix this. I hope we will have the courage to do this, even if it is hard.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

HOWARD COBLE COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2014

Mr. HUNTER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5769) to authorize appropriations for the Coast Guard for fiscal year 2015, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5769

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Howard Coble Coast Guard and Maritime Transportation Act of 2014”.

SEC. 2. TABLE OF CONTENTS.

The table of contents for this Act is the following:

Sec. 1. Short title.

Sec. 2. Table of contents.

TITLE I—AUTHORIZATION

Sec. 101. Authorization of appropriations.

Sec. 102. Authorized levels of military strength and training.

TITLE II—COAST GUARD

Sec. 201. Commissioned officers.

Sec. 202. Commandant; appointment.

Sec. 203. Prevention and response workforces.

Sec. 204. Centers of expertise.

Sec. 205. Penalties.

Sec. 206. Agreements.

Sec. 207. Tuition assistance program coverage of textbooks and other educational materials.

Sec. 208. Coast Guard housing.

Sec. 209. Lease authority.

Sec. 210. Notification of certain determinations.

Sec. 211. Annual Board of Visitors.

Sec. 212. Flag officers.

Sec. 213. Repeal of limitation on medals of honor.

Sec. 214. Coast Guard family support and child care.

Sec. 215. Mission need statement.

Sec. 216. Transmission of annual Coast Guard authorization request.

Sec. 217. Inventory of real property.

Sec. 218. Retired service members and dependents serving on advisory committees.

Sec. 219. Active duty for emergency augmentation of regular forces.

Sec. 220. Acquisition workforce expedited hiring authority.

Sec. 221. Coast Guard administrative savings.

Sec. 222. Technical corrections to title 14.

Sec. 223. Multiyear procurement authority for Offshore Patrol Cutters.

Sec. 224. Maintaining Medium Endurance Cutter mission capability.

Sec. 225. Aviation capability in the Great Lakes region.

Sec. 226. Gaps in writings on Coast Guard history.

Sec. 227. Officer evaluation reports.

Sec. 228. Improved safety information for vessels.

Sec. 229. E-LORAN.

Sec. 230. Analysis of resource deficiencies with respect to maritime border security.

Sec. 231. Modernization of National Distress and Response System.

Sec. 232. Report reconciling maintenance and operational priorities on the Missouri River.

Sec. 233. Maritime Search and Rescue Assistance Policy assessment.

TITLE III—SHIPPING AND NAVIGATION

- Sec. 301. Repeal.
 Sec. 302. Donation of historical property.
 Sec. 303. Small shipyards.
 Sec. 304. Drug testing reporting.
 Sec. 305. Opportunities for sea service veterans.
 Sec. 306. Clarification of high-risk waters.
 Sec. 307. Technical corrections.
 Sec. 308. Report.
 Sec. 309. Fishing safety grant programs.
 Sec. 310. Establishment of Merchant Marine Personnel Advisory Committee.
 Sec. 311. Travel and subsistence costs for prevention services.
 Sec. 312. Prompt intergovernmental notice of marine casualties.
 Sec. 313. Area Contingency Plans.
 Sec. 314. International ice patrol reform.
 Sec. 315. Offshore supply vessel third-party inspection.
 Sec. 316. Watches.
 Sec. 317. Coast Guard response plan requirements.
 Sec. 318. Regional Citizens' Advisory Council.
 Sec. 319. Uninspected passenger vessels in the United States Virgin Islands.
 Sec. 320. Treatment of abandoned seafarers.
 Sec. 321. Enforcement.
 Sec. 322. Coast Guard regulations.
 Sec. 323. Website.

TITLE IV—FEDERAL MARITIME COMMISSION

- Sec. 401. Authorization of appropriations.
 Sec. 402. Award of reparations.
 Sec. 403. Terms of Commissioners.

TITLE V—ARCTIC MARITIME TRANSPORTATION

- Sec. 501. Arctic maritime transportation.
 Sec. 502. Arctic maritime domain awareness.
 Sec. 503. IMO Polar Code negotiations.
 Sec. 504. Forward operating facilities.
 Sec. 505. Icebreakers.
 Sec. 506. Icebreaking in polar regions.

TITLE VI—MISCELLANEOUS

- Sec. 601. Distant water tuna fleet.
 Sec. 602. Extension of moratorium.
 Sec. 603. National maritime strategy.
 Sec. 604. Waivers.
 Sec. 605. Competition by United States flag vessels.
 Sec. 606. Vessel requirements for notices of arrival and departure and automatic identification system.
 Sec. 607. Conveyance of Coast Guard property in Rochester, New York.
 Sec. 608. Conveyance of certain property in Gig Harbor, Washington.
 Sec. 609. Vessel determination.
 Sec. 610. Safe vessel operation in Thunder Bay.
 Sec. 611. Parking facilities.

TITLE I—AUTHORIZATION

SEC. 101. AUTHORIZATION OF APPROPRIATIONS.

Funds are authorized to be appropriated for fiscal year 2015 for necessary expenses of the Coast Guard as follows:

- (1) For the operation and maintenance of the Coast Guard, \$6,981,036,000.
- (2) For the acquisition, construction, rebuilding, and improvement of aids to navigation, shore and offshore facilities, vessels, and aircraft, including equipment related thereto, \$1,546,448,000, to remain available until expended.
- (3) For the Coast Guard Reserve program, including personnel and training costs, equipment, and services, \$140,016,000.
- (4) For environmental compliance and restoration of Coast Guard vessels, aircraft, and facilities (other than parts and equipment associated with operation and maintenance), \$16,701,000, to remain available until expended.

(5) To the Commandant of the Coast Guard for research, development, test, and evaluation of technologies, materials, and human factors directly related to improving the performance of the Coast Guard's mission with respect to search and rescue, aids to navigation, marine safety, marine environmental protection, enforcement of laws and treaties, ice operations, oceanographic research, and defense readiness, \$19,890,000.

(6) For alteration or removal of bridges over navigable waters of the United States constituting obstructions to navigation, and for personnel and administrative costs associated with the Alteration of Bridges Program, \$16,000,000.

SEC. 102. AUTHORIZED LEVELS OF MILITARY STRENGTH AND TRAINING.

(a) ACTIVE DUTY STRENGTH.—The Coast Guard is authorized an end-of-year strength for active duty personnel of 43,000 for fiscal year 2015.

(b) MILITARY TRAINING STUDENT LOADS.—The Coast Guard is authorized average military training student loads for fiscal year 2015 as follows:

- (1) For recruit and special training, 2,500 student years.
- (2) For flight training, 165 student years.
- (3) For professional training in military and civilian institutions, 350 student years.
- (4) For officer acquisition, 1,200 student years.

TITLE II—COAST GUARD

SEC. 201. COMMISSIONED OFFICERS.

Section 42(a) of title 14, United States Code, is amended by striking “7,200” and inserting “6,900”.

SEC. 202. COMMANDANT; APPOINTMENT.

Section 44 of title 14, United States Code, is amended by inserting after the first sentence the following: “The term of an appointment, and any reappointment, shall begin on June 1 of the appropriate year and end on May 31 of the appropriate year, except that, in the event of death, retirement, resignation, or reassignment, or when the needs of the Service demand, the Secretary may alter the date on which a term begins or ends if the alteration does not result in the term exceeding a period of 4 years.”

SEC. 203. PREVENTION AND RESPONSE WORKFORCES.

Section 57 of title 14, United States Code, is amended—

- (1) in subsection (b)—
 - (A) in paragraph (2) by striking “or” at the end;
 - (B) in paragraph (3) by striking the period at the end and inserting a semicolon; and
 - (C) by adding at the end the following:

“(4) waterways operations manager shall have knowledge, skill, and practical experience with respect to marine transportation system management; or

“(5) port and facility safety and security specialist shall have knowledge, skill, and practical experience with respect to the safety, security, and environmental protection responsibilities associated with maritime ports and facilities.”;
- (2) in subsection (c) by striking “or marine safety engineer” and inserting “marine safety engineer, waterways operations manager, or port and facility safety and security specialist”;
- (3) in subsection (f)(2) by striking “investigator or marine safety engineer.” and inserting “investigator, marine safety engineer, waterways operations manager, or port and facility safety and security specialist.”

SEC. 204. CENTERS OF EXPERTISE.

Section 58(b) of title 14, United States Code, is amended to read as follows:

“(b) MISSIONS.—Any center established under subsection (a) shall—

- “(1) promote, facilitate, and conduct—
 “(A) education;
 “(B) training; and
 “(C) activities authorized under section 93(a)(4);
 “(2) be a repository of information on operations, practices, and resources related to the mission for which the center was established; and
 “(3) perform and support the mission for which the center was established.”

SEC. 205. PENALTIES.

(a) AIDS TO NAVIGATION AND FALSE DISTRESS MESSAGES.—Chapter 5 of title 14, United States Code, is amended—

- (1) in section 83 by striking “\$100” and inserting “\$1,500”;
- (2) in section 84 by striking “\$500” and inserting “\$1,500”;
- (3) in section 85 by striking “\$100” and inserting “\$1,500”; and
- (4) in section 88(c)(2) by striking “\$5,000” and inserting “\$10,000”.

(b) UNAUTHORIZED USE OF WORDS “COAST GUARD”.—Section 639 of title 14, United States Code, is amended by striking “\$1,000” and inserting “\$10,000”.

SEC. 206. AGREEMENTS.

(a) IN GENERAL.—Section 93(a)(4) of title 14, United States Code, is amended—

- (1) by striking “, investigate” and inserting “and investigate”; and
- (2) by striking “, and cooperate and coordinate such activities with other Government agencies and with private agencies”.

(b) AUTHORITY.—Chapter 5 of title 14, United States Code, as amended by this Act, is further amended by adding at the end the following:

“§ 102. Agreements

“(a) IN GENERAL.—In carrying out section 93(a)(4), the Commandant may—

- “(1) enter into cooperative agreements, contracts, and other agreements with—
 “(A) Federal entities;
 “(B) other public or private entities in the United States, including academic entities; and
 “(C) foreign governments with the concurrence of the Secretary of State; and

“(2) impose on and collect from an entity subject to an agreement or contract under paragraph (1) a fee to assist with expenses incurred in carrying out such section.

“(b) DEPOSIT AND USE OF FEES.—Fees collected under this section shall be deposited in the general fund of the Treasury as offsetting receipts. The fees may be used, to the extent provided in advance in an appropriation law, only to carry out activities under section 93(a)(4).”

(c) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

“102. Agreements.”

SEC. 207. TUITION ASSISTANCE PROGRAM COVERAGE OF TEXTBOOKS AND OTHER EDUCATIONAL MATERIALS.

Section 93(a)(7) of title 14, United States Code, is amended by inserting “and the textbooks, manuals, and other materials required as part of such training or course of instruction” after “correspondence courses”.

SEC. 208. COAST GUARD HOUSING.

(a) COMMANDANT; GENERAL POWERS.—Section 93(a)(13) of title 14, United States Code, is amended by striking “the Treasury” and inserting “the fund established under section 687”.

(b) LIGHTHOUSE PROPERTY.—Section 672a(b) of title 14, United States Code, is amended by striking “the Treasury” and inserting “the fund established under section 687”.

(c) CONFORMING AMENDMENT.—Section 687(b) of title 14, United States Code, is amended by adding at the end the following:

“(4) Monies received under section 93(a)(13).

“(5) Amounts received under section 672a(b).”.

SEC. 209. LEASE AUTHORITY.

Section 93 of title 14, United States Code, is amended by adding at the end the following:

“(f) LEASING OF TIDELANDS AND SUBMERGED LANDS.—

“(1) AUTHORITY.—The Commandant may lease under subsection (a)(13) submerged lands and tidelands under the control of the Coast Guard without regard to the limitation under that subsection with respect to lease duration.

“(2) LIMITATION.—The Commandant may lease submerged lands and tidelands under paragraph (1) only if—

“(A) lease payments are—

“(i) received exclusively in the form of cash;

“(ii) equal to the fair market value of the use of the leased submerged lands or tidelands for the period during which such lands are leased, as determined by the Commandant; and

“(iii) deposited in the fund established under section 687; and

“(B) the lease does not provide authority to or commit the Coast Guard to use or support any improvements to such submerged lands or tidelands, or obtain goods or services from the lessee.”.

SEC. 210. NOTIFICATION OF CERTAIN DETERMINATIONS.

(a) IN GENERAL.—Chapter 5 of title 14, United States Code, as amended by this Act, is further amended by adding at the end the following:

“§ 103. Notification of certain determinations

“(a) IN GENERAL.—At least 90 days prior to making a final determination that a waterway, or a portion thereof, is navigable for purposes of the jurisdiction of the Coast Guard, the Commandant shall provide notification regarding the proposed determination to—

“(1) the Governor of each State in which such waterway, or portion thereof, is located;

“(2) the public; and

“(3) the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

“(b) CONTENT REQUIREMENT.—Each notification provided under subsection (a) to an entity specified in paragraph (3) of that subsection shall include—

“(1) an analysis of whether vessels operating on the waterway, or portion thereof, subject to the proposed determination are subject to inspection or similar regulation by State or local officials;

“(2) an analysis of whether operators of commercial vessels on such waterway, or portion thereof, are subject to licensing or similar regulation by State or local officials; and

“(3) an estimate of the annual costs that the Coast Guard may incur in conducting operations on such waterway, or portion thereof.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter, as amended by this Act, is further amended by adding at the end the following:

“103. Notification of certain determinations.”.

SEC. 211. ANNUAL BOARD OF VISITORS.

Section 194 of title 14, United States Code, is amended to read as follows:

“§ 194. Annual Board of Visitors

“(a) IN GENERAL.—A Board of Visitors to the Coast Guard Academy is established to

review and make recommendations on the operation of the Academy.

“(b) MEMBERSHIP.—

“(1) IN GENERAL.—The membership of the Board shall consist of the following:

“(A) The chairman of the Committee on Commerce, Science, and Transportation of the Senate, or the chairman’s designee.

“(B) The chairman of the Committee on Transportation and Infrastructure of the House of Representatives, or the chairman’s designee.

“(C) 3 Members of the Senate designated by the Vice President.

“(D) 4 Members of the House of Representatives designated by the Speaker of the House of Representatives.

“(E) 6 individuals designated by the President.

“(2) LENGTH OF SERVICE.—

“(A) MEMBERS OF CONGRESS.—A Member of Congress designated under subparagraph (C) or (D) of paragraph (1) as a member of the Board shall be designated as a member in the First Session of a Congress and serve for the duration of that Congress.

“(B) INDIVIDUALS DESIGNATED BY THE PRESIDENT.—Each individual designated by the President under subparagraph (E) of paragraph (1) shall serve as a member of the Board for 3 years, except that any such member whose term of office has expired shall continue to serve until a successor is appointed.

“(3) DEATH OR RESIGNATION OF A MEMBER.—If a member of the Board dies or resigns, a successor shall be designated for any unexpired portion of the term of the member by the official who designated the member.

“(c) ACADEMY VISITS.—

“(1) ANNUAL VISIT.—The Board shall visit the Academy annually to review the operation of the Academy.

“(2) ADDITIONAL VISITS.—With the approval of the Secretary, the Board or individual members of the Board may make other visits to the Academy in connection with the duties of the Board or to consult with the Superintendent of the Academy.

“(d) SCOPE OF REVIEW.—The Board shall review, with respect to the Academy—

“(1) the state of morale and discipline;

“(2) the curriculum;

“(3) instruction;

“(4) physical equipment;

“(5) fiscal affairs; and

“(6) other matters relating to the Academy that the Board determines appropriate.

“(e) REPORT.—Not later than 60 days after the date of an annual visit of the Board under subsection (c)(1), the Board shall submit to the Secretary, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives a report on the actions of the Board during such visit and the recommendations of the Board pertaining to the Academy.

