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House of Representatives

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 5957

Mr. JOHNSON of Louisiana. Mr. Speaker, I ask unanimous consent to be removed as a cosponsor of H.R. 5957.

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

There was no objection.

EXTENDING DEADLINE FOR PROMULGATION OF REGULATIONS UNDER TRIBAL TRANSPORTATION SELF-GOVERNANCE PROGRAM

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6414) to amend title 23, United States Code, to extend the deadline for promulgation of regulations under the tribal transportation self-governance program.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6414

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

SECTION 1. EXTENSION OF DEADLINE FOR PROMULGATION OF REGULATIONS UNDER TRIBAL TRANSPORTATION SELF-GOVERNANCE PROGRAM.

Section 207(n)(1) of title 23, United States Code, is amended—

(1) in subparagraph (B) by striking “21 months” and inserting “42 months”; and

(2) in subparagraph (C) by striking “30 months” and inserting “48 months”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Oregon (Mr. DEFazio) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous material on H.R. 6414.

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

There was no objection.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6414.

I thank Chairman SHUSTER and Ranking Member DEFazio for including the Tribal Transportation Self-Governance Program in the FAST Act.

The FAST Act requires the Department of Transportation to use a negotiated rulemaking process to establish the regulations to implement the program. It also set deadlines for the issuance of the regulations.

H.R. 6414 would extend these deadlines. This bill would ensure that there is an opportunity for a true negotiated rulemaking process that is not one-sided and that respects Tribal self-determination.

Without this extension, I am concerned that the Department will move forward with implementing the program in a way that is not helpful to the Tribes of America. This would undermine the intent of the previous FAST Act and would lead to a lack of Tribal participation in the program.

I thank the Sitka Tribe of Alaska for their leadership and work on this program and issue, and I urge my colleagues to support H.R. 6414.

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

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

Mr. Speaker, if you look at how transportation funds are administered to the Tribes, first off, it is a pathetic and inadequate amount of money, given the infrastructure problems that the Tribes have. But then, that is true of infrastructure, writ large, across the United States of America.

Secondly, we think it was 1860 or 1870, the Tribes do not directly receive

these funds. There are various Federal agencies involved, and sometimes State agencies involved, in the disbursement of those funds and the approval of the projects under those funds.

□ 1430

This legislation was part of the FAST Act, which would give Tribal self-governance. They would be able to administer their own funds without anybody taking off administrative costs, without bureaucratic delay, and set their own priorities on their own lands. I sponsored this into the FAST Act. It was unanimously accepted at the time.

Now, we thought, when we passed the FAST Act that 3 years would be long enough for the Department of Transportation to consult with the Tribes. We set up a committee to come to consensus on the rules for self-governance. Well, unfortunately, it was slowed down because of the Presidential election. After the Presidential election, this committee did not meet for the entire year of 2017. And then, this year, essentially, DOT had some meetings, but then presented sort of a take-it-or-leave-it to the Tribes, which the Tribes find unacceptable.

Now, unfortunately, the Tribes can't prolong the negotiations unless we change the law, because the law set a deadline of December 2018. And because of the way that bureaucratic rule-making process works, DOT would have to put out their rule in August while we are out of town and without having reached any consensus or having had any meaningful conversation with the Tribes under the rules for which they should be able to administer their own funds for their own projects.

So this bill is quite simple. It extends the deadline so that DOT won't rush out a rule that is opposed by the Tribes, which, obviously, destroys the entire intent of this legislation. This

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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would provide an additional year. And, hopefully, with some prodding, and maybe a different Congress next year, we can get DOT's attention and get them to meaningfully consult with the sovereign nations, with the Tribes, to come up with a bill that is agreed to both by the Department of Transportation and the Tribes.

Mr. Speaker, this is quite simple. It has broad bipartisan support. I am not aware of any opposition. I urge my colleagues to vote "aye" on this legislation, and I yield back the balance of my time.

Mr. YOUNG of Alaska. Mr. Speaker, I have no other speakers, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 6414.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

SAVE OUR SEAS ACT OF 2018

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and pass the bill (S. 756) to reauthorize and amend the Marine Debris Act to promote international action to reduce marine debris, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 756

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

TITLE I—MARINE DEBRIS

SEC. 101. SHORT TITLE.

This title may be cited as the "Save Our Seas Act of 2018".

SEC. 102. NOAA MARINE DEBRIS PROGRAM.

Section 3 of the Marine Debris Act (33 U.S.C. 1952) is amended—

(1) in subsection (b)—

(A) in paragraph (4), by striking "and" and inserting a semicolon;

(B) in paragraph (5)(C), by striking the period at the end and inserting a semicolon; and

(C) by adding at the end the following:

"(6) work to develop outreach and education strategies with other Federal agencies to address sources of marine debris;

"(7) except for discharges of marine debris from vessels, in consultation with the Department of State and other Federal agencies, promote international action, as appropriate, to reduce the incidence of marine debris, including providing technical assistance to expand waste management systems internationally; and

"(8) in the case of an event determined to be a severe marine debris event under subsection (c)—

"(A) assist in the cleanup and response required by the severe marine debris event; or

"(B) conduct such other activity as the Administrator determines is appropriate in response to the severe marine debris event.";

(2) by redesignating subsection (c) as subsection (d);

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

"(c) DETERMINATION OF SEVERE MARINE DEBRIS EVENTS.—At the discretion of the Administrator or at the request of the Governor of an affected State, the Administrator shall determine whether there is a severe marine debris event.";

