

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

REPORT ON H.R. 1141, EMERGENCY SUPPLEMENTAL APPROPRIATIONS, 1999

Mr. YOUNG of Florida (during consideration of H.R. 975), from the Committee on Appropriations, submitted a privileged report (Rept. No. 106-64) on the bill (H.R. 1141) making emergency supplemental appropriations for the fiscal year ending September 30, 1999, and for other purposes, which was referred to the Union Calendar and ordered to be printed.

The SPEAKER pro tempore. Under clause 1 of rule XXI, all points of order against provisions in the bill are reserved.

COAST GUARD AUTHORIZATION ACT OF 1999

The SPEAKER pro tempore (Mr. QUINN). Pursuant to House Resolution 113 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 820.

□ 1337

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 820) to authorize appropriations for fiscal years 2000 and 2001 for the Coast Guard, and for other purposes, with Mr. GILLMOR in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Oregon (Mr. DEFAZIO) each will control 30 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Chairman, I yield myself such time as I might consume.

Mr. Chairman, this is the 11th bill which the Committee on Transportation and Infrastructure has brought to the floor thus far in this new session. Indeed, the other 10 bills passed overwhelmingly. I believe that this legislation, the Coast Guard authorization, deserves the same kind of overwhelming support.

We are taking action today to authorize funding for one of the most important programs in the United States Government. This Act authorizes approximately \$4.6 billion in fiscal year 2000 and \$4.8 billion in fiscal year 2001 in expenditures for the Coast Guard operations. It provides funds for the

Coast Guard at the levels requested by the President with additional amounts provided for drug interdiction operations.

Last year, the Coast Guard received about \$250 million in emergency supplemental funds to boost drug interdiction resources in the Caribbean. I can report to the House that I personally have gone out on missions with the Coast Guard and have seen firsthand the outstanding job they do.

This legislation maintains the level of drug interdiction provided for fiscal year 1999 with additional amounts consistent with the Western Hemisphere Drug Elimination Act. This bill also contains additional funds for fishing vessel safety and to modernize the national distress and response system. The bill authorizes \$128 million in fiscal 2001 to construct a replacement icebreaking vessel for the Great Lakes.

I certainly urge my colleagues to support this legislation.

I would like to close by sharing with my colleagues examples of what our Coast Guard accomplishes every day. In any given day, on the average, our United States Coast Guard saves 14 lives. It conducts 180 search and rescue missions. It keeps \$7 million worth of illegal drugs out of our country. It responds to 32 oil spills or hazardous chemical releases. It stops hundreds of illegal aliens from entering our country.

So in a year, that is over 4,000 lives saved, over 65,000 rescue missions, \$2.6 billion in illegal drugs stopped from entering America's streets, over 11,000 environmental cleanups or responses to pollution, and the stopping of tens of thousands of illegal aliens entering our country.

Indeed, in addition to this, it also is involved in conducting local boat safety courses, port inspections, support of U.S. military and humanitarian missions, and more, all with the stewardship of the resources that should make the taxpayers of America very proud of their investment in the world's finest Coast Guard.

So I strongly urge my colleagues to support this bipartisan legislation. It is worthy of their vote.

Mr. Chairman, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, this is very important legislation for this body. As the chairman of the full committee has pointed out, it is supported strongly in a bipartisan manner. That is because almost all of the Members of this Congress and certainly the Members of the Committee on Transportation and Infrastructure share a common concern in the Coast Guard's activities and giving them adequate resources to fulfill the burdens that we put on them.

The chairman has already gone on at some length, but I think it should be

restated just so people remember, the Coast Guard does everything from local boating safety courses to search and rescue. If one is in trouble out on the water, they are the ones who respond. Sometimes in very hazardous situations, sometimes to loss of life to members of the Coast Guard, they are attempting to save mariners in distress.

They safeguard our borders by watching for smugglers and people attempting both to enter the country illegally or to enter drugs and other substances illegally into our country. They are our first line of protection now for our coastal resources and the environment.

That leads me to some comments that are very close to home for me. The Coast Guard has been involved now for more than a month in the wreck of the *New Carrisa* which went aground in stormy weather outside the largest port in my district, very close to the mouth of the harbor.

The Coast Guard is still working on its own internal investigation and summary of the events that led up to this tragedy. I think there will be much to be learned from that critical review, perhaps some further changes in authority for the Coast Guard, changes of law regarding insurance of these freighters and other ships.

Today a freighter carries as much oil, these larger freighters, as did a small tanker 20, 25 years ago. They often carry more fuel than they need to accomplish their mission, as did this ship in this case, for ballast.

So the potential for oil spill no longer just extends to tankers and tanker safety, but now the potential for catastrophic oil spills extends to large freighters. Yet, they do not have the same insurance requirements that we put on tankers, nor do they have the same hull safety requirements we put on tankers; and those are critical issues that we will need to look at in the future to safeguard our precious coastal resources here in the United States.

□ 1345

I am very pleased that this bill, with unanimous vote in the committee, and hopefully a similar vote here on the floor of the House, includes some modest initial amendments for changes in the law that I have proposed as I became educated as to what happens when a foreign ship is headed towards the United States. And in this case, had these provisions of law which are in this bill today by my amendment been in effect, we might not have had the *New Carrisa* tragedy on the coast of Oregon; we might not have despoiled our precious coastal waters.

The Coast Guard, under this bill, will now be notified 24 hours in advance before a ship crosses into our 12-mile territorial limit. The Coast Guard will have the authority to hold a ship at that 12-mile limit if they have questions about the safety of the ship, the