“(f) ADVISORS.—If approved by the Secretary, the Board may consult with advisors in carrying out this section.

“(g) REIMBURSEMENT.—Each member of the Board and each adviser consulted by the Board under subsection (f) shall be reimbursed, to the extent permitted by law, by the Coast Guard for actual expenses incurred while engaged in duties as a member or adviser.”.

SEC. 212. FLAG OFFICERS.

(a) IN GENERAL.—Title 14, United States Code, is amended by inserting after section 295 the following:

“§ 296. Flag officers

“During any period in which the Coast Guard is not operating as a service in the Navy, section 1216(d) of title 10 does not

apply with respect to flag officers of the Coast Guard.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 14, United States Code, is amended by inserting after the item relating to section 295 the following:

“296. Flag officers.”.

SEC. 213. REPEAL OF LIMITATION ON MEDALS OF HONOR.

Section 494 of title 14, United States Code, is amended by striking “medal of honor,” each place it appears.

SEC. 214. COAST GUARD FAMILY SUPPORT AND CHILD CARE.

(a) IN GENERAL.—Title 14, United States Code, as amended by this Act, is further amended by inserting after chapter 13 the following:

“CHAPTER 14—COAST GUARD FAMILY SUPPORT AND CHILD CARE

“SUBCHAPTER I—GENERAL PROVISIONS

“Sec.

“531. Work-life policies and programs.

“532. Surveys of Coast Guard families.

“SUBCHAPTER II—COAST GUARD FAMILY SUPPORT

“542. Education and training opportunities for Coast Guard spouses.

“543. Youth sponsorship initiatives.

“SUBCHAPTER III—COAST GUARD CHILD CARE

“551. Definitions.

“553. Child development center standards and inspections.

“554. Child development center employees.

“555. Parent partnerships with child development centers.

“SUBCHAPTER I—GENERAL PROVISIONS

“§ 531. Work-life policies and programs

“The Commandant is authorized—

“(1) to establish an office for the purpose of developing, promulgating, and coordinating policies, programs, and activities related to the families of Coast Guard members;

“(2) to implement and oversee policies, programs, and activities described in paragraph (1) as the Commandant considers necessary; and

“(3) to perform such other duties as the Commandant considers necessary.

“§ 532. Surveys of Coast Guard families

“(a) AUTHORITY.—The Commandant, in order to determine the effectiveness of Federal policies, programs, and activities related to the families of Coast Guard members, may survey—

“(1) any Coast Guard member;

“(2) any retired Coast Guard member;

“(3) the immediate family of any Coast Guard member or retired Coast Guard member; and

“(4) any survivor of a deceased Coast Guard member.

“(b) VOLUNTARY PARTICIPATION.—Participation in any survey conducted under subsection (a) shall be voluntary.

“(c) FEDERAL RECORDKEEPING.—Each person surveyed under subsection (a) shall be considered an employee of the United States for purposes of section 3502(3)(A)(i) of title 44.

“SUBCHAPTER II—COAST GUARD FAMILY SUPPORT

“§ 542. Education and training opportunities for Coast Guard spouses

“(a) TUITION ASSISTANCE.—The Commandant may provide, subject to the availability of appropriations, tuition assistance to an eligible spouse to facilitate the acquisition of—

“(1) education and training required for a degree or credential at an accredited college, university, or technical school in the United States that expands employment and portable career opportunities for the spouse; or

“(2) education prerequisites and a professional license or credential required, by a government or government-sanctioned licensing body, for an occupation that expands employment and portable career opportunities for the spouse.

“(b) DEFINITIONS.—In this section, the following definitions apply:

“(1) ELIGIBLE SPOUSE.—

“(A) IN GENERAL.—The term ‘eligible spouse’ means the spouse of a member of the Coast Guard who is serving on active duty and includes a spouse who receives transitional compensation under section 1059 of title 10.

“(B) EXCLUSION.—The term ‘eligible spouse’ does not include a person who—

“(i) is married to, but legally separated from, a member of the Coast Guard under a court order or statute of any State or territorial possession of the United States; or

“(ii) is eligible for tuition assistance as a member of the Armed Forces.

“(2) PORTABLE CAREER.—The term ‘portable career’ includes an occupation that requires education, training, or both that results in a credential that is recognized by an industry, profession, or specific type of business.

“§ 543. Youth sponsorship initiatives

“(a) IN GENERAL.—The Commandant is authorized to establish, within any Coast Guard unit, an initiative to help integrate into new surroundings the dependent children of members of the Coast Guard who received permanent change of station orders.

“(b) DESCRIPTION OF INITIATIVE.—An initiative established under subsection (a) shall—

“(1) provide for the involvement of a dependent child of a member of the Coast Guard in the dependent child’s new Coast Guard community; and

“(2) primarily focus on preteen and teen-aged children.

“(c) AUTHORITY.—In carrying out an initiative under subsection (a), the Commandant may—

“(1) provide to a dependent child of a member of the Coast Guard information on youth programs and activities available in the dependent child’s new Coast Guard community; and

“(2) enter into agreements with nonprofit entities to provide youth programs and activities to such child.

“SUBCHAPTER III—COAST GUARD CHILD CARE

“§ 551. Definitions

“In this subchapter, the following definitions apply:

“(1) CHILD ABUSE AND NEGLECT.—The term ‘child abuse and neglect’ has the meaning given that term in section 3 of the Child Abuse Prevention and Treatment Act (42 U.S.C. 5101 note).

“(2) CHILD DEVELOPMENT CENTER EMPLOYEE.—The term ‘child development center employee’ means a civilian employee of the Coast Guard who is employed to work in a Coast Guard child development center without regard to whether the employee is paid from appropriated or nonappropriated funds.

“(3) COAST GUARD CHILD DEVELOPMENT CENTER.—The term ‘Coast Guard child development center’ means a facility on Coast Guard property or on property under the jurisdiction of the commander of a Coast Guard unit at which child care services are provided for members of the Coast Guard.

“(4) COMPETITIVE SERVICE POSITION.—The term ‘competitive service position’ means a position in the competitive service (as defined in section 2102 of title 5).

“(5) FAMILY HOME DAYCARE.—The term ‘family home daycare’ means home-based

child care services provided for a member of the Coast Guard by an individual who—

“(A) is certified by the Commandant as qualified to provide home-based child care services; and

“(B) provides home-based child care services on a regular basis in exchange for monetary compensation.

“§ 553. Child development center standards and inspections

“(a) STANDARDS.—The Commandant shall require each Coast Guard child development center to meet standards that the Commandant considers appropriate to ensure the health, safety, and welfare of the children and employees at the center.

“(b) INSPECTIONS.—The Commandant shall provide for regular and unannounced inspections of each Coast Guard child development center to ensure compliance with this section.

“(c) NATIONAL REPORTING.—

“(1) IN GENERAL.—The Commandant shall maintain and publicize a means by which an individual can report, with respect to a Coast Guard child development center or a family home daycare—

“(A) any suspected violation of—

“(i) standards established under subsection (a); or

“(ii) any other applicable law or standard;

“(B) suspected child abuse or neglect; or

“(C) any other deficiency.

“(2) ANONYMOUS REPORTING.—The Commandant shall ensure that an individual making a report pursuant to paragraph (1) may do so anonymously if so desired by the individual.

“(3) PROCEDURES.—The Commandant shall establish procedures for investigating reports made pursuant to paragraph (1).

“§ 554. Child development center employees

“(a) TRAINING.—

“(1) IN GENERAL.—The Commandant shall establish a training program for Coast Guard child development center employees and satisfactory completion of the training program shall be a condition of employment for each employee of a Coast Guard child development center.

“(2) TIMING FOR NEW HIRES.—The Commandant shall require each employee of a Coast Guard child development center to complete the training program established under paragraph (1) not later than 6 months after the date on which the employee is hired.

“(3) MINIMUM REQUIREMENTS.—The training program established under paragraph (1) shall include, at a minimum, instruction with respect to—

“(A) early childhood development;

“(B) activities and disciplinary techniques appropriate to children of different ages;

“(C) child abuse and neglect prevention and detection; and

“(D) cardiopulmonary resuscitation and other emergency medical procedures.

“(4) USE OF DEPARTMENT OF DEFENSE PROGRAMS.—The Commandant may use Department of Defense training programs, on a reimbursable or nonreimbursable basis, for purposes of this subsection.

“(b) TRAINING AND CURRICULUM SPECIALISTS.—

“(1) SPECIALIST REQUIRED.—The Commandant shall require that at least 1 employee at each Coast Guard child development center be a specialist in training and curriculum development with appropriate credentials and experience.

“(2) DUTIES.—The duties of the specialist described in paragraph (1) shall include—

“(A) special teaching activities;

“(B) daily oversight and instruction of other child care employees;

“(C) daily assistance in the preparation of lesson plans;

“(D) assisting with child abuse and neglect prevention and detection; and

“(E) advising the director of the center on the performance of the other child care employees.

“(3) COMPETITIVE SERVICE.—Each specialist described in paragraph (1) shall be an employee in a competitive service position.

“§ 555. Parent partnerships with child development centers

“(a) PARENT BOARDS.—

“(1) FORMATION.—The Commandant shall require that there be formed at each Coast Guard child development center a board of parents, to be composed of parents of children attending the center.

“(2) FUNCTIONS.—Each board of parents formed under paragraph (1) shall—

“(A) meet periodically with the staff of the center at which the board is formed and the commander of the unit served by the center, for the purpose of discussing problems and concerns; and

“(B) be responsible, together with the staff of the center, for coordinating any parent participation initiative established under subsection (b).

“(3) FACA.—The Federal Advisory Committee Act (5 U.S.C. App.) does not apply to a board of parents formed under paragraph (1).

“(b) PARENT PARTICIPATION INITIATIVE.—The Commandant is authorized to establish a parent participation initiative at each Coast Guard child development center to encourage and facilitate parent participation in educational and related activities at the center.”

(b) TRANSFER OF PROVISIONS.—

(1) IN GENERAL.—

(A) REIMBURSEMENT FOR ADOPTION EXPENSES.—Section 514 of title 14, United States Code, is redesignated as section 541 and transferred to appear before section 542 of such title, as added by subsection (a) of this section.

(B) CHILD DEVELOPMENT SERVICES.—Section 515 of title 14, United States Code—

(i) is redesignated as section 552 and transferred to appear after section 551 of such title, as added by subsection (a) of this section; and

(ii) is amended—

(I) in subsection (b)(2)(B) by inserting “and whether a family is participating in an initiative established under section 555(b)” after “family income”;

(II) by striking subsections (c) and (e); and

(III) by redesignating subsection (d) as subsection (c).

(C) DEPENDENT SCHOOL CHILDREN.—Section 657 of title 14, United States Code—

(i) is redesignated as section 544 and transferred to appear after section 543 of such title, as added by subsection (a) of this section; and

(ii) is amended in subsection (a) by striking “Except as otherwise” and all that follows through “the Secretary may” and inserting “The Secretary may”.

(2) CONFORMING AMENDMENTS.—

(A) PART I.—The analysis for part I of title 14, United States Code, is amended by inserting after the item relating to chapter 13 the following:

“14. Coast Guard Family Support and Child Care 531”.

(B) CHAPTER 13.—The analysis for chapter 13 of title 14, United States Code, is amended—

(i) by striking the item relating to section 514; and

(ii) by striking the item relating to section 515.

(C) CHAPTER 14.—The analysis for chapter 14 of title 14, United States Code, as added by subsection (a) of this section, is amended by inserting—

(i) before the item relating to section 542 the following:

“541. Reimbursement for adoption expenses.”;

(ii) after the item relating to section 551 the following:

“552. Child development services.”; and

(iii) after the item relating to section 543 the following:

“544. Dependent school children.”.

(D) CHAPTER 17.—The analysis for chapter 17 of title 14, United States Code, is amended by striking the item relating to section 657.

(C) COMMANDANT; GENERAL POWERS.—Section 93(a)(7) of title 14, United States Code, as amended by this Act, is further amended by inserting “, and to eligible spouses as defined under section 542,” after “Coast Guard”.

(d) SENSE OF CONGRESS.—

(1) IN GENERAL.—It is the sense of Congress that the amount of funds appropriated for a fiscal year for operating expenses related to Coast Guard child development services should not be less than the amount of the child development center fee receipts estimated to be collected by the Coast Guard during that fiscal year.

(2) CHILD DEVELOPMENT CENTER FEE RECEIPTS DEFINED.—In this subsection, the term “child development center fee receipts” means fees paid by members of the Coast Guard for child care services provided at Coast Guard child development centers.

SEC. 215. MISSION NEED STATEMENT.

(a) IN GENERAL.—Section 569 of title 14, United States Code, is amended to read as follows:

“§ 569. Mission need statement

“(a) IN GENERAL.—On the date on which the President submits to Congress a budget for fiscal year 2016 under section 1105 of title 31, on the date on which the President submits to Congress a budget for fiscal year 2019 under such section, and every 4 years thereafter, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate an integrated major acquisition mission need statement.

“(b) DEFINITIONS.—In this section, the following definitions apply:

“(1) INTEGRATED MAJOR ACQUISITION MISSION NEED STATEMENT.—The term ‘integrated major acquisition mission need statement’ means a document that—

“(A) identifies current and projected gaps in Coast Guard mission capabilities using mission hour targets;

“(B) explains how each major acquisition program addresses gaps identified under subparagraph (A) if funded at the levels provided for such program in the most recently submitted capital investment plan; and

“(C) describes the missions the Coast Guard will not be able to achieve, by fiscal year, for each gap identified under subparagraph (A).

“(2) MAJOR ACQUISITION PROGRAM.—The term ‘major acquisition program’ has the meaning given that term in section 569a(e).

“(3) CAPITAL INVESTMENT PLAN.—The term ‘capital investment plan’ means the plan required under section 663(a)(1).”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 15 of title 14, United States Code, is amended by striking the item relating to section 569 and inserting the following:

“569. Mission need statement.”.

SEC. 216. TRANSMISSION OF ANNUAL COAST GUARD AUTHORIZATION REQUEST.

(a) IN GENERAL.—Title 14, United States Code, as amended by this Act, is further amended by inserting after section 662 the following:

“§ 662a. Transmission of annual Coast Guard authorization request

“(a) IN GENERAL.—Not later than 30 days after the date on which the President submits to Congress a budget for a fiscal year pursuant to section 1105 of title 31, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a Coast Guard authorization request with respect to such fiscal year.

“(b) COAST GUARD AUTHORIZATION REQUEST DEFINED.—In this section, the term ‘Coast Guard authorization request’ means a proposal for legislation that, with respect to the Coast Guard for the relevant fiscal year—

“(1) recommends end strengths for personnel for that fiscal year, as described in section 661;

“(2) recommends authorizations of appropriations for that fiscal year, including with respect to matters described in section 662; and

“(3) addresses any other matter that the Secretary determines is appropriate for inclusion in a Coast Guard authorization bill.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 17 of title 14, United States Code, as amended by this Act, is further amended by inserting after the item relating to section 662 the following:

“662a. Transmission of annual Coast Guard authorization request.”.

SEC. 217. INVENTORY OF REAL PROPERTY.

(a) IN GENERAL.—Chapter 17 of title 14, United States Code, is amended by adding at the end the following:

“§ 679. Inventory of real property

“(a) IN GENERAL.—Not later than September 30, 2015, the Commandant shall establish an inventory of all real property, including submerged lands, under the control of the Coast Guard, which shall include—

“(1) the size, the location, and any other appropriate description of each unit of such property;

“(2) an assessment of the physical condition of each unit of such property, excluding lands;

“(3) a determination of whether each unit of such property should be—

“(A) retained to fulfill a current or projected Coast Guard mission requirement; or

“(B) subject to divestiture; and

“(4) other information the Commandant considers appropriate.