(4) in subsection (d), as so redesignated—

(A) in paragraph (2)(A), by striking "subparagraph (B)" and inserting "subparagraphs (B) and (C)";

(B) in paragraph (2)(B), by striking "may waive all or part of the matching requirement under subparagraph (A)" and inserting "may reduce the non-Federal share of project costs under subparagraph (A) by up to 50 percent"; and

(C) by adding at the end of paragraph (2) the following:

"(C) SEVERE MARINE DEBRIS EVENTS.—Notwithstanding subparagraph (A), the Federal share of the cost of an activity carried out under a determination made under subsection (c) shall be—

"(i) 100 percent of the cost of the activity, for an activity funded wholly by funds made available by a person, including the government of a foreign country, to the Federal Government for the purpose of responding to a severe marine debris event; or

"(ii) 75 percent of the cost of the activity, for any activity other than an activity funded as described in clause (i)."

SEC. 103. SENSE OF CONGRESS ON INTERNATIONAL ENGAGEMENT TO RESPOND TO MARINE DEBRIS.

It is the sense of Congress that the President should—

(1) support research and development on systems and materials that reduce—

(A) derelict fishing gear; and

(B) the amount of solid waste that is generated from land-based sources and the amount of such waste that enters the marine environment;

(2) work with representatives of foreign countries that discharge the largest amounts of solid waste from land-based sources into the marine environment, to develop mechanisms to reduce such discharges;

(3) carry out studies to determine—

(A) the primary means of discharges referred to in paragraph (2);

(B) the manner in which waste management infrastructure can be most effective in preventing such discharges; and

(C) the long-term impacts of marine debris on the national economies of the countries with which work is undertaken under paragraph (2) and on the global economy, including the impacts of reducing the discharge of such debris;

(4) work with representatives of the countries with which work is undertaken in paragraph (2) to conclude one or more new international agreements that include provisions—

(A) to mitigate the discharge of land-based solid waste into the marine environment; and

(B) to provide technical assistance and investment in waste management infrastructure to reduce such discharges, if the President determines such assistance or investment is appropriate; and

(5) encourage the United States Trade Representative to consider the impact of discharges of land-based solid waste from the countries with which work is conducted under paragraph (2) in relevant future trade agreements.

SEC. 104. MEMBERSHIP OF THE INTERAGENCY MARINE DEBRIS COORDINATING COMMITTEE.

Section 5(b) of the Marine Debris Act (33 U.S.C. 1954(b)) is amended—

(1) in paragraph (4), by striking "and" and inserting a semicolon;

(2) by redesignating paragraph (5) as paragraph (7); and

(3) by inserting after paragraph (4) the following:

"(5) the Department of State;

"(6) the Department of the Interior; and".

SEC. 105. AUTHORIZATION OF APPROPRIATIONS.

Section 9 of the Marine Debris Act (33 U.S.C. 1958) is amended to read as follows:

"SEC. 9. AUTHORIZATION OF APPROPRIATIONS.

"(a) IN GENERAL.—There is authorized to be appropriated to the Administrator \$10,000,000 for each of fiscal years 2018 through 2022 for carrying out sections 3, 5, and 6, of which not more than 5 percent is authorized for each fiscal year for administrative costs.

"(b) AMOUNTS AUTHORIZED FOR COAST GUARD.—Of the amounts authorized for each fiscal year under section 2702(1) of title 14, United States Code, up to \$2,000,000 is authorized for the Secretary of the department in which the Coast Guard is operating for use by the Commandant of the Coast Guard to carry out section 4 of this Act, of which not more than 5 percent is authorized for each fiscal year for administrative costs."

TITLE II—MARITIME SAFETY

SEC. 201. SHORT TITLE.

This title may be cited as the "Maritime Safety Act of 2018".

SEC. 202. DEFINITIONS.

In this title:

(1) COMMANDANT.—The term "Commandant" means the Commandant of the Coast Guard.

(2) RECOGNIZED ORGANIZATION.—The term "recognized organization" has the meaning given that term in section 2.45-1 of title 46, Code of Federal Regulations, as in effect on the date of the enactment of this Act.

(3) SECRETARY.—The term "Secretary" means the Secretary of the department in which the Coast Guard is operating.

SEC. 203. DOMESTIC VESSEL COMPLIANCE.

(a) IN GENERAL.—Not later than 60 days after the date on which the President submits to the Congress a budget each year pursuant to section 1105 of title 31, United States Code, the Commandant shall publish on a publicly accessible Website information documenting domestic vessel compliance with the requirements of subtitle II of title 46, United States Code.

(b) CONTENT.—The information required under subsection (a) shall—

(1) include flag-State detention rates for each type of inspected vessel; and

(2) identify any recognized organization that inspected or surveyed a vessel that was later subject to a Coast Guard-issued control action attributable to a major nonconformity that the recognized organization failed to identify in such inspection or survey.

SEC. 204. SAFETY MANAGEMENT SYSTEM.

(a) IN GENERAL.—The Comptroller General of the United States shall conduct an audit regarding the implementation and effectiveness of safety management plans required under chapter 32 of title 46, United States Code.

(b) SCOPE.—The audit conducted under subsection (a) shall include a representative sample of safety management plans, including such plans for—

(1) a range of vessel types and sizes; and

(2) vessels that operate in a cross-section of regional operating areas.

(c) REPORT.—

(1) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General shall submit to Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and