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of getting a driver's license. Our message should be simple: no drugs or no driver's license.

Today I am directing General Barry McCaffrey, the Director of our drug office, and Secretary Federico Pena, the Secretary of Transportation, to report back to me within 90 days with a plan for how to do this, including legislation if appropriate, and other ways to fight the problem of teen drug use and driving.

Let me make one thing clear: Even though teen drug use is up, all the evidence is that 90 percent of our children are drug-free. They are doing the right thing. They are not experimenting. So we're asking them, the 90 percent who are drug-free, to be responsible enough to participate in this drug-testing program to help us identify the 10 percent who are on the brink of getting in trouble and get them away from drugs before it's too late.

Our goal must be to help parents pass on their values to their children, to help their children to act responsibly, to take charge of their lives and their futures. If we offer our children more opportunity and demand of them more responsibility, America's best days are ahead.

Thanks for listening.

NOTE: The address was recorded at 2:52 p.m. on October 18 in the Roosevelt Room at the White House for broadcast at 10:06 a.m. on October 19.

Memorandum on Reducing Teenage Driving Under the Influence of Illicit Drugs

October 19, 1996

Memorandum for the Director of National Drug Control Policy, the Secretary of Transportation

Subject: Reducing Teenage Driving Under the Influence of Illicit Drugs

Over the last 4 years, we have worked hard to keep drugs off our streets and out of the hands of our children. Indeed, the number one goal of the *1996 National Drug Control Strategy* is to motivate America's youth to reject illegal drugs and substance abuse. All Americans must accept responsibility for teaching our young people that drugs are illegal and confronting them with the consequences of using drugs. My Administration has elevated the Director of the Office of National Drug Control Policy to the Cabinet, supported drug testing of high school athletes before the United States Supreme Court, and defended the Safe and Drug Free Schools Program from congressional attempts to reduce its funding.

Despite the progress we are making in reducing overall drug use in this country, we continue to see increasing trends in drug use among teens that began in the early 1990's. We, therefore, must still do more to confront this deadly problem.

One of the critical areas where drugs threaten the health and safety of young people is on the roads. I have taken a tough stand against drinking and driving by young people—calling for and then signing into law a tough new "zero tolerance" policy that requires States to have laws allowing judges to take away the driver's licenses of young people who drive with any alcohol in their system.

It is equally important that we be tough on those young people who drive under the influence of drugs. Every driver has the responsibility to drive safely and not injure themselves or others. The driver's license is a privilege that should not be available to those who fail to demonstrate responsible behavior. Denial of driving privileges to those who engage in illegal drug use can be a powerful incentive to stay away from and off drugs, particularly for teenagers. I believe we should consider drug-testing all minors applying for driver's licenses and requiring them to be found drug-free before they can obtain driver's licenses. Young people must understand that drug use cannot and will not be tolerated. Making licenses conditional on the driver being drug-free may prove to be an important and effective way to send that message.

State and Federal laws recognize the relation between drugs and driving. It is illegal in every State to drive under the influence of drugs that impair driving performance. Seven States have enacted "zero tolerance" laws for drugs, which make it illegal to drive with any amount of an

illicit drug in the driver's body. Eighteen States suspend the licenses of persons convicted of drug offenses. And the Federal Section 410 program authorizes grants to States with aggressive laws and programs to detect and sanction driving under the influence of drugs.

To ensure that we are using every method possible to deter teenage drug use, I am directing you to develop a strategy to address the problem of young people driving under the influence of illegal drugs. Within 90 days, I would like you to report to me with recommendations on steps to be taken in at least the following areas:

(1) Drug testing for minors applying for licenses; in particular, please provide guidance on how this can best be implemented, including possible guidance to States;

(2) "Zero Tolerance" laws that make it illegal to drive with any amount of an illicit drug in the driver's body;

(3) License revocation for those who are found to be driving under the influence of drugs;

(4) License revocation as a sanction for other drug offenses;

(5) How to eliminate obstacles to more effective identification and prosecution of drivers impaired by drugs;

(6) Federal incentives for effective State programs to fight driving under the influence of drugs; and

(7) Identification of technologies to assist State and local law enforcement in identifying and deterring drug and alcohol impaired driving.

Your report should review current State and Federal laws and practices in these areas, the effectiveness of any such efforts in States to date, and any other areas that you believe would help to reduce the incidence of drug use by teens or driving under the influence of drugs generally. In preparing this report, you should consult with the Attorney General and the Secretary of Health and Human Services.

WILLIAM J. CLINTON

NOTE: This memorandum was made available by the Office of the Press Secretary on October 18, and it was embargoed for release until October 19.

Statement on Signing the Coast Guard Authorization Act of 1996

October 19, 1996

I have today signed into law S. 1004, the "Coast Guard Authorization Act of 1996." This Act reaffirms our national resolve to maintain a strong Coast Guard presence on our navigable waterways and around the world to fight drugs and pollution, preserve life at sea, secure our ports, and ensure the vitality of our merchant marine and fisheries. This legislation also reaffirms our commitment to the brave men and women of the Coast Guard, who not only serve their country so well every day, but stand ready to aid in its national defense when called.

This Act will enhance the Coast Guard's ability to accomplish a number of important objectives.

The Act will strengthen drug interdiction by clarifying U.S. jurisdiction over vessels in international waters. In particular, the Act makes clear that persons arrested in international waters will not be able to challenge the arrest on the ground that the vessel was of foreign registry unless such claim was affirmatively and unequivocally verified by the nation of registry when the vessel was targeted for boarding. By eliminating this commonly raised jurisdictional defense, the Act strengthens the hand of prosecutors in drug smuggling cases.

The Act also strengthens the Coast Guard's own anti-drug program for maritime employees by authorizing civil penalties of up to $1,000 a day for violations of the service's drug-testing regulations.

The Act reinforces protection of the environment, including commercial and Native American subsistence fisheries, from plastic pollution and oil spills. It contains needed amendments to the Oil Pollution Act's financial responsibility requirements for "offshore facilities," which will enable the Federal Government to issue fair and workable regulations while ensuring that re-