“(b) INVENTORY MAINTENANCE.—The Commandant shall—

“(1) maintain the inventory required under subsection (a) on an ongoing basis; and

“(2) update information on each unit of real property included in such inventory not later than 30 days after any change relating to the control of such property.

“(c) RECOMMENDATIONS TO CONGRESS.—Not later than March 30, 2016, and every 5 years thereafter, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes—

“(1) a list of all real property under the control of the Coast Guard and the location of such property by property type;

“(2) recommendations for divestiture with respect to any units of such property; and

“(3) recommendations for consolidating any units of such property, including—

“(A) an estimate of the costs or savings associated with each recommended consolidation; and

“(B) a discussion of the impact that such consolidation would have on Coast Guard mission effectiveness.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter, as amended by this Act, is further amended by adding at the end the following:

“679. Inventory of real property.”.

SEC. 218. RETIRED SERVICE MEMBERS AND DEPENDENTS SERVING ON ADVISORY COMMITTEES.

(a) IN GENERAL.—Chapter 17 of title 14, United States Code, as amended by this Act, is further amended by adding at the end the following:

“§ 680. Retired service members and dependents serving on advisory committees

“A committee that—

“(1) advises or assists the Coast Guard with respect to a function that affects a member of the Coast Guard or a dependent of such a member; and

“(2) includes in its membership a retired Coast Guard member or a dependent of such a retired member; shall not be considered an advisory committee under the Federal Advisory Committee Act (5 U.S.C. App.) solely because of such membership.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter, as amended by this Act, is further amended by inserting after the item relating to section 679 the following:

“680. Retired service members and dependents serving on advisory committees.”.

SEC. 219. ACTIVE DUTY FOR EMERGENCY AUGMENTATION OF REGULAR FORCES.

Section 712(a) of title 14, United States Code, is amended by striking “not more than 60 days in any 4-month period and”.

SEC. 220. ACQUISITION WORKFORCE EXPEDITED HIRING AUTHORITY.

Section 404(b) of the Coast Guard Authorization Act of 2010 (Public Law 111-281; 124 Stat. 2951) is amended by striking “2015” and inserting “2017”.

SEC. 221. COAST GUARD ADMINISTRATIVE SAVINGS.

(a) ELIMINATION OF OUTDATED AND DUPLICATIVE REPORTS.—

(1) MARINE INDUSTRY TRAINING.—Section 59 of title 14, United States Code, is amended—

(A) by striking “(a) IN GENERAL.—The Commandant” and inserting “The Commandant”; and

(B) by striking subsection (b).

(2) OPERATIONS AND EXPENDITURES.—Section 651 of title 14, United States Code, and the item relating to such section in the analysis for chapter 17 of such title, are repealed.

(3) DRUG INTERDICTION.—Section 103 of the Coast Guard Authorization Act of 1996 (14 U.S.C. 89 note), and the item relating to that section in the table of contents in section 2 of that Act, are repealed.

(4) NATIONAL DEFENSE.—Section 426 of the Maritime Transportation Security Act of 2002 (14 U.S.C. 2 note), and the item relating to that section in the table of contents in section 1(b) of that Act, are repealed.

(5) LIVING MARINE RESOURCES.—Section 4(b) of the Cruise Vessel Security and Safety Act of 2010 (16 U.S.C. 1828 note) is amended by adding at the end the following: “No report shall be required under this subsection, including that no report shall be required under section 224 of the Coast Guard and Maritime Transportation Act of 2004 or section 804 of the Coast Guard and Maritime Transportation Act of 2006, for fiscal years beginning after fiscal year 2014.”.

(b) CONSOLIDATION AND REFORM OF REPORTING REQUIREMENTS.—

(1) MARINE SAFETY.—

(A) IN GENERAL.—Section 2116(d)(2)(B) of title 46, United States Code, is amended to read as follows:

“(B) on the program’s mission performance in achieving numerical measurable goals established under subsection (b), including—

“(i) the number of civilian and military Coast Guard personnel assigned to marine safety positions; and

“(ii) an identification of marine safety positions that are understaffed to meet the workload required to accomplish each activity included in the strategy and plans under subsection (a); and”.

(B) **CONFORMING AMENDMENT.**—Section 57 of title 14, United States Code, as amended by this Act, is further amended—

(i) by striking subsection (e); and

(ii) by redesignating subsections (f), (g), and (h) as subsections (e), (f), and (g) respectively.

(2) **MINOR CONSTRUCTION.**—Section 656(d)(2) of title 14, United States Code, is amended to read as follows:

“(2) **REPORT.**—Not later than the date on which the President submits to Congress a budget under section 1105 of title 31 each year, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report describing each project carried out under paragraph (1), in the most recently concluded fiscal year, for which the amount expended under such paragraph for such project was more than \$1,000,000. If no such project was carried out during a fiscal year, no report under this paragraph shall be required with respect to that fiscal year.”.

SEC. 222. TECHNICAL CORRECTIONS TO TITLE 14. Title 14, United States Code, as amended by this Act, is further amended—

(1) in section 93(b)(1) by striking “Notwithstanding subsection (a)(14)” and inserting “Notwithstanding subsection (a)(13)”; and

(2) in section 197(b) by striking “of Homeland Security”.

SEC. 223. MULTIYEAR PROCUREMENT AUTHORITY FOR OFFSHORE PATROL CUTTERS.

In fiscal year 2015 and each fiscal year thereafter, the Secretary of the department in which the Coast Guard is operating may enter into, in accordance with section 2306b of title 10, United States Code, multiyear contracts for the procurement of Offshore Patrol Cutters and associated equipment.

SEC. 224. MAINTAINING MEDIUM ENDURANCE CUTTER MISSION CAPABILITY.

Not later than 120 days after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes—

(1) a schedule and plan for decommissioning, not later than September 30, 2029, each of the 210-foot, Reliance-Class Cutters operated by the Coast Guard on the date of enactment of this Act;

(2) a schedule and plan for enhancing the maintenance or extending the service life of each of the 270-foot, Famous-Class Cutters operated by the Coast Guard on the date of enactment of this Act—

(A) to maintain the capability of the Coast Guard to carry out sea-going missions with respect to such Cutters at the level of capability existing on September 30, 2013; and

(B) for the period beginning on the date of enactment of this Act and ending on the date on which the final Offshore Patrol Cutter is scheduled to be commissioned under paragraph (4);

(3) an identification of the number of Offshore Patrol Cutters capable of sea state 5 operations that, if 8 National Security Cutters are commissioned, are necessary to return the sea state 5 operating capability of the Coast Guard to the level of capability

that existed prior to the decommissioning of the first High Endurance Cutter in fiscal year 2011;

(4) a schedule and plan for commissioning the number of Offshore Patrol Cutters identified under paragraph (3); and

(5) a schedule and plan for commissioning, not later than September 30, 2034, a number of Offshore Patrol Cutters not capable of sea state 5 operations that is equal to—

(A) 25; less

(B) the number of Offshore Patrol Cutters identified under paragraph (3).

SEC. 225. AVIATION CAPABILITY IN THE GREAT LAKES REGION.

The Secretary of the department in which the Coast Guard is operating may—

(1) request and accept through a direct military-to-military transfer under section 2571 of title 10, United States Code, such H-60 helicopters as may be necessary to establish a year-round operational capability in the Coast Guard's Ninth District; and

(2) use funds provided under section 101 of this Act to convert such helicopters to Coast Guard MH-60T configuration.

SEC. 226. GAPS IN WRITINGS ON COAST GUARD HISTORY.

Not later than 1 year after the date of enactment of this Act, the Commandant of the Coast Guard shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on any gaps that exist in writings on the history of the Coast Guard. The report shall address, at a minimum, operations, broad topics, and biographies with respect to the Coast Guard.

SEC. 227. OFFICER EVALUATION REPORTS.

(a) **ASSESSMENT REQUIRED.**—Not later than 180 days after the date of enactment of this Act, the Commandant of the Coast Guard shall provide to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a written assessment of the Coast Guard's officer evaluation reporting system.

(b) **CONTENTS OF ASSESSMENT.**—The assessment required under subsection (a) shall include, at a minimum, an analysis of—

(1) the extent to which the Coast Guard's officer evaluation reports differ in length, form, and content from the officer fitness reports used by the Navy and other branches of the Armed Forces;

(2) the extent to which differences determined pursuant to paragraph (1) are the result of inherent differences between—

(A) the Coast Guard and the Navy; and

(B) the Coast Guard and other branches of the Armed Forces;

(3) the feasibility of more closely aligning and conforming the Coast Guard's officer evaluation reports with the officer fitness reports of the Navy and other branches of the Armed Forces; and

(4) the costs and benefits of the alignment and conformity described in paragraph (3), including with respect to—

(A) Coast Guard administrative efficiency;

(B) fairness and equity for Coast Guard officers; and

(C) carrying out the Coast Guard's statutory mission of defense readiness, including when operating as a service in the Navy.

SEC. 228. IMPROVED SAFETY INFORMATION FOR VESSELS.

Not later than 1 year after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall establish a process that allows an operator of a marine exchange or other non-Federal vessel traffic information service to use the automatic identification system to

transmit weather, ice, and other important navigation safety information to vessels.

SEC. 229. E-LORAN.

(a) **IN GENERAL.**—The Secretary of the department in which the Coast Guard is operating may not carry out activities related to the dismantling or disposal of infrastructure that supported the former LORAN system until the later of—

(1) the date that is 1 year after the date of enactment of this Act; or

(2) the date on which the Secretary provides to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate notice of a determination by the Secretary that such infrastructure is not required to provide a positioning, navigation, and timing system to provide redundant capability in the event GPS signals are disrupted.

(b) **EXCEPTION.**—Subsection (a) does not apply to activities necessary for the safety of human life.

(c) **AGREEMENTS.**—The Secretary may enter into cooperative agreements, contracts, and other agreements with Federal entities and other public or private entities, including academic entities, to develop a positioning, navigation, and timing system, including an enhanced LORAN system, to provide redundant capability in the event GPS signals are disrupted.

SEC. 230. ANALYSIS OF RESOURCE DEFICIENCIES WITH RESPECT TO MARITIME BORDER SECURITY.

(a) **IN GENERAL.**—Not later than 120 days after the date of enactment of this Act, the Commandant of the Coast Guard shall provide to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report describing any Coast Guard resource deficiencies related to—

(1) securing maritime borders with respect to the Great Lakes and the coastal areas of the Southeastern and Southwestern United States, including with respect to Florida, California, Puerto Rico, and the United States Virgin Islands;

(2) patrolling and monitoring maritime approaches to the areas described in paragraph (1); and

(3) patrolling and monitoring relevant portions of the Western Hemisphere Drug Transit Zone.

(b) **SCOPE.**—In preparing the report under subsection (a), the Commandant shall consider, at a minimum—

(1) the Coast Guard's statutory missions with respect to migrant interdiction, drug interdiction, defense readiness, living marine resources, and ports, waterways, and coastal security;

(2) whether Coast Guard missions are being executed to meet national performance targets set under the National Drug Control Strategy;

(3) the number and types of cutters and other vessels required to effectively execute Coast Guard missions;

(4) the number and types of aircraft, including unmanned aircraft, required to effectively execute Coast Guard missions;

(5) the number of assets that require upgraded sensor and communications systems to effectively execute Coast Guard missions;

(6) the Deployable Specialized Forces required to effectively execute Coast Guard missions; and

(7) whether additional shoreside facilities are required to accommodate Coast Guard personnel and assets in support of Coast Guard missions.

SEC. 231. MODERNIZATION OF NATIONAL DISTRESS AND RESPONSE SYSTEM.

(a) REPORT.—Not later than 60 days after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the implementation of the Rescue 21 project in Alaska and in Coast Guard sectors Upper Mississippi River, Lower Mississippi River, and Ohio River Valley.

(b) CONTENTS.—The report required under subsection (a) shall—

(1) describe what improvements are being made to the distress response system in the areas specified in subsection (a), including information on which areas will receive digital selective calling and direction finding capability;

(2) describe the impediments to installing digital selective calling and direction finding capability in areas where such technology will not be installed;

(3) identify locations in the areas specified in subsection (a) where communication gaps will continue to present a risk to mariners after completion of the Rescue 21 project;

(4) include a list of all reported marine accidents, casualties, and fatalities occurring in the locations identified under paragraph (3) since 1990; and

(5) provide an estimate of the costs associated with installing the technology necessary to close communication gaps in the locations identified under paragraph (3).

SEC. 232. REPORT RECONCILING MAINTENANCE AND OPERATIONAL PRIORITIES ON THE MISSOURI RIVER.

Not later than 1 year after the date of enactment of this Act, the Commandant of the Coast Guard shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that outlines a course of action to reconcile general maintenance priorities for cutters with operational priorities on the Missouri River.

SEC. 233. MARITIME SEARCH AND RESCUE ASSISTANCE POLICY ASSESSMENT.

(a) IN GENERAL.—The Commandant of the Coast Guard shall assess the Maritime Search and Rescue Assistance Policy as it relates to State and local responders.

(b) SCOPE.—The assessment under subsection (a) shall consider, at a minimum—

(1) the extent to which Coast Guard search and rescue coordinators have entered into domestic search and rescue agreements with State and local responders under the National Search and Rescue Plan;

(2) whether the domestic search and rescue agreements include the Maritime Search and Rescue Assistance Policy; and

(3) the extent to which Coast Guard sectors coordinate with 911 emergency centers, including ensuring the dissemination of appropriate maritime distress check-sheets.

(c) REPORT.—Not later than 180 days after the date of enactment of this Act, the Commandant of the Coast Guard shall submit a report on the assessment under subsection (a) to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

TITLE III—SHIPPING AND NAVIGATION**SEC. 301. REPEAL.**

Chapter 555 of title 46, United States Code, is amended—

(1) by repealing section 55501;

(2) by redesignating section 55502 as section 55501; and

(3) in the analysis by striking the items relating to sections 55501 and 55502 and inserting the following:

“55501. United States Committee on the Marine Transportation System.”.

SEC. 302. DONATION OF HISTORICAL PROPERTY.

Section 51103 of title 46, United States Code, is amended by adding at the end the following:

“(e) DONATION FOR HISTORICAL PURPOSES.—

“(1) IN GENERAL.—The Secretary may convey the right, title, and interest of the United States Government in any property administered by the Maritime Administration, except real estate or vessels, if—

“(A) the Secretary determines that such property is not needed by the Maritime Administration; and

“(B) the recipient—

“(i) is a nonprofit organization, a State, or a political subdivision of a State;

“(ii) agrees to hold the Government harmless for any claims arising from exposure to hazardous materials, including asbestos, polychlorinated biphenyls, or lead paint, after conveyance of the property;

“(iii) provides a description and explanation of the intended use of the property to the Secretary for approval;

“(iv) has provided to the Secretary proof, as determined by the Secretary, of resources sufficient to accomplish the intended use provided under clause (iii) and to maintain the property;

“(v) agrees that when the recipient no longer requires the property, the recipient shall—

“(I) return the property to the Secretary, at the recipient’s expense and in the same condition as received except for ordinary wear and tear; or

“(II) subject to the approval of the Secretary, retain, sell, or otherwise dispose of the property in a manner consistent with applicable law; and

“(vi) agrees to any additional terms the Secretary considers appropriate.

“(2) REVERSION.—The Secretary shall include in any conveyance under this subsection terms under which all right, title, and interest conveyed by the Secretary shall revert to the Government if the Secretary determines the property has been used other than as approved by the Secretary under paragraph (1)(B)(iii).”.

SEC. 303. SMALL SHIPYARDS.

Section 54101(i) of title 46, United States Code, is amended by striking “2009 through 2013” and inserting “2015 through 2017”.

SEC. 304. DRUG TESTING REPORTING.

