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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-

sponsible parties provide adequate resources to pay for any oil spill-related costs. The Act fully preserves the Federal Government's right to recover the costs of oil spills from responsible parties.

The Act also contains new requirements for inspections of vessel waste reception facilities and requires additional safety equipment on non-self propelled barges. And it simplifies the regulatory structure for the Nation's only deepwater oil port without sacrificing safety. This port provides a means of transporting oil to the Gulf Coast that is environmentally preferable to transferring oil between vessels at sea. With these protections, our national fisheries will be better safeguarded.

The Act enhances the competitiveness of the U.S. maritime industry by adopting international safety standards for oceangoing vessels when such standards are comparable to Coast Guard safety standards. And it provides authority to the Coast Guard to take actions that will increase safety on the navigable waterways, including authority to provide rescue diver training to its helicopter crews and authority to transfer funds from the highway program to repair bridges that obstruct navigation.

Coast Guard efficiency and quality of life are also improved by this Act through initiatives for new housing, child development services, expanded recycling, health care services, and officer promotion and retention.

One section of the Act, Section 1002, raises a constitutional concern. This section establishes a committee empowered to select the entities to which certain historic lighthouses will be conveyed. Because the committee members will hold a Federal office and because this section vests them with significant authority, they must be appointed as officers pursuant to the Appointments Clause of the Constitution. The Act, however, provides that the Secretary of Transportation "shall" appoint four of the committee's five members from among persons recommended or designated by certain Maine officials or organizations. The Appointments Clause does not permit such restrictions to be imposed upon the executive branch's powers of appointment. Therefore, I will not interpret section 1002(d)(3)(A) of the Act as binding, and I direct the Secretary of Transportation to regard the designations and recommendations arising from it as advisory only.

In sum, this Act is good legislation that will enhance the ability of the United States Coast Guard to live up to its motto—"Semper Paratus:" always ready.

WILLIAM J. CLINTON

The White House,
October 19, 1996.

NOTE: S. 1004, approved October 19, was assigned Public Law No. 104–324.

Remarks at the New Hope Baptist Church in Newark, New Jersey
October 20, 1996

Thank you. Thank you so much, Reverend Carter, Reverend Thomas, Congressman Payne, Mr. Mayor, Mayor Collins, Congressman Torricelli.

Ladies and gentlemen, first of all I'd like to say, you know, about this time of year people in our line of work are tired on Sunday morning. [*Laughter*] They hurt from head to toe. I'm not tired anymore. [*Laughter*] I thank the choir for its magnificent music. And I'm glad to see all of you out here in this historic church. Dionne Warwick, it's good to see you.

Now, when Reverend Thomas said I lived in America's house and he made that remark about the White House—[*laughter*]—well, that got my attention. But I've tried to make it your house, too.

I want to say a special word of thanks to this church for something else, and that is that the chief operating officer of our whole national campaign is a member of this church, Ted Carter, and he's here with me today. Ted, where are you? Stand up. Where's Ted? There he is, back there. He's a very modest person that has such an important job, but you raised him up right here. Congratulations.

Ladies and gentlemen, the message we have already heard is the most important message