

COAST GUARD BLUE TECHNOLOGY CENTER OF
 EXPERTISE ACT

NOVEMBER 13, 2018.—Committed to the Committee of the Whole House on the
 State of the Union and ordered to be printed

Mr. SHUSTER, from the Committee on Transportation and
 Infrastructure, submitted the following

R E P O R T

[To accompany H.R. 6206]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom
 was referred the bill (H.R. 6206) to direct the Commandant of the
 Coast Guard to establish a Blue Technology center of expertise,
 and for other purposes, having considered the same, report favor-
 ably thereon without amendment and recommend that the bill do
 pass.

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PURPOSE OF LEGISLATION

H.R. 6206 directs the Commandant of the U.S. Coast Guard to establish a Blue Technology center of expertise under section 58 of title 14, United States Code, to increase the Service's awareness of Blue Technologies which could enhance mission effectiveness.

BACKGROUND AND NEED FOR LEGISLATION

"Blue technology" is a term that describes a wide swath of technologies and systems that support, sustain, and integrate the U.S. and global ocean economy. Accordingly, systems and technologies such as autonomous vehicles, sensors (both remote and *in situ*), ocean observation platforms, and hydrographic services, among many others fall under the term. The integration of advanced blue technologies could improve operational efficiencies and the Coast Guard's mission performance, as well as Maritime Domain Awareness. Emerging maritime technologies also may contribute to enhanced operational flexibility, improved understanding of the maritime environment, and optimal deployment and use of conventional Coast Guard assets (e.g., cutters, aircraft, small boats, etc.).

HEARINGS

The bill was not subject to a hearing by the Subcommittee on Coast Guard and Maritime Transportation, however, the Subcommittee held a hearing to examine emerging maritime technologies and how such technologies could improve Coast Guard mission performance and enhance the safety and efficiency of maritime transportation on May 8, 2018.

LEGISLATIVE HISTORY AND CONSIDERATION

On June 25, 2018, H.R. 6206 was introduced by Congressman John Garamendi (D-CA). The bill was referred solely to the Committee on Transportation and Infrastructure.

On June 27, 2018, the Committee on Transportation and Infrastructure met in open session to consider H.R. 6206. No amendments were offered. The Committee ordered the bill reported favorably to the House by voice vote with a quorum present.

COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against. There were no recorded votes taken in connection with consideration of H.R. 6206. A motion to order H.R. 6206 reported favorably to the House was agreed to by voice vote with a quorum present.

COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

NEW BUDGET AUTHORITY AND TAX EXPENDITURES

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the Congressional Budget Act of 1974 has been timely submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee has received the enclosed cost estimate for H.R. 6206 from the Director of the Congressional Budget Office:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, July 20, 2018.

Hon. BILL SHUSTER,
*Chairman, Committee on Transportation and Infrastructure,
House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 6206, the Coast Guard Blue Technology Center of Expertise Act.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,

MARK P. HADLEY
(For Keith Hall, Director).

Enclosure.

H.R. 6206—Coast Guard Blue Technology Center of Expertise Act

Under current law, the Coast Guard (USCG) operates several centers of expertise, often under agreements with educational institutions, to provide technical assistance on a range of issues related to maritime safety. H.R. 6206 would direct the Coast Guard to establish a new center to promote the use of new maritime technologies related to activities including surveillance and monitoring, search and rescue, emergency response, and law enforcement.

Using information from the USCG, CBO estimates that implementing H.R. 6206 would not significantly affect the federal budget. Because the USCG's existing Research and Development Center is already pursuing activities similar to those that the proposed center would perform, CBO expects that any increases in the agency's costs—which would be subject to appropriation—would not exceed \$500,000 in any year. (In 2018 the USCG allocated about \$5 million in appropriated funds to those similar efforts.)

Enacting H.R. 6206 would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

CBO estimates that enacting H.R. 6206 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2029.

H.R. 6206 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.

The CBO staff contact for this estimate is Megan Carroll. The estimate was reviewed by H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.

PERFORMANCE GOALS AND OBJECTIVES

With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the performance goal and objective of this legislation is to enhance maritime transportation safety, and includes limited revisions to Coast Guard authorities and regulations governing certain maritime industries and ocean-related technologies.

ADVISORY OF EARMARKS

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, the Committee is required to include a list of congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(e), 9(f), and 9(g) of rule XXI of the Rules of the House of Representatives. No provision in the bill includes an earmark, limited tax benefit, or limited tariff benefit under clause 9(e), 9(f), or 9(g) of rule XXI.

DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, the Committee finds that no provision of H.R. 6206 establishes or reauthorizes a program of the federal government known to be duplicative of another federal program, a program that was included in any report from the Government Accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

DISCLOSURE OF DIRECTED RULE MAKINGS

Pursuant to section 3(i) of H. Res. 5, 115th Cong. (2017), the Committee finds that enacting H.R. 6206 does not direct the completion of a specific rule making within the meaning of section 551 of title 5, United States Code.

FEDERAL MANDATE STATEMENT

The Committee adopts as its own the estimate of federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act (Public Law 104–4).

PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee states that H.R. 6206 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No new advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act are created by this legislation.

APPLICABILITY OF LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (Public Law 104–1).

SECTION-BY-SECTION ANALYSIS OF LEGISLATION

Sec. 1. Short title

This section designates the short title as the “Coast Guard Blue Technology Center of Expertise Act of 2018”.

Sec. 2. Coast Guard Blue Technology Center of Expertise

This section directs the Commandant to establish a Blue Technology center of expertise not later than one year from the date of the enactment of the Act.

This section also details several missions of the Blue Technology center of expertise, including promoting awareness of Blue Technologies within the Coast Guard; enabling the sharing of Blue Technology information between the private sector, academia, non-profit organizations, other Federal agencies, and the Coast Guard; increasing awareness of Coast Guard acquisition policies and practices among Blue Technology manufacturers, entrepreneurs, and vendors; providing technical support, coordination, and assistance to Coast Guard districts and the Coast Guard Research and Development Center; and, subject to the requirements of the Coast Guard Academy, coordinating with the Academy to develop appropriate curricula regarding Blue Technology.

This section also directs the Commandant to conduct a briefing on the costs and benefits of hosting a biennial Coast Guard Blue Technology exposition to inform the Committees of jurisdiction in the House of Representatives and the Senate.

This section also defines the terms used in this Act including “center”, “Commandant”, and “Blue Technology”.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

As reported, H.R. 6206 makes no changes in existing law.