Section 7706 of title 46, United States Code, is amended—

(1) in subsection (a), by inserting “an applicant for employment by a Federal agency,” after “Federal agency,”; and

(2) in subsection (c), by—

(A) inserting “or an applicant for employment by a Federal agency” after “an employee”; and

(B) striking “the employee.” and inserting “the employee or the applicant.”.

SEC. 305. OPPORTUNITIES FOR SEA SERVICE VETERANS.

(a) ENDORSEMENTS FOR VETERANS.—Section 7101 of title 46, United States Code, is amended by adding at the end the following:

“(j) The Secretary may issue a license under this section in a class under subsection (c) to an applicant that—

“(1) has at least 3 months of qualifying service on vessels of the uniformed services (as that term is defined in section 101(a) of title 10) of appropriate tonnage or horsepower within the 7-year period immediately preceding the date of application; and

“(2) satisfies all other requirements for such a license.”.

(b) SEA SERVICE LETTERS.—

(1) IN GENERAL.—Title 14, United States Code, is amended by inserting after section 427 the following:

“§ 428. Sea service letters

“(a) IN GENERAL.—The Secretary shall provide a sea service letter to a member or former member of the Coast Guard who—

“(1) accumulated sea service on a vessel of the armed forces (as such term is defined in section 101(a) of title 10); and

“(2) requests such letter.

(b) DEADLINE.—Not later than 30 days after receiving a request for a sea service letter from a member or former member of the Coast Guard under subsection (a), the Secretary shall provide such letter to such member or former member if such member or former member satisfies the requirement under subsection (a)(1).”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 14, United States Code, is amended by inserting after the item relating to section 427 the following:

“428. Sea service letters.”.

(c) CREDITING OF UNITED STATES ARMED FORCES SERVICE, TRAINING, AND QUALIFICATIONS.—

(1) MAXIMIZING CREDITABILITY.—The Secretary of the department in which the Coast Guard is operating, in implementing United States merchant mariner license, certification, and document laws and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, shall maximize the extent to which United States Armed Forces service, training, and qualifications are creditable toward meeting the requirements of such laws and such Convention.

(2) NOTIFICATION.—Not later than 90 days after the date of enactment of this Act, the Secretary shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the steps taken to implement this subsection.

(d) MERCHANT MARINE POST-SERVICE CAREER OPPORTUNITIES.—Not later than 180 days after the date of enactment of this Act, the Commandant of the Coast Guard shall take steps to promote better awareness, on an ongoing basis, among Coast Guard personnel regarding post-service use of Coast Guard training, education, and practical experience in satisfaction of requirements for merchant mariner credentials under section 11.213 of title 46, Code of Federal Regulations.

SEC. 306. CLARIFICATION OF HIGH-RISK WATERS.

Section 55305(e) of title 46, United States Code, is amended—

(1) in paragraph (1)—

(A) by striking “provide armed personnel aboard” and inserting “reimburse, subject to the availability of appropriations, the owners or operators of”; and

(B) by inserting “for the cost of providing armed personnel aboard such vessels” before “if”; and

(2) by striking paragraphs (2) and (3) and inserting the following:

“(2) In this subsection, the term ‘high-risk waters’ means waters so designated by the Commandant of the Coast Guard in the maritime security directive issued by the Commandant and in effect on the date on which an applicable voyage begins, if the Secretary of Transportation—

“(A) determines that an act of piracy occurred in the 12-month period preceding the date the voyage begins; or

“(B) in such period, issued an advisory warning that an act of piracy is possible in such waters.”.

SEC. 307. TECHNICAL CORRECTIONS.

(a) TITLE 46.—Section 2116(b)(1)(D) of title 46, United States Code, is amended by striking “section 93(c)” and inserting “section 93(c) of title 14”.

(b) COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2006.—Section 304(a) of the Coast Guard and Maritime Transportation Act of 2006 (Public Law 109-241; 33 U.S.C. 1503 note) is amended by inserting “and from” before “the United States”.

(c) DEEPWATER PORT ACT OF 1974.—Section 4(i) of the Deepwater Port Act of 1974 (33 U.S.C. 1503(i)) is amended by inserting “or that will supply” after “be supplied with”.

SEC. 308. REPORT.

Not later than 1 year after the date of the enactment of this Act, the Comptroller General of the United States shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the number of jobs, including vessel construction and vessel operating jobs, that would be created in the United States maritime industry each year in 2015 through 2025 if liquefied natural gas exported from the United States were required to be carried—

(1) before December 31, 2018, on vessels documented under the laws of the United States; and

(2) on and after such date, on vessels documented under the laws of the United States and constructed in the United States.

SEC. 309. FISHING SAFETY GRANT PROGRAMS.

(a) FISHING SAFETY TRAINING GRANT PROGRAM.—Section 4502(i)(4) of title 46, United States Code, is amended by striking “2010 through 2014” and inserting “2015 through 2017”.

(b) FISHING SAFETY RESEARCH GRANT PROGRAM.—Section 4502(j)(4) of title 46, United States Code, is amended by striking “2010 through 2014” and inserting “2015 through 2017”.

SEC. 310. ESTABLISHMENT OF MERCHANT MARINE PERSONNEL ADVISORY COMMITTEE.

(a) ESTABLISHMENT.—Chapter 81 of title 46, United States Code, is amended by adding at the end the following:

“§ 8108. Merchant Marine Personnel Advisory Committee

“(a) ESTABLISHMENT.—The Secretary shall establish a Merchant Marine Personnel Advisory Committee (in this section referred to as ‘the Committee’). The Committee—

“(1) shall act solely in an advisory capacity to the Secretary through the Commandant of the Coast Guard on matters relating to personnel in the United States merchant marine, including training, qualifications, certification, documentation, and fitness standards, and other matters as assigned by the Commandant;

“(2) shall review and comment on proposed Coast Guard regulations and policies relating to personnel in the United States merchant marine, including training, qualifications, certification, documentation, and fitness standards;

“(3) may be given special assignments by the Secretary and may conduct studies, inquiries, workshops, and fact finding in consultation with individuals and groups in the private sector and with State or local governments;

“(4) shall advise, consult with, and make recommendations reflecting its independent judgment to the Secretary;

“(5) shall meet not less than twice each year; and

“(6) may make available to Congress recommendations that the Committee makes to the Secretary.

“(b) MEMBERSHIP.—

“(1) IN GENERAL.—The Committee shall consist of not more than 19 members who are appointed by and serve terms of a duration determined by the Secretary. Before filling a position on the Committee, the Secretary

shall publish a notice in the Federal Register soliciting nominations for membership on the Committee.

“(2) REQUIRED MEMBERS.—Subject to paragraph (3), the Secretary shall appoint as members of the Committee—

“(A) 9 United States citizens with active licenses or certificates issued under chapter 71 or merchant mariner documents issued under chapter 73, including—

“(i) 3 deck officers who represent the viewpoint of merchant marine deck officers, of whom—

“(I) 2 shall be licensed for oceans any gross tons;

“(II) 1 shall be licensed for inland river route with a limited or unlimited tonnage;

“(III) 2 shall have a master’s license or a master of towing vessels license;

“(IV) 1 shall have significant tanker experience; and

“(V) to the extent practicable—

“(aa) 1 shall represent the viewpoint of labor; and

“(bb) another shall represent a management perspective;

“(ii) 3 engineering officers who represent the viewpoint of merchant marine engineering officers, of whom—

“(I) 2 shall be licensed as chief engineer any horsepower;

“(II) 1 shall be licensed as either a limited chief engineer or a designated duty engineer; and

“(III) to the extent practicable—

“(aa) 1 shall represent a labor viewpoint; and

“(bb) another shall represent a management perspective;

“(iii) 2 unlicensed seamen, of whom—

“(I) 1 shall represent the viewpoint of able-bodied seamen; and

“(II) another shall represent the viewpoint of qualified members of the engine department; and

“(iv) 1 pilot who represents the viewpoint of merchant marine pilots;

“(B) 6 marine educators, including—

“(i) 3 marine educators who represent the viewpoint of maritime academies, including—

“(I) 2 who represent the viewpoint of State maritime academies and are jointly recommended by such State maritime academies; and

“(II) 1 who represents either the viewpoint of the State maritime academies or the United States Merchant Marine Academy; and

“(ii) 3 marine educators who represent the viewpoint of other maritime training institutions, 1 of whom shall represent the viewpoint of the small vessel industry;

“(C) 2 individuals who represent the viewpoint of shipping companies employed in ship operation management; and

“(D) 2 members who are appointed from the general public.

“(3) CONSULTATION.—The Secretary shall consult with the Secretary of Transportation in making an appointment under paragraph (2)(B)(i)(II).

“(c) CHAIRMAN AND VICE CHAIRMAN.—The Secretary shall designate one member of the Committee as the Chairman and one member of the Committee as the Vice Chairman. The Vice Chairman shall act as Chairman in the absence or incapacity of the Chairman, or in the event of a vacancy in the office of the Chairman.

“(d) SUBCOMMITTEES.—The Committee may establish and disestablish subcommittees and working groups for any purpose consistent with this section, subject to conditions imposed by the Committee. Members of the Committee and additional persons drawn from the general public may be assigned to such subcommittees and working groups.

Only Committee members may chair subcommittee or working groups.

“(e) TERMINATION.—The Committee shall terminate on September 30, 2020.”

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

“8108. Merchant Marine Personnel Advisory Committee.”

SEC. 311. TRAVEL AND SUBSISTENCE COSTS FOR PREVENTION SERVICES.

(a) TITLE 46, UNITED STATES CODE.—Section 2110 of title 46, United States Code, is amended—

(1) by amending subsection (b) to read as follows:

“(b)(1) In addition to the collection of fees and charges established under subsection (a), in providing a service or thing of value under this subtitle the Secretary may accept in-kind transportation, travel, and subsistence.

“(2) The value of in-kind transportation, travel, and subsistence accepted under this paragraph may not exceed applicable per diem rates set forth in regulations prescribed under section 464 of title 37.”; and

(2) in subsection (c), by striking “subsections (a) and (b),” and inserting “subsection (a).”

(b) TITLE 14, UNITED STATES CODE.—Section 664 of title 14, United States Code, is amended by redesignating subsections (e) through (g) as subsections (f) through (h), respectively, and by inserting after subsection (d) the following:

“(e)(1) In addition to the collection of fees and charges established under this section, in the provision of a service or thing of value by the Coast Guard the Secretary may accept in-kind transportation, travel, and subsistence.

“(2) The value of in-kind transportation, travel, and subsistence accepted under this paragraph may not exceed applicable per diem rates set forth in regulations prescribed under section 464 of title 37.”

(c) LIMITATION.—The Secretary of the Department in which the Coast Guard is operating may not accept in-kind transportation, travel, or subsistence under section 664(e) of title 14, United States Code, or section 2110(d)(4) of title 46, United States Code, as amended by this section, until the Commandant of the Coast Guard—

(1) amends the Standards of Ethical Conduct for members and employees of the Coast Guard to include regulations governing the acceptance of in-kind reimbursements; and

(2) notifies the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives of the amendments made under paragraph (1).

SEC. 312. PROMPT INTERGOVERNMENTAL NOTICE OF MARINE CASUALTIES.

Section 6101 of title 46, United States Code, is amended—

(1) by inserting after subsection (b) the following:

“(c) NOTICE TO STATE AND TRIBAL GOVERNMENTS.—Not later than 24 hours after receiving a notice of a major marine casualty under this section, the Secretary shall notify each State or federally recognized Indian tribe that is, or may reasonably be expected to be, affected by such marine casualty.”;

(2) in subsection (h)—

(A) by striking “(1)”; and

(B) by redesignating subsection (h)(2) as subsection (i) of section 6101, and in such subsection—

(i) by striking “paragraph,” and inserting “section.”; and

(ii) by redesignating subparagraphs (A) through (D) as paragraphs (1) through (4); and

(3) by redesignating the last subsection as subsection (j).

SEC. 313. AREA CONTINGENCY PLANS.

Section 311(j)(4) of the Federal Water Pollution Control Act (33 U.S.C. 1321(j)(4)) is amended—

(1) in subparagraph (A), by striking “qualified personnel of Federal, State, and local agencies.” and inserting “qualified—

“(i) personnel of Federal, State, and local agencies; and

“(ii) members of federally recognized Indian tribes, where applicable.”;

(2) in subparagraph (B)(ii)—

(A) by striking “and local” and inserting “, local, and tribal”;

(B) by striking “wildlife;” and inserting “wildlife, including advance planning with respect to the closing and reopening of fishing areas following a discharge;”;

(3) in subparagraph (B)(iii), by striking “and local” and inserting “, local, and tribal”;

(4) in subparagraph (C)—

(A) in clause (iv), by striking “and Federal, State, and local agencies” and inserting “, Federal, State, and local agencies, and tribal governments”;

(B) by redesignating clauses (vii) and (viii) as clauses (viii) and (ix), respectively; and

(C) by inserting after clause (vi) the following:

“(vii) include a framework for advance planning and decisionmaking with respect to the closing and reopening of fishing areas following a discharge, including protocols and standards for the closing and reopening of fishing areas;”.

SEC. 314. INTERNATIONAL ICE PATROL REFORM.

(a) IN GENERAL.—Chapter 803 of title 46, United States Code, is amended—

(1) in section 80301, by adding at the end the following:

“(c) PAYMENTS.—Payments received pursuant to subsection (b)(1) shall be credited to the appropriation for operating expenses of the Coast Guard.”;

(2) in section 80302—

(A) in subsection (b), by striking “An ice patrol vessel” and inserting “The ice patrol”;

(B) in subsection (c)(1), by striking “An ice patrol vessel” and inserting “The ice patrol”;

(C) in the first sentence of subsection (d), by striking “vessels” and inserting “aircraft”;

(3) by adding at the end the following:

“§ 80304. Limitation on ice patrol data

“Notwithstanding sections 80301 and 80302, data collected by an ice patrol conducted by the Coast Guard under this chapter may not be disseminated to a vessel unless such vessel is—

“(1) documented under the laws of the United States; or

“(2) documented under the laws of a foreign country that made the payment or contribution required under section 80301(b) for the year preceding the year in which the data is collected.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

“80304. Limitation on ice patrol data.”.

(c) EFFECTIVE DATE.—This section shall take effect on January 1, 2017.

SEC. 315. OFFSHORE SUPPLY VESSEL THIRD-PARTY INSPECTION.

Section 3316 of title 46, United States Code, is amended by redesignating subsection (f) as subsection (g), and by inserting after subsection (e) the following:

“(f)(1) Upon request of an owner or operator of an offshore supply vessel, the Secretary shall delegate the authorities set

forth in paragraph (1) of subsection (b) with respect to such vessel to a classification society to which a delegation is authorized under that paragraph. A delegation by the Secretary under this subsection shall be used for any vessel inspection and examination function carried out by the Secretary, including the issuance of certificates of inspection and all other related documents.

“(2) If the Secretary determines that a certificate of inspection or related document issued under authority delegated under paragraph (1) of this subsection with respect to a vessel has reduced the operational safety of that vessel, the Secretary may terminate the certificate or document, respectively.

“(3) Not later than 2 years after the date of the enactment of the Howard Coble Coast Guard and Maritime Transportation Act of 2014, and for each year of the subsequent 2-year period, the Secretary shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report describing—

“(A) the number of vessels for which a delegation was made under paragraph (1);

“(B) any savings in personnel and operational costs incurred by the Coast Guard that resulted from the delegations; and

“(C) based on measurable marine casualty and other data, any impacts of the delegations on the operational safety of vessels for which the delegations were made, and on the crew on those vessels.”.

SEC. 316. WATCHES.

Section 8104 of title 46, United States Code, is amended—

(1) in subsection (d), by striking “coal passers, firemen, oilers, and water tenders” and inserting “and oilers”;

(2) in subsection (g)(1), by striking “(except the coal passers, firemen, oilers, and water tenders)”.

SEC. 317. COAST GUARD RESPONSE PLAN REQUIREMENTS.

(a) VESSEL RESPONSE PLAN CONTENTS.—The Secretary of the department in which the Coast Guard is operating shall require that each vessel response plan prepared for a mobile offshore drilling unit includes information from the facility response plan prepared for the mobile offshore drilling unit regarding the planned response to a worst case discharge, and to a threat of such a discharge.

(b) DEFINITIONS.—In this section:

(1) MOBILE OFFSHORE DRILLING UNIT.—The term “mobile offshore drilling unit” has the meaning given that term in section 1001 of the Oil Pollution Act of 1990 (33 U.S.C. 2701).

(2) RESPONSE PLAN.—The term “response plan” means a response plan prepared under section 311(j) of the Federal Water Pollution Control Act (33 U.S.C. 1321(j)).

(3) WORST CASE DISCHARGE.—The term “worst case discharge” has the meaning given that term under section 311(a) of the Federal Water Pollution Control Act (33 U.S.C. 1321(a)).

(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to require the Coast Guard to review or approve a facility response plan for a mobile offshore drilling unit.

SEC. 318. REGIONAL CITIZENS' ADVISORY COUNCIL.

Section 5002(k)(3) of the Oil Pollution Act of 1990 (33 U.S.C. 2732(k)(3)) is amended by striking “not more than \$1,000,000” and inserting “not less than \$1,400,000”.

SEC. 319. UNINSPECTED PASSENGER VESSELS IN THE UNITED STATES VIRGIN ISLANDS.

(a) IN GENERAL.—Section 4105 of title 46, United States Code, is amended—

(1) by redesignating subsection (b) as subsection (c); and

(2) by inserting after subsection (a) the following:

“(b)(1) In applying this title with respect to an uninspected vessel of less than 24 meters overall in length that carries passengers to or from a port in the United States Virgin Islands, the Secretary shall substitute ‘12 passengers’ for ‘6 passengers’ each place it appears in section 2101(42) if the Secretary determines that the vessel complies with, as applicable to the vessel—

“(A) the Code of Practice for the Safety of Small Commercial Motor Vessels (commonly referred to as the ‘Yellow Code’), as published by the U.K. Maritime and Coastguard Agency and in effect on January 1, 2014; or

“(B) the Code of Practice for the Safety of Small Commercial Sailing Vessels (commonly referred to as the ‘Blue Code’), as published by such agency and in effect on such date.

“(2) If the Secretary establishes standards to carry out this subsection—

“(A) such standards shall be identical to those established in the Codes of Practice referred to in paragraph (1); and

“(B) on any dates before the date on which such standards are in effect, the Codes of Practice referred to in paragraph (1) shall apply with respect to the vessels referred to in paragraph (1).”.

(b) TECHNICAL CORRECTION.—Section 4105(c) of title 46, United States Code, as redesignated by subsection (a)(1) of this section, is amended by striking “Within twenty-four months of the date of enactment of this subsection, the” and inserting “The”.

SEC. 320. TREATMENT OF ABANDONED SEAFARERS.

(a) IN GENERAL.—Chapter 111 of title 46, United States Code, is amended by adding at the end the following:

“§ 11113. Treatment of abandoned seafarers

“(a) ABANDONED SEAFARERS FUND.—

“(1) ESTABLISHMENT.—There is established in the Treasury a separate account to be known as the Abandoned Seafarers Fund.

“(2) AUTHORIZED USES.—Amounts in the Fund may be appropriated to the Secretary for use—

“(A) to pay necessary support of a seafarer—

“(i) who—

“(I) was paroled into the United States under section 212(d)(5) of the Immigration and Nationality Act (8 U.S.C. 1182(d)(5)), or for whom the Secretary has requested parole under such section; and

“(II) is involved in an investigation, reporting, documentation, or adjudication of any matter that is related to the administration or enforcement of law by the Coast Guard; or

“(ii) who—

“(I) is physically present in the United States;

“(II) the Secretary determines was abandoned in the United States; and

“(III) has not applied for asylum under the Immigration and Nationality Act (8 U.S.C. 1101 et seq.); and

“(B) to reimburse a vessel owner or operator for the costs of necessary support of a seafarer who has been paroled into the United States to facilitate an investigation, reporting, documentation, or adjudication of any matter that is related to the administration or enforcement of law by the Coast Guard, if—

“(i) the vessel owner or operator is not convicted of a criminal offense related to such matter; or

“(ii) the Secretary determines that reimbursement is appropriate.

“(3) CREDITING OF AMOUNTS TO FUND.—

“(A) IN GENERAL.—Except as provided in subparagraph (B), there shall be credited to the Fund the following:

“(i) Penalties deposited in the Fund under section 9 of the Act to Prevent Pollution from Ships (33 U.S.C. 1908).

“(ii) Amounts reimbursed or recovered under subsection (c).

“(B) LIMITATION.—Amounts may be credited to the Fund under subparagraph (A) only if the unobligated balance of the Fund is less than \$5,000,000.

“(4) REPORT REQUIRED.—On the date on which the President submits each budget for a fiscal year pursuant to section 1105 of title 31, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that describes—

“(A) the amounts credited to the Fund under paragraph (2) for the preceding fiscal year; and

“(B) amounts in the Fund that were expended for the preceding fiscal year.

“(b) LIMITATION.—Nothing in this section shall be construed—

“(1) to create a private right of action or any other right, benefit, or entitlement to necessary support for any person; or

“(2) to compel the Secretary to pay or reimburse the cost of necessary support.

“(c) REIMBURSEMENT; RECOVERY.—

“(1) IN GENERAL.—A vessel owner or operator shall reimburse the Fund an amount equal to the total amount paid from the Fund for necessary support of a seafarer, if—

“(A) the vessel owner or operator—

“(i) during the course of an investigation, reporting, documentation, or adjudication of any matter under this Act that the Coast Guard referred to a United States attorney or the Attorney General, fails to provide necessary support of a seafarer who was paroled into the United States to facilitate the investigation, reporting, documentation, or adjudication; and

“(ii) subsequently is—

“(I) convicted of a criminal offense related to such matter; or

“(II) required to reimburse the Fund pursuant to a court order or negotiated settlement related to such matter; or

“(B) the vessel owner or operator abandons a seafarer in the United States, as determined by the Secretary based on substantial evidence.

“(2) ENFORCEMENT.—If a vessel owner or operator fails to reimburse the Fund under paragraph (1) within 60 days after receiving a written, itemized description of reimbursable expenses and a demand for payment, the Secretary may—

“(A) proceed in rem against the vessel on which the seafarer served in the Federal district court for the district in which the vessel is found; and

“(B) withhold or revoke the clearance required under section 60105 for the vessel and any other vessel operated by the same operator (as that term is defined in section 2(9)(a) of the Act to Prevent Pollution from Ships (33 U.S.C. 1901(9)(a)) as the vessel on which the seafarer served.

“(3) OBTAINING CLEARANCE.—A vessel may obtain clearance from the Secretary after it is withheld or revoked under paragraph (2)(B) if the vessel owner or operator—

“(A) reimburses the Fund the amount required under paragraph (1); or

“(B) provides a bond, or other evidence of financial responsibility, sufficient to meet the amount required to be reimbursed under paragraph (1).

“(4) NOTIFICATION REQUIRED.—The Secretary shall notify the vessel at least 72 hours before taking any action under paragraph (2)(B).

“(d) DEFINITIONS.—In this section:

“(1) ABANDONS; ABANDONED.—Each of the terms ‘abandons’ and ‘abandoned’ means—

“(A) a vessel owner’s or operator’s unilateral severance of ties with a seafarer; or

“(B) a vessel owner’s or operator’s failure to provide necessary support of a seafarer.

“(2) FUND.—The term ‘Fund’ means the Abandoned Seafarers Fund established under this section.

“(3) NECESSARY SUPPORT.—The term ‘necessary support’ means normal wages and expenses the Secretary considers reasonable for lodging, subsistence, clothing, medical care (including hospitalization), repatriation, and any other support the Secretary considers to be appropriate.

“(4) SEAFARER.—The term ‘seafarer’ means an alien crew member who is employed or engaged in any capacity on board a vessel subject to the jurisdiction of the United States.

“(5) VESSEL SUBJECT TO THE JURISDICTION OF THE UNITED STATES.—The term ‘vessel subject to the jurisdiction of the United States’ has the meaning given that term in section 70502(c), except that it does not include a vessel that is—

“(A) owned, or operated under a bareboat charter, by the United States, a State or political subdivision thereof, or a foreign nation; and

“(B) not engaged in commerce.”

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

“11113. Treatment of abandoned seafarers.”

(c) CONFORMING AMENDMENT.—Section 9 of the Act to Prevent Pollution from Ships (33 U.S.C. 1908) is amended by adding at the end the following:

“(g) Any penalty collected under subsection (a) or (b) that is not paid under that subsection to the person giving information leading to the conviction or assessment of such penalties shall be deposited in the Abandoned Seafarers Fund established under section 11113 of title 46, United States Code.”

SEC. 321. ENFORCEMENT.

(a) IN GENERAL.—Section 55305(d) of title 46, United States Code, is amended—

(1) by amending paragraph (1) to read as follows:

“(1) Each department or agency that has responsibility for a program under this section shall administer that program consistent with this section and any regulations and guidance issued by the Secretary of Transportation concerning this section.”;

(2) by redesignating paragraph (2) as paragraph (3), and by inserting after paragraph (1) the following:

“(2)(A) The Secretary shall have exclusive authority for determining the applicability of this section to a program of a Federal department or agency.

“(B) The head of a Federal department or agency shall request the Secretary to determine the applicability of this section to a program of such department or agency if the department or agency is uncertain of such applicability. Not later than 30 days after receiving such a request, the Secretary shall make such determination.

“(C) Subparagraph (B) shall not be construed to limit the authority of the Secretary to make a determination regarding the applicability of this section to a program administered by a Federal department or agency.

“(D) A determination made by the Secretary under this paragraph regarding a program shall remain in effect until the Secretary determines that this section no longer applies to such program.”;

(3) in paragraph (3), as so redesignated, by amending subparagraph (A) to read as follows:

“(A) shall conduct an annual review of the administration of programs subject to the requirements of this section to determine compliance with the requirements of this section.”; and

(4) by adding at the end the following:

“(4) On the date on which the President submits to Congress a budget pursuant to section 1105 of title 31, the Secretary shall make available on the Internet website of the Department of Transportation a report that—

“(A) lists the programs that were subject to determinations made by the Secretary under paragraph (2) in the preceding year; and

“(B) describes the results of the most recent annual review required by paragraph (3)(A), including identification of the departments and agencies that transported cargo in violation of this section and any action the Secretary took under paragraph (3) with respect to each violation.”

(b) DEADLINE FOR FIRST REVIEW.—The Secretary of Transportation shall complete the first review required under the amendment made by subsection (a)(1)(C) by not later than December 31, 2015.

(c) CONFORMING AMENDMENT.—Section 3511(c) of the Duncan Hunter National Defense Authorization Act for Fiscal Year 2009 (46 U.S.C. 55305 note) is repealed.

SEC. 322. COAST GUARD REGULATIONS.

(a) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives an analysis of the Coast Guard’s proposed promulgation of safety and environmental management system requirements for vessels engaged in Outer Continental Shelf activities. The analysis shall include—

(1) a discussion of any new operational, management, design and construction, financial, and other mandates that would be imposed on vessel owners and operators;

(2) an estimate of all associated direct and indirect operational, management, personnel, training, vessel design and construction, record keeping, and other costs;

(3) an identification and justification of any of such proposed requirements that exceed those in international conventions applicable to the design, construction, operation, and management of vessels engaging in United States Outer Continental Shelf activities; and

(4) an identification of exemptions to the proposed requirements, that are based upon vessel classification, tonnage, offshore activity or function, alternative certifications, or any other appropriate criteria.

(b) LIMITATION.—The Secretary may not issue proposed regulations relating to safety and environmental management system requirements for vessels on the United States Outer Continental Shelf for which noticed was published on September 10, 2013 (78 Fed. Reg. 55230) earlier than 6 months after the submittal of the analysis required by subsection (a).

SEC. 323. WEBSITE.

(a) REPORTS TO SECRETARY OF TRANSPORTATION; INCIDENTS AND DETAILS.—Section 3507(g)(3)(A) of title 46, United States Code, is amended—

(1) in clause (ii) by striking “the incident to an Internet based portal maintained by the Secretary” and inserting “each incident specified in clause (i) to the Internet website maintained by the Secretary of Transportation under paragraph (4)(A)”;

(2) in clause (iii) by striking “based portal maintained by the Secretary” and inserting

“website maintained by the Secretary of Transportation under paragraph (4)(A)”.

(b) AVAILABILITY OF INCIDENT DATA ON INTERNET.—Section 3507(g)(4) of title 46, United States Code, is amended—

(1) by striking subparagraph (A) and inserting the following:

“(A) WEBSITE.—

“(i) IN GENERAL.—The Secretary of Transportation shall maintain a statistical compilation of all incidents on board a cruise vessel specified in paragraph (3)(A)(i) on an Internet website that provides a numerical accounting of the missing persons and alleged crimes reported under that paragraph without regard to the investigative status of the incident.

“(ii) UPDATES AND OTHER REQUIREMENTS.—The compilation under clause (i) shall—

“(I) be updated not less frequently than quarterly;

“(II) be able to be sorted by cruise line;

“(III) identify each cruise line by name;

“(IV) identify each crime or alleged crime committed or allegedly committed by a passenger or crewmember; and

“(V) identify the number of individuals alleged overboard.

“(iii) USER-FRIENDLY FORMAT.—The Secretary of Transportation shall ensure that the compilation, data, and any other information provided on the Internet website maintained under this subparagraph are in a user-friendly format.”; and

(2) in subparagraph (B) by striking “Secretary” and inserting “Secretary of Transportation”.

TITLE IV—FEDERAL MARITIME COMMISSION

SEC. 401. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated to the Federal Maritime Commission \$24,700,000 for fiscal year 2015.

SEC. 402. AWARD OF REPARATIONS.

Section 41305 of title 46, United States Code, is amended—

(1) in subsection (b), by striking “, plus reasonable attorney fees”; and

(2) by adding at the end the following:

“(e) ATTORNEY FEES.—In any action brought under section 41301, the prevailing party may be awarded reasonable attorney fees.”.

SEC. 403. TERMS OF COMMISSIONERS.

(a) IN GENERAL.—Section 301(b) of title 46, United States Code, is amended—

(1) by amending paragraph (2) to read as follows:

“(2) TERMS.—The term of each Commissioner is 5 years. When the term of a Commissioner ends, the Commissioner may continue to serve until a successor is appointed and qualified, but for a period not to exceed one year. Except as provided in paragraph (3), no individual may serve more than 2 terms.”; and

(2) by redesignating paragraph (3) as paragraph (5), and inserting after paragraph (2) the following:

“(3) VACANCIES.—A vacancy shall be filled in the same manner as the original appointment. An individual appointed to fill a vacancy is appointed only for the unexpired term of the individual being succeeded. An individual appointed to fill a vacancy may serve 2 terms in addition to the remainder of the term for which the predecessor of that individual was appointed.

“(4) CONFLICTS OF INTEREST.—

“(A) LIMITATION ON RELATIONSHIPS WITH REGULATED ENTITIES.—A Commissioner may not have a pecuniary interest in, hold an official relation to, or own stocks or bonds of any entity the Commission regulates under chapter 401 of this title.

“(B) LIMITATION ON OTHER ACTIVITIES.—A Commissioner may not engage in another business, vocation, or employment.”.

(b) APPLICABILITY.—The amendment made by subsection (a)(1) does not apply with respect to a Commissioner of the Federal Maritime Commission appointed and confirmed by the Senate before the date of the enactment of this Act.

TITLE V—ARCTIC MARITIME TRANSPORTATION

SEC. 501. ARCTIC MARITIME TRANSPORTATION.

(a) ARCTIC MARITIME TRANSPORTATION.—Chapter 5 of title 14, United States Code, is amended by inserting after section 89 the following:

“§ 90. Arctic maritime transportation

“(a) PURPOSE.—The purpose of this section is to ensure safe and secure maritime shipping in the Arctic including the availability of aids to navigation, vessel escorts, spill response capability, and maritime search and rescue in the Arctic.

“(b) INTERNATIONAL MARITIME ORGANIZATION AGREEMENTS.—To carry out the purpose of this section, the Secretary is encouraged to enter into negotiations through the International Maritime Organization to conclude and execute agreements to promote coordinated action among the United States, Russia, Canada, Iceland, Norway, and Denmark and other seafaring and Arctic nations to ensure, in the Arctic—

“(1) placement and maintenance of aids to navigation;

“(2) appropriate marine safety, tug, and salvage capabilities;

“(3) oil spill prevention and response capability;

“(4) maritime domain awareness, including long-range vessel tracking; and

“(5) search and rescue.

“(c) COORDINATION BY COMMITTEE ON THE MARITIME TRANSPORTATION SYSTEM.—The Committee on the Maritime Transportation System established under section 55501 of title 46, United States Code, shall coordinate the establishment of domestic transportation policies in the Arctic necessary to carry out the purpose of this section.

“(d) AGREEMENTS AND CONTRACTS.—The Secretary may, subject to the availability of appropriations, enter into cooperative agreements, contracts, or other agreements with, or make grants to, individuals and governments to carry out the purpose of this section or any agreements established under subsection (b).

“(e) ICEBREAKING.—The Secretary shall promote safe maritime navigation by means of icebreaking where necessary, feasible, and effective to carry out the purposes of this section.

“(f) ARCTIC DEFINITION.—In this section, the term ‘Arctic’ has the meaning given such term in section 112 of the Arctic Research and Policy Act of 1984 (15 U.S.C. 4111).”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 89 the following:

“90. Arctic maritime transportation”.

(c) CONFORMING AMENDMENT.—Section 307 of the Coast Guard Authorization Act of 2010 (Public Law 111-281; 14 U.S.C. 92 note) is repealed.

SEC. 502. ARCTIC MARITIME DOMAIN AWARENESS.

(a) IN GENERAL.—Chapter 7 of title 14, United States Code, is amended by adding at the end the following:

“§ 154. Arctic maritime domain awareness

“(a) IN GENERAL.—The Commandant shall improve maritime domain awareness in the Arctic—

“(1) by promoting interagency cooperation and coordination;

“(2) by employing joint, interagency, and international capabilities; and

“(3) by facilitating the sharing of information, intelligence, and data related to the Arctic maritime domain between the Coast Guard and departments and agencies listed in subsection (b).

“(b) COORDINATION.—The Commandant shall seek to coordinate the collection, sharing, and use of information, intelligence, and data related to the Arctic maritime domain between the Coast Guard and the following:

“(1) The Department of Homeland Security.

“(2) The Department of Defense.

“(3) The Department of Transportation.

“(4) The Department of State.

“(5) The Department of the Interior.

“(6) The National Aeronautics and Space Administration.

“(7) The National Oceanic and Atmospheric Administration.

“(8) The Environmental Protection Agency.

“(9) The National Science Foundation.

“(10) The Arctic Research Commission.

“(11) Any Federal agency or commission or State the Commandant determines is appropriate.

“(c) COOPERATION.—The Commandant and the head of a department or agency listed in subsection (b) may by agreement, on a reimbursable basis or otherwise, share personnel, services, equipment, and facilities to carry out the requirements of this section.

“(d) 5-YEAR STRATEGIC PLAN.—Not later than January 1, 2016 and every 5 years thereafter, the Commandant shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a 5-year strategic plan to guide interagency and international intergovernmental cooperation and coordination for the purpose of improving maritime domain awareness in the Arctic.

“(e) DEFINITIONS.—In this section the term ‘Arctic’ has the meaning given that term in section 112 of the Arctic Research and Policy Act of 1984 (15 U.S.C. 4111).”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 153 the following:

“154. Arctic maritime domain awareness”.

SEC. 503. IMO POLAR CODE NEGOTIATIONS.

Not later than 30 days after the date of the enactment of this Act, and thereafter with the submission of the budget proposal submitted for each of fiscal years 2016, 2017, and 2018 under section 1105 of title 31, United States Code, the Secretary of the department in which the Coast Guard is operating shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, a report on—

(1) the status of the negotiations at the International Maritime Organization regarding the establishment of a draft international code of safety for ships operating in polar waters, popularly known as the Polar Code, and any amendments proposed by such a code to be made to the International Convention for the Safety of Life at Sea and the International Convention for the Prevention of Pollution from Ships;

(2) the coming into effect of such a code and such amendments for nations that are parties to those conventions;

(3) impacts, for coastal communities located in the Arctic (as that term is defined in the section 112 of the Arctic Research and Policy Act of 1984 (15 U.S.C. 4111)) of such a code or such amendments, on—

(A) the costs of delivering fuel and freight; and

(B) the safety of maritime transportation; and

(4) actions the Secretary must take to implement the requirements of such a code and such amendments.

SEC. 504. FORWARD OPERATING FACILITIES.

The Secretary of the department in which the Coast Guard is operating may construct facilities in the Arctic (as that term is defined in section 112 of the Arctic Research and Policy Act of 1984 (15 U.S.C. 4111)). The facilities shall—

(1) support aircraft maintenance, including exhaust ventilation, heat, an engine wash system, fuel, ground support services, and electrical power;

(2) provide shelter for both current helicopter assets and those projected to be located at Air Station Kodiak, Alaska, for at least 20 years; and

(3) include accommodations for personnel.

SEC. 505. ICEBREAKERS.

(a) COAST GUARD POLAR ICEBREAKERS.—Section 222 of the Coast Guard and Maritime Transportation Act of 2012 (Public Law 112-213; 126 Stat. 1560) is amended—

(1) in subsection (d)(2)—

(A) in the paragraph heading by striking “; BRIDGING STRATEGY”; and

(B) by striking “Commandant of the Coast Guard” and all that follows through the period at the end and inserting “Commandant of the Coast Guard may decommission the Polar Sea.”;

(2) by adding at the end of subsection (d) the following:

“(3) RESULT OF NO DETERMINATION.—If in the analysis submitted under this section the Secretary does not make a determination under subsection (a)(5) regarding whether it is cost effective to reactivate the Polar Sea, then—

“(A) the Commandant of the Coast Guard may decommission the Polar Sea; or

“(B) the Secretary may make such determination, not later than 90 days after the date of the enactment of Howard Coble Coast Guard and Maritime Transportation Act of 2014, and take actions in accordance with this subsection as though such determination was made in the analysis previously submitted.”;

(3) by redesignating subsections (e), (f), and (g) as subsections (f), (g), and (h), respectively; and

(4) by inserting after subsection (d) the following:

“(e) STRATEGIES.—

“(1) IN GENERAL.—Not later than 180 days after the date on which the analysis required under subsection (a) is submitted, the Commandant of the Coast Guard shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate—

“(A) unless the Secretary makes a determination under this section that it is cost effective to reactivate the Polar Sea, a bridging strategy for maintaining the Coast Guard’s polar icebreaking services until at least September 30, 2024;

“(B) a strategy to meet the Coast Guard’s Arctic ice operations needs through September 30, 2050; and

“(C) a strategy to meet the Coast Guard’s Antarctic ice operations needs through September 30, 2050.

“(2) REQUIREMENT.—The strategies required under paragraph (1) shall include a business case analysis comparing the leasing and purchasing of icebreakers to maintain the needs and services described in that paragraph.”.

(b) CUTTER “POLAR SEA”.—Upon the submission of a service life extension plan in accordance with section 222(d)(1)(C) of the

Coast Guard and Maritime Transportation Act of 2012 (Public Law 112-213; 126 Stat. 1560), the Secretary of the department in which the Coast Guard is operating may use funds authorized under section 101 of this Act to conduct a service life extension of 7 to 10 years for the Coast Guard Cutter Polar Sea (WAGB 11) in accordance with such plan.

(c) LIMITATION.—

(1) IN GENERAL.—The Secretary of the department in which the Coast Guard is operating may not expend amounts appropriated for the Coast Guard for any of fiscal years 2015 through 2024, for—

(A) design activities related to a capability of a Polar-Class Icebreaker that is based solely on an operational requirement of another Federal department or agency, except for amounts appropriated for design activities for a fiscal year before fiscal year 2016; or

(B) long-lead-time materials, production, or post-delivery activities related to such a capability.

(2) OTHER AMOUNTS.—Amounts made available to the Secretary under an agreement with another Federal department or agency and expended on a capability of a Polar-Class Icebreaker that is based solely on an operational requirement of that or another Federal department or agency shall not be treated as amounts expended by the Secretary for purposes of the limitation established under paragraph (1).

SEC. 506. ICEBREAKING IN POLAR REGIONS.

(a) IN GENERAL.—Chapter 5 of title 14, United States Code, is amended by inserting after section 86 the following:

“§ 87. Icebreaking in polar regions

“The President shall facilitate planning for the design, procurement, maintenance, deployment, and operation of icebreakers as needed to support the statutory missions of the Coast Guard in the polar regions by allocating all funds to support icebreaking operations in such regions, except for recurring incremental costs associated with specific projects, to the Coast Guard.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 86 the following:

“87. Icebreaking in polar regions.”.

TITLE VI—MISCELLANEOUS

SEC. 601. DISTANT WATER TUNA FLEET.

Section 421 of the Coast Guard and Maritime Transportation Act of 2006 (46 U.S.C. 8103 note) is amended—

(1) by striking subsections (c) and (e); and

(2) by redesignating subsections (d) and (f) as subsections (c) and (d), respectively.

SEC. 602. EXTENSION OF MORATORIUM.

Section 2(a) of Public Law 110-299 (33 U.S.C. 1342 note) is amended by striking “2014” and inserting “2015”.

SEC. 603. NATIONAL MARITIME STRATEGY.

(a) IN GENERAL.—Not later than 60 days after the date of the enactment of this Act, the Secretary of Transportation, in consultation with the Secretary of the department in which the Coast Guard is operating, shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a national maritime strategy.

(b) CONTENTS.—The strategy required under subsection (a) shall—

(1) identify—

(A) Federal regulations and policies that reduce the competitiveness of United States flag vessels in international transportation markets; and

(B) the impact of reduced cargo flow due to reductions in the number of members of the United States Armed Forces stationed or deployed outside of the United States; and

(2) include recommendations to—

(A) make United States flag vessels more competitive in shipping routes between United States and foreign ports;

(B) increase the use of United States flag vessels to carry cargo imported to and exported from the United States;

(C) ensure compliance by Federal agencies with chapter 553 of title 46, United States Code;

(D) increase the use of third-party inspection and certification authorities to inspect and certify vessels;

(E) increase the use of short sea transportation routes, including routes designated under section 55601(c) of title 46, United States Code, to enhance intermodal freight movements; and

(F) enhance United States shipbuilding capability.

SEC. 604. WAIVERS.

(a) “JOHN CRAIG”.—

(1) IN GENERAL.—Section 8902 of title 46, United States Code, shall not apply to the vessel John Craig (United States official number D1110613) when such vessel is operating on the portion of the Kentucky River, Kentucky, located at approximately mile point 158, in Pool Number 9, between Lock and Dam Number 9 and Lock and Dam Number 10.

(2) APPLICATION.—Paragraph (1) shall apply on and after the date on which the Secretary of the department in which the Coast Guard is operating determines that a licensing requirement has been established under Kentucky State law that applies to an operator of the vessel John Craig.

(b) “F/V WESTERN CHALLENGER”.—Notwithstanding section 12132 of title 46, United States Code, the Secretary of the department in which the Coast Guard is operating may issue a certificate of documentation with a coastwise endorsement for the F/V Western Challenger (IMO number 5388108).

SEC. 605. COMPETITION BY UNITED STATES FLAG VESSELS.

(a) IN GENERAL.—The Commandant of the Coast Guard shall enter into an arrangement with the National Academy of Sciences to conduct an assessment of authorities under subtitle II of title 46, United States Code, that have been delegated to the Coast Guard and that impact the ability of vessels documented under the laws of the United States to effectively compete in international transportation markets.

(b) REVIEW OF DIFFERENCES WITH IMO STANDARDS.—The assessment under subsection (a) shall include a review of differences between United States laws, policies, regulations, and guidance governing the inspection of vessels documented under the laws of the United States and standards set by the International Maritime Organization governing the inspection of vessels.

(c) DEADLINE.—Not later than 180 days after the date on which the Commandant enters into an arrangement with the National Academy of Sciences under subsection (a), the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate the assessment required under such subsection.

SEC. 606. VESSEL REQUIREMENTS FOR NOTICES OF ARRIVAL AND DEPARTURE AND AUTOMATIC IDENTIFICATION SYSTEM.

Not later than 30 days after the date of the enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the

Senate of the status of the final rule that relates to the notice of proposed rulemaking titled "Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System" and published in the Federal Register on December 16, 2008 (73 Fed. Reg. 76295).

SEC. 607. CONVEYANCE OF COAST GUARD PROPERTY IN ROCHESTER, NEW YORK.

(a) **CONVEYANCE AUTHORIZED.**—The Commandant of the Coast Guard is authorized to convey, at fair market value, all right, title, and interest of the United States in and to a parcel of real property, consisting of approximately 0.2 acres, that is under the administrative control of the Coast Guard and located at 527 River Street in Rochester, New York.

(b) **RIGHT OF FIRST REFUSAL.**—The City of Rochester, New York, shall have the right of first refusal with respect to the purchase, at fair market value, of the real property described in subsection (a).

(c) **SURVEY.**—The exact acreage and legal description of the property described in subsection (a) shall be determined by a survey satisfactory to the Commandant.

(d) **FAIR MARKET VALUE.**—The fair market value of the property described in subsection (a) shall—

- (1) be determined by appraisal; and
- (2) be subject to the approval of the Commandant.

(e) **COSTS OF CONVEYANCE.**—The responsibility for all reasonable and necessary costs, including real estate transaction and environmental documentation costs, associated with a conveyance under subsection (a) shall be determined by the Commandant and the purchaser.

(f) **ADDITIONAL TERMS AND CONDITIONS.**—The Commandant may require such additional terms and conditions in connection with a conveyance under subsection (a) as the Commandant considers appropriate and reasonable to protect the interests of the United States.

(g) **DEPOSIT OF PROCEEDS.**—Any proceeds from a conveyance under subsection (a) shall be deposited in the fund established under section 687 of title 14, United States Code.

SEC. 608. CONVEYANCE OF CERTAIN PROPERTY IN GIG HARBOR, WASHINGTON.

(a) **DEFINITIONS.**—In this section, the following definitions apply:

(1) **CITY.**—The term "City" means the city of Gig Harbor, Washington.

(2) **PROPERTY.**—The term "Property" means the parcel of real property, together with any improvements thereon, consisting of approximately 0.86 acres of fast lands commonly identified as tract 65 of lot 1 of section 8, township 21 north, range 2 east, Willamette Meridian, on the north side of the entrance of Gig Harbor, narrows of Puget Sound, Washington.

(3) **SECRETARY.**—The term "Secretary" means the Secretary of the Interior.

(b) **CONVEYANCE.**—

(1) **AUTHORITY TO CONVEY.**—Not later than 30 days after the date on which the Secretary of the department in which the Coast Guard is operating relinquishes the reservation of the Property for lighthouse purposes, at the request of the City and subject to the requirements of this section, the Secretary shall convey to the City all right, title, and interest of the United States in and to the Property, notwithstanding the land use planning requirements of sections 202 and 203 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1712, 1713).

(2) **TERMS OF CONVEYANCE.**—A conveyance made under paragraph (1) shall be made—

- (A) subject to valid existing rights;
- (B) at the fair market value as described in subsection (c); and

(C) subject to any other condition that the Secretary may consider appropriate to protect the interests of the United States.

(3) **COSTS.**—The City shall pay any transaction or administrative costs associated with a conveyance under paragraph (1), including the costs of the appraisal, title searches, maps, and boundary and cadastral surveys.

(4) **CONVEYANCE IS NOT A MAJOR FEDERAL ACTION.**—A conveyance under paragraph (1) shall not be considered a major Federal action for purposes of section 102(2) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)).

(c) **FAIR MARKET VALUE.**—

(1) **DETERMINATION.**—The fair market value of the Property shall be—

(A) determined by an appraisal conducted by an independent appraiser selected by the Secretary; and

(B) approved by the Secretary in accordance with paragraph (3).

(2) **REQUIREMENTS.**—An appraisal conducted under paragraph (1) shall—

(A) be conducted in accordance with nationally recognized appraisal standards, including—

(i) the Uniform Appraisal Standards for Federal Land Acquisitions; and

(ii) the Uniform Standards of Professional Appraisal Practice; and

(B) shall reflect the equitable considerations described in paragraph (3).

(3) **EQUITABLE CONSIDERATIONS.**—In approving the fair market value of the Property under this subsection, the Secretary shall take into consideration matters of equity and fairness, including the City's past and current lease of the Property, any maintenance or improvements by the City to the Property, and such other factors as the Secretary considers appropriate.

(d) **REVOCATION; REVERSION.**—Effective on and after the date on which a conveyance of the Property is made under subsection (b)(1)—

(1) Executive Order 3528, dated August 9, 1921, is revoked; and

(2) the use of the tide and shore lands belonging to the State of Washington and adjoining and bordering the Property, that were granted to the Government of the United States pursuant to the Act of the Legislature, State of Washington, approved March 13, 1909, the same being chapter 110 of the Session Laws of 1909, shall revert to the State of Washington.

SEC. 609. VESSEL DETERMINATION.

The vessel assigned United States official number 1205366 is deemed a new vessel effective on the date of delivery of the vessel after January 1, 2012, from a privately owned United States shipyard, if no encumbrances are on record with the Coast Guard at the time of the issuance of the new certificate of documentation for the vessel.

SEC. 610. SAFE VESSEL OPERATION IN THUNDER BAY.

The Secretary of the department in which the Coast Guard is operating and the Administrator of the Environmental Protection Agency may not prohibit a vessel operating within the existing boundaries and any future expanded boundaries of the Thunder Bay National Marine Sanctuary and Underwater Preserve from taking up or discharging ballast water to allow for safe and efficient vessel operation if the uptake or discharge meets all Federal and State ballast water management requirements that would apply if the area were not a marine sanctuary.

SEC. 611. PARKING FACILITIES.

(a) **ALLOCATION AND ASSIGNMENT.**—

(1) **IN GENERAL.**—Subject to the requirements of this section, the Administrator of

General Services, in coordination with the Commandant of the Coast Guard, shall allocate and assign the spaces in parking facilities at the Department of Homeland Security St. Elizabeths Campus to allow any member or employee of the Coast Guard, who is assigned to the Campus, to use such spaces.

(2) **TIMING.**—In carrying out paragraph (1), and in addition to the parking spaces allocated and assigned to Coast Guard members and employees in fiscal year 2014, the Administrator shall allocate and assign not less than—

(A) 300 parking spaces not later than September 30, 2015;

(B) 700 parking spaces not later than September 30, 2016; and

(C) 1,042 parking spaces not later than September 30, 2017.

(b) **TRANSPORTATION MANAGEMENT REPORT.**—Not later than 1 year after the date of the enactment of this Act, and each fiscal year thereafter in which spaces are allocated and assigned under subsection (a)(2), the Administrator shall provide to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on—

(1) the impact of assigning and allocating parking spaces under subsection (a) on the congestion of roads connecting the St. Elizabeths Campus to the portions of Suitland Parkway and I-295 located in the Anacostia section of the District of Columbia; and

(2) progress made toward completion of essential transportation improvements identified in the Transportation Management Program for the St. Elizabeths Campus.

(c) **REALLOCATION.**—Notwithstanding subsection (a), the Administrator may revise the allocation and assignment of spaces to members and employees of the Coast Guard made under subsection (a) as necessary to accommodate employees of the Department of Homeland Security, other than the Coast Guard, when such employees are assigned to the St. Elizabeths Campus.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. HUNTER) and the gentleman from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. HUNTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 5769.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. HUNTER. Mr. Speaker, I yield myself as much time as I may consume.

Mr. Speaker, H.R. 5769, the Howard Coble Coast Guard and Maritime Transportation Act of 2014, reauthorizes funding for the Coast Guard through fiscal year 2015 at levels that are fiscally responsible and that will reverse the misguided cuts proposed by the current administration.

The President proposed to slash the service's acquisition budget by over 20 percent, reduce the number of servicemembers by over 1,300, undermine readiness by cutting program hours for aircraft, and jeopardize the success of the

search-and-rescue mission by taking fixed-wing air aircraft crews off alert status. The President's budget request will only worsen the Coast Guard's growing gaps in mission performance, increase acquisition delays, drive up the cost of new assets, and deny our servicemembers the critical resources needed to perform their duties.

□ 1245

H.R. 5769 authorizes sufficient funding to ensure these cuts do not happen and the service has what it needs to successfully conduct its missions. The bill also makes several reforms to the Coast Guard authorities, as well as laws governing shipping and navigation.

Specifically, H.R. 5769 supports Coast Guard servicemembers by ensuring the members of the Coast Guard are offered the same benefits available to members of the other armed services. It improves Coast Guard mission effectiveness by replacing and modernizing Coast Guard assets in a cost-effective manner.

It enhances oversight of the Coast Guard, reduces inefficient operations, and saves taxpayer dollars by making commonsense reforms to Coast Guard missions and administration. It helps veterans make the transition from service in the military to good-paying jobs in the maritime industry.

It includes an Arctic maritime transportation title, which provides the Coast Guard the authorities it needs to successfully carry out missions in the Arctic, as well as prepare for the safe operation of commercial vessels and increased human activity in the region.

It encourages job growth in the maritime sector by conducting regulatory burdens on job creators, and lastly, it reauthorizes and reforms the structure and operations of the FMC.

Mr. Speaker, with respect to section 323 of the bill, it is the committee's intent that the Department of Transportation use the Web site currently operated by the Coast Guard to the greatest extent possible. The data presented on the Web site should be limited only to that required by statute and shown in a simple, easily used format.

The committee does not intend to use anything other than commercial off-the-shelf technology to establish the Web site or independently develop new software or acquire new hardware in operating the site.

H.R. 5769 presents a strong bipartisan and bicameral agreement. I want to thank Senators ROCKEFELLER, THUNE, BEGICH, and RUBIO for working with us on this important legislation. I also want to thank Ranking Member RAHALL and the subcommittee ranking member, Representative GARAMENDI, for their efforts, and Chairman SHUSTER for his leadership.

Finally, I want to take a minute to point out that this will be the last Coast Guard authorization bill that will benefit from the advice and support of the only Member of Congress

with service in the Coast Guard, our colleague and friend, HOWARD COBLE.

HOWARD is a Korean war veteran with 5 years of active duty in the Coast Guard and another 18 years in the Coast Guard Reserve. He is the founder of the Congressional Coast Guard Caucus, as well as an active member and former chairman of the Subcommittee on Coast Guard and Maritime Transportation.

Throughout his career in Congress, HOWARD has been a tireless advocate for the men and women of the Coast Guard. I thank and commend him for this service to our Nation and for his contributions to this and past Coast Guard authorizations.

I reserve the balance of my time.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON HOMELAND SECURITY,
Washington, DC, December 3, 2014.

Hon. BILL SHUSTER,

Chairman, House Committee on Transportation and Infrastructure, Washington, DC.

DEAR CHAIRMAN SHUSTER: I write to you regarding the jurisdictional interest of the Committee on Homeland Security in H.R. 5769, the "Howard Coble Coast Guard and Maritime Transportation Act of 2014." The bill contains certain provisions that fall within the jurisdiction of the Committee.

In the interest of permitting the Committee on Transportation and Infrastructure to proceed expeditiously to the House floor, I will not seek a sequential referral of H.R. 5769. However, I do so only with the mutual understanding that the jurisdiction of the Committee on Homeland Security over matters concerning the United States Coast Guard in this or similar legislation is in no way diminished. I further request that you urge the Speaker to name Members of this Committee to any conference committee that is named to consider such provisions.

Finally, I request you include this letter and your response into the Congressional Record during consideration of H.R. 5769 on the House floor. Thank you for your cooperation.

Sincerely,

MICHAEL T. MCCAUL,
Chairman.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
Washington, DC, December 3, 2014.

Hon. MICHAEL T. MCCAUL,
Chairman, Committee on Homeland Security, Washington, DC.

DEAR CHAIRMAN MCCAUL: Thank you for your letter regarding the Committee on Homeland Security's jurisdictional interest in H.R. 5769, the Howard Coble Coast Guard and Maritime Transportation Act of 2014.

I look forward to working with you concerning provisions in H.R. 5769, or similar legislation, that are within the jurisdiction of the Committee on Homeland Security. Finally, I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this legislation.

I will include our letters in the Congressional Record during House floor consideration of the bill. I appreciate your cooperation regarding this legislation, and I look forward to working with the Committee on Homeland Security as the bill moves through the legislative process.

Sincerely,

BILL SHUSTER,
Chairman.

Mr. RAHALL. Mr. Speaker, I yield myself such time as I may consume.

(Mr. RAHALL asked and was given permission to revise and extend his remarks.)

Mr. RAHALL. Mr. Speaker, I rise today in strong support of H.R. 5769, the Howard Coble Coast Guard and Maritime Transportation Act of 2014. This legislation was developed, as Mr. HUNTER has said, through very cooperative, bipartisan, and bicameral negotiations over the past 2 months.

That we are here today considering this legislation on the suspension calendar demonstrates again that, when we put aside partisan differences, we can find agreement on substantive legislation that serves the greater interests of the American public.

I commend full committee Chairman SHUSTER for his leadership in reaching out to the other body to initiate the process that has culminated in producing the outstanding bill that is before the House today.

I also want to thank and acknowledge the chairman of the Coast Guard and Maritime Transportation Subcommittee, DUNCAN HUNTER, and the ranking Democratic member of our Coast Guard and Maritime Transportation Subcommittee, Mr. JOHN GARAMENDI, for their tireless efforts to advance this important legislation.

As well, to our colleague HOWARD COBLE, whom I have served with on the Transportation and Infrastructure Committee since he was first elected to the House in 1984.

It is truly fitting that the pending bill will be named after HOWARD. He is a true gentleman in every sense of the word, a gentleman of this House, and a superb friend to myself, as well as to many of our colleagues.

The U.S. Coast Guard, one of our Nation's five military services, remains an agency that is as indispensable today as it was 100 years ago. Whether maintaining the safety of maritime commerce on the high seas, securing our ports, harbors, and inland waterways, or when protecting life at sea, the Coast Guard stands ready and able to serve whenever called.

I am pleased that this legislation will provide sufficient authorized funding to ensure that the Coast Guard has the resources and the personnel that it needs to accomplish its many missions, and most importantly, this legislation provides adequate funding to allow the Coast Guard to maintain progress in recapitalizing its offshore fleet of cutters, which is a very high priority.

I am also pleased that this legislation will advance several policies to support our merchant marine, especially a provision that will strengthen the enforcement of cargo preference requirements and ensure that the transport of U.S. Government cargoes continue to provide jobs for U.S. seafarers.

In general, this legislation will do much to advance our maritime industries and ensure that our maritime economy remains a vibrant contributor

and source of jobs for millions of Americans.

This legislation is noncontroversial. It does have solid bipartisan and bicameral support, and I urge Members to support this worthy bill.

I reserve the balance of my time.

Mr. HUNTER. Mr. Speaker, there are a few people I want to thank, too. I want to thank John and Jeff, who are here in this room, for the work that they have put into this. I want to thank Victoria Middleton, who is my chief of staff. This will be her last year. This is her first Coast Guard bill that we are getting done here. They have put in so much work and so much time.

For myself, this is my first piece of legislation that I am going to be passing in this Coast Guard and Maritime Transportation Subcommittee with Mr. GARAMENDI. It has been a great time working with everybody.

I want to thank, lastly, the men and women of the Coast Guard. They have been fantastic. They have really opened up their arms to us. We have been able to see what they do, how they do it, and what they have to do, day in and day out, for the people of this country and, frankly, people of every country.

If you are on the open seas and something bad happens to you, it is going to be the U.S. Coast Guard that comes and saves you. If you are a bad guy running drugs from South America up to Florida, it is going to be a U.S. Coast Guard vessel that interdicts.

I just want to thank the U.S. Coast Guard for what they do for this Nation because they are kind of the redheaded stepchild. They are a military service, but they are also a law enforcement entity. They get to do both things, and that is one of the things that makes them such a great organization.

With that, Mr. Speaker, I yield such time as he may consume to the gentleman from North Carolina (Mr. COBLE).

Mr. COBLE. Mr. Speaker, I thank the gentleman from California, and I will be very brief. I thank the ranking member, Mr. RAHALL, and the chairman of the subcommittee for your generous words. I am not sure that I am deserving, but I am appreciative. I appreciate the diligence which the Coast Guard men and women display daily in the discharge of their duties.

There is an old adage that is as old as the Coast Guard, and that is when distress calls are received, the Coast Guard must go out. It says nothing about them coming back. Most of them do come back, but on occasion, they don't. We should always remember that very clearly.

Again, I thank you for this honor.

Mr. RAHALL. Mr. Speaker, I yield 5 minutes to the distinguished gentleman from California (Mr. GARAMENDI), the ranking member of the Subcommittee on Coast Guard and Maritime Transportation.

Mr. GARAMENDI. Mr. Speaker, I thank the gentleman for yielding me

this time, and I rise in strong support of H.R. 5769, the Howard Coble Coast Guard and Maritime Transportation Act.

As explained by previous speakers, this bill is bipartisan, bicameral, and is noncontroversial. It reauthorizes the Coast Guard and the Coast Guard Reserve and the Federal Maritime Commission. The legislation includes many important provisions that were contained in H.R. 4005, the Coast Guard authorization legislation that was passed and reported by voice vote from the committee, as well as overwhelming support here on the floor on April 1 of this year.

Maintaining a safe, reliable, and efficient maritime commerce that enables our foreign and domestic trade to fuel the U.S. economy remains as important today as it was in 1790, when former Treasury Secretary Alexander Hamilton established the U.S. Revenue Cutter Service, the predecessor to the U.S. Coast Guard.

This new legislation will provide our Coast Guard with the resources and policy tools they need to meet the challenges presented by an ever-evolving economy and security demands of our Nation.

First, let me explain. A sincere gratitude to my colleague, DUNCAN HUNTER, the chair of the subcommittee, for the work that he and his extraordinary staff have done in putting together this bill. Working together, I think we have accomplished something useful.

Mr. RAHALL's leadership on our side was exemplary. He gave us the resources, the time, and the encouragement to get this job done, and that was repeated by Mr. SHUSTER on the other side. We have a great team, and I am proud to be part of it.

This is a compromise to be sure, but it is a good one. First and foremost, the bill includes several noncontroversial administrative and management directives to better align the Coast Guard missions and needs with the long-term capital planning and annual budget requests.

Additionally, the bill would grant the Coast Guard with greater flexibility to augment Active Duty forces and provide explicit cooperative agreement authority to enhance the Coast Guard's ability to develop beneficial partnerships with other maritime stakeholders. The bill provides new guidance to the Coast Guard as it continues to rebuild its fleet of offshore cutters.

I am particularly pleased this legislation would advance several positive initiatives to reinvigorate the U.S. merchant marine and improve maritime transportation. Most noteworthy, this legislation would advance several positive policy initiatives, among them the enforcement of cargo preference laws and regulations, a move that is long overdue.

Additionally, the legislation requires the Department of Transportation to develop a new maritime strategy and direct the Government Accountability

Office to conduct an assessment of how future export trade can be augmented.

I welcome the opportunities to chart new courses forward to improve the competitiveness of the U.S. flag fleet on the high seas, to increase opportunities for short sea shipping, and to expand our commercial shipbuilding industrial base.

I am pleased that this legislation will advance significant new policies already discussed by Mr. HUNTER to finally force the Federal Government and the Coast Guard especially to take constructive actions to address the implications of the thawing of the Arctic Ocean and the imminent demands for commercial maritime transportation and resource development across that vast region. A particular shout-out to Mr. HUNTER for leading the charge on this very important effort.

In closing, this bill is responsible legislation that would provide budget stability for the Coast Guard, advance sensible policy reforms, and promote our merchant marine. The bill deserves support from Members from both sides of the aisle.

Mr. HUNTER. Mr. Speaker, this bill would not have happened without the leadership of Mr. RAHALL and the full committee chairman, BILL SHUSTER from Pennsylvania. They did a lot of work on this bill.

I am honored to yield such time as he may consume to the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Speaker, I thank the gentlemen from California, Mr. HUNTER and Mr. GARAMENDI, for their great work. There were a couple of rough patches, but in the House, we were able to figure it out. In the Senate, I especially thank Senator ROCKEFELLER for working through this. I know Senator ROCKEFELLER is retiring, so it is fitting that, as he leaves, this bill and his work is complete, and so we congratulate and thank him for his work.

This bill that Chairman HUNTER and Mr. GARAMENDI put together is truly bipartisan and bicameral. There are a lot of great reforms in it. The men and women of the Coast Guard that help to keep this country safe and enforce our laws, this is a tribute to them for what they do.

They risk their lives to save people and to save property, and so my hat goes off to them and to thank them again for the great work that they do protecting the American people on the waterways and on the high seas and the marine natural resources that they also help to protect. They have a huge job.

I am very, very proud that the Howard Coble Coast Guard and Maritime Transportation Act is going to pass today. As I said, a lot of bipartisan reforms are in the bill that will help to streamline and ensure that our Coast Guard can do their job more efficiently and with less red tape, giving them the resources that they need.

Again, a special thanks to HOWARD COBLE, who the bill is named for. This

is his final bill. We wish him well in his future journey. Being the only Member of Congress that is a coastie, we thank him for all of his years of service back to 1985.

I think I am one of the few Members who has known HOWARD COBLE since 1985—not that I was a Member then, but my father served with HOWARD on the committee. I was with my father last night, and I told him that we are doing the bill today, and he sends his best to you, HOWARD, and congratulates you on your retirement.

You have been a tireless worker for the interests of the Coast Guard and for the security of America, and we can't thank you enough for that.

□ 1300

In addition, the ranking member, Mr. RAHALL, I believe this will be the final bill that he moves through the committee. I want to thank him for his friendship and for working with me the past 2 years. It has been a great partnership.

I have got a lot of great stories. As we went through the WRDA bill, a lot of great successes. A couple of them I can't tell, or I can't tell them on the House floor, but they are all clean. They are all good. But, again, we really worked well together on that, and I wish you the best in your future endeavors. You will be missed here in Washington. And again, a family friend for almost 40 years, serving with my father and with me; and again, we can't thank you enough for the great work that you have done in your 38 years here.

Mr. COBLE. Will the gentleman yield?

Mr. SHUSTER. I yield to the gentleman from North Carolina.

Mr. COBLE. I will be very brief.

In thanking Mr. RAHALL and Mr. HUNTER, I failed to thank the chairman. That is a mistake you should never commit. So I thank you as well, Mr. SHUSTER. Thanks to all of you.

Mr. SHUSTER. I was more than happy to let Mr. COBLE come up. He didn't have to thank me. His hard work is thanks enough. But, again, a fine member of the committee and a Member of Congress. We are going to miss him greatly.

So, again, as I want to sum up, Chairman HUNTER, Ranking Member GARAMENDI, great work on this bill. I encourage all of my colleagues to vote for this, and hopefully we will get a vote in the Senate next week, and we can get this to the President's desk and he can sign it for Christmas. So, again, thanks to all.

I want to thank the staff for their great work, not only on the subcommittee but on the full committee. As we worked through the past 2 years, the staff has had a lot of good action together, and I want to thank the staff and wish them a Merry Christmas, a happy holiday, and a happy new year.

If we don't see you, then we will see you around the first of the year.

I am particularly pleased that the bill includes a provision which equalizes the regulatory treatment among similar vessels which operate out of the British and U.S. Virgin Islands.

Current law puts certain vessels operating out of the U.S. Virgin Islands at a competitive disadvantage with similar vessels operating out of the British Virgin Islands. H.R. 5769 establishes an equal playing field for these vessels.

It allows vessels operating out of the U.S. Virgin Islands which meet safety requirements identical to those in effect for similar vessels operating out of the British Virgin Islands to carry an equal number of passengers.

It is clear the provision comes into effect on the date of enactment. The Coast Guard may write standards to implement the provision, but, again, the provision is clear, any such standards must be identical to those imposed on BVI vessels; and during any period prior to the implementation of such standards, vessels operating out of the U.S. Virgin Islands which meet the standards referenced in section 319, uninspected passenger vessels in the United States Virgin Islands, of H.R. 5769 shall be allowed to carry an equal number of passengers as those operating out of the British Virgin Islands.

Mr. RAHALL. Mr. Speaker, I yield 2 minutes to the gentleman from Maryland (Mr. CUMMINGS).

Mr. CUMMINGS. Mr. Speaker, first of all, I want to thank Ranking Member RAHALL for this time. I also thank him for his work on this legislation and for his decades of service to our great Nation. He will be sorely missed in the Transportation Committee and, indeed, in the Congress.

I also want to thank Chairman SHUSTER, Chairman HUNTER, and Ranking Member GARAMENDI for all of their hard work on this legislation.

I rise today in support of this measure, H.R. 5769, the Howard Coble Coast Guard and Maritime Transportation Act of 2014.

And it is interesting that Mr. COBLE just got up to make sure that he thanked everybody, but I want to thank him. When I served as the chairman of the subcommittee, he was one of my staunchest supporters. He was the epitome of bipartisanship. He always made it clear that the Coast Guard was sometimes not put on the front burner, was on the back burner, and he wanted to make sure that they were on the front burner, and I want to thank him for this. This is so very, very significant, and I want to thank him for his friendship over the many years.

This measure includes critical provisions strengthening the Department of Transportation's, DOT, authority to enforce cargo preference requirements to ensure that government-impelled cargoes are carried on U.S.-flagged vessels. Section 321 of this legislation clarifies that the DOT has exclusive authority to determine whether a gov-

ernment-impelled cargo is subject to these requirements.

Section 321 also requires the DOT to conduct an annual review to determine whether government programs are in compliance with cargo preference requirements. According to the Maritime Administration, the number of U.S.-flagged vessels operating in international trade has declined nearly 25 percent in just the last 3 years, falling from 106 in January of 2012 to just 81 as of this month.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. RAHALL. Mr. Speaker, I yield the gentleman another minute.

Mr. CUMMINGS. It is not an exaggeration to say that if we don't take deliberate and swift steps to preserve the U.S. Merchant Marine, we will lose it, leaving our Nation dependent for merchant sealift capacity on foreign-flagged vessels and foreign mariners. Despite what some may claim, reserving the carriage of the U.S. Government-impelled cargoes is not unlike any other government program designed to ensure that the expenditure of U.S. taxpayer funds benefits Americans.

Again, this is a very important piece of legislation. I urge all the Members to vote for it. To all of those who have been a part of this in making it happen, I express my appreciation. On behalf of the Coast Guard, I express my appreciation.

Mr. HUNTER. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. ROYCE), my good friend and colleague and the full committee chairman of the Foreign Affairs Committee.

Mr. ROYCE. Mr. Speaker, I want to recognize the efforts of the Transportation and Infrastructure Committee. Its leadership should be commended for this bipartisan effort to strengthen the Coast Guard in a time of heightened security threats to the United States.

The Foreign Affairs Committee has been working in a bipartisan way to reform international food assistance, so I particularly appreciate the fact that this legislation does not include a provision that would have raised the cargo preference requirements for these programs from 50 percent to 75 percent. A provision like this would cost U.S. taxpayers millions more and slow life-saving assistance by months.

Lives are at stake, and I appreciate that the committee heard our view, and I also appreciate the assurances provided by the Transportation Committee that nothing in section 321 will drastically alter the existing consultation requirements for enforcement of cargo preference. I also understand that nothing in the bill will have the effect of raising cargo preference above an annual global threshold of 50 percent, particularly for the Food for Peace program.

Again, congratulations to Chairman HUNTER and his colleagues for crafting this important legislation and also Mr. COBLE and Mr. RAHALL for their work.

Mr. RAHALL. Mr. Speaker, may I have a time check, please.

The SPEAKER pro tempore. The gentleman from West Virginia has 10 minutes remaining. The gentleman from California has 9½ minutes remaining.

Mr. RAHALL. Mr. Speaker, I yield 2 minutes to the gentleman from Washington (Mr. LARSEN), the distinguished ranking member of our Subcommittee on Aviation.

Mr. LARSEN of Washington. Mr. Speaker, I rise in support of H.R. 5769, the Howard Coble Coast Guard and Maritime Transportation Act of 2014.

As a former ranking member of the Coast Guard Subcommittee, I am very pleased that this bill provides the necessary resources to keep the men and women of the Coast Guard on the job. I am also pleased this bill makes needed advancements in our Nation's engagement in the Arctic.

Our country faces a steep opportunity curve when it comes to the Arctic. We haven't made the needed investments in that region to protect our environment, our economic interests, and our national security. But as our country gets ready to take over the chairmanship of the Arctic Council in 2015, this bill signals that our country is ready to engage further in Arctic issues. It requires the Coast Guard to come up with a plan for moving our icebreaker fleet forward; it encourages the development of forward operating bases for the Coast Guard in the region; and it improves the ability of the Coast Guard to monitor, patrol, and protect our Nation's Arctic waters.

I am hopeful that this bill will finally push the Coast Guard to reactivate the mothballed Polar Sea icebreaker so that it can act as a bridge towards a new icebreaker fleet. In the longer term, funding a new icebreaker fleet will require a whole of government approach. The Coast Guard simply does not have the acquisition budget to build a new icebreaker fleet on its own.

The Department of Defense, Coast Guard, and National Science Foundation need to work together to develop a funding strategy for assets they will all use. This bill endorses such a strategy.

Finally, I am very pleased that this bill includes \$10 million for the Small Shipyard Grant Program, a successful effort that provides infrastructure spending to shipyards in the Pacific Northwest and around the country that creates jobs and supports local economies.

With that, I urge my colleagues to support this legislation.

Mr. HUNTER. Mr. Speaker, I reserve the balance of my time.

Mr. RAHALL. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, again, I want to commend our full committee chairman, Mr. SHUSTER; the subcommittee chair, Mr. HUNTER; our ranking member, Mr.

GARAMENDI; and our staffs, as well, for the tremendous work that has gone in to producing this legislation.

Under Chairman SHUSTER's leadership, our Transportation and Infrastructure Committee is indeed demonstrating once again today what bipartisanship can do and the productive manner in which we can work for the American people in what is often described as a dysfunctional city. I know that in the years ahead, the Transportation and Infrastructure Committee will step up to the plate and do its work again, especially in addressing a major transportation bill next year and a major aviation bill that is on its agenda.

I guess it is kind of fitting, Mr. Speaker, that the last bill that Senator ROCKEFELLER and myself are in part being managed by West Virginians. Both of us will be leaving this Congress. West Virginia is the great seafaring State that it is. But I do salute Senator ROCKEFELLER as well for his tremendous leadership as chairman of the Senate Commerce Committee, for his leadership on this legislation and so many other pieces of legislation that have benefited our State of West Virginia in a more direct way, perhaps, but also a benefit to this great country. He is one that has been concerned for all of us, as we all are, about producing jobs for America, and that is what our Transportation and Infrastructure Committee is about.

I commend the staffs and I commend my dear friend Mr. COBLE that so much has been said about and for whom this legislation is named. We have traveled together on a few occasions. During my entire time here, I have not seen any Member of this body conduct themselves in such a true gentleman fashion as HOWARD COBLE does. We all call him our dear friend.

With that, Mr. Speaker, I urge my colleagues to support this legislation and, again, commend Chairman HUNTER and Chairman SHUSTER for their bipartisan and cooperative manner in which they have worked on this and so many pieces of legislation.

I yield back the balance of my time.

Mr. HUNTER. Mr. Speaker, I yield myself such time as I may consume.

Again, I want to thank the gentleman from West Virginia and my colleague from California (Mr. GARAMENDI) and the great staffs that spent time on this and, of course, the great HOWARD COBLE, who said in one of his elections probably about 10 years ago when he was down by a few hundred votes, I called him up on it election night and his answer was, "Look good, feel good." That is the great HOWARD COBLE.

Mr. Speaker, I urge my colleagues to support this bill, and I yield back the balance of my time.

Ms. HAHN. Mr. Speaker, today the House will vote on the bipartisan Howard Coble Coast Guard & Maritime Transportation Act of 2014. This bill is a great step for our nation's Coast Guard and federal maritime transpor-

ation. Under the constraints of limited resources, this important agreement will continue to provide our Coast Guard and Federal Maritime Commission with the ability to protect our nation's international borders while promoting American commerce around the world.

Having served the people of Los Angeles for nearly 15 years on the City Council and now in Congress, I have long appreciated the work of our Coast Guard and Federal Maritime Commission officials who support the largest port complex in the United States. America relies on the Ports of Los Angeles and Long Beach, which is the gateway for forty percent of all maritime commerce, and providing security to these ports keeps goods flowing across the nation.

In addition, this act provides new incentives for the employment of veterans on U.S. flagged vessels, and directs the Secretary of Transportation to work with Congress to create a national maritime strategy to promote the competitiveness of the U.S. flagged fleet, increase the use of short seas shipping, and enhance U.S. shipbuilding capacity. Our nation's ports and maritime commerce drive all aspects of our economy, and this agreement will provide our nation's maritime gateways the federal support to ensure American ports remain the safest and most economical for shippers around the world.

I am pleased this strong agreement bears the name of our colleague HOWARD COBLE, a fellow member of the Transportation & Infrastructure Committee and a great friend of mine, who has long been a champion of America's Coast Guard and ports. Congress will miss his leadership. I urge the Senate to consider this legislation immediately and send it to the President's desk for his signature.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. HUNTER) that the House suspend the rules and pass the bill, H.R. 5769.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HUNTER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

□ 1315

PROVIDING FOR CONSIDERATION OF H.R. 5771, TAX INCREASE PREVENTION ACT OF 2014, AND PROVIDING FOR CONSIDERATION OF H.R. 647, ACHIEVING A BETTER LIFE EXPERIENCE ACT OF 2014

Mr. SESSIONS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 766 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 766

Resolved, That upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 5771) to amend the Internal Revenue Code of 1986 to extend certain expiring provisions and make technical corrections, and for other purposes. All points