

chairman of the Transportation and Infrastructure Committee for a long time.

This is the kind of bill that a chairman only gets to do once in their career, and I could not be more proud of the final product that we put together.

I thank my partner, Ranking Member LARSEN. I am grateful for that partnership that he and his team have shown throughout this entire process, throughout this Congress, and everything that the committee does.

No piece of legislation, especially not one as comprehensive as this bill, is complete without a tremendous amount of behind-the-scenes work.

I thank the Transportation and Infrastructure Committee staff on both sides, led by staff directors: Jack Ruddy and Kathy Dedrick and the Aviation Subcommittee staff directors Hunter Presti and Brian Bell.

I thank Abby Wenk, Corey Cooke, Meghan Holland, Leslie Parker, Chris Devine, Tyler Micheletti, Rachel Sakrison, Justin Harclerode, Kerry Goldberg, Jake Murphy, Brianna Garcia, Wills MacKay, and Payton Palazzolo and the Republican Aviation Subcommittee folks: Laney Copeland, Andrew Giacini, Julie Devine, Will Moore, Corey Sites, Chris Senn, and Maggie Ayrea.

The last thing I will say is I want to recognize my general counsel, Corey Cooke. This has less to do with the FAA and more to do with the fact that after 5½ years of serving on the Transportation and Infrastructure Committee, she is departing for the Senate.

After watching and waiting on the Senate to finish the FAA bill, I can't say that her decision to leave the House is necessarily guided in the right direction, and I can't say I fully endorse it.

Nonetheless, Corey has been a critical part of everything we have done in the Transportation and Infrastructure Committee during my time, both as chairman and ranking member.

She worked for me on my previous committee chairmanship on small business, and she is tenacious, hard-working, and a very loyal staffer who will always be considered a part of Team Graves.

Mr. Speaker, I urge every Member of the House to support final passage of the FAA Reauthorization Act of 2024, and I yield back the balance of my time.

Mr. CARSON. Mr. Speaker, I commend Chairman GRAVES and Ranking Member LARSEN for their hard work to bring this bipartisan FAA Reauthorization bill to the House floor.

I am very pleased that this bill includes some of my top priorities:

First, this bill advances implementation of my 2018 provisions requiring Secondary Cockpit Barriers in Section 350 of the bill. This language will be made even stronger to speed up the process and finally get these safety devices on all passenger aircraft to protect flight crews and passengers.

Second, I support the bill's provisions improving minority and disadvantaged business

participation in all FAA programs. This will expand business opportunities for minority businesses and bring in fresh talent to carry out new projects authorized in this bill.

I also strongly support the investments in airport infrastructure, plus investments to strengthen the aviation workforce and make it more diverse.

Unfortunately, I'm very disappointed that the Senate struck my bipartisan provisions to create a new National Center for the Advancement of Aviation which was approved by the Transportation and Infrastructure Committee and the full House. I will continue working to create this center, which will improve our aviation workforce and promote best practices across all sectors, including commercial, military, and general aviation.

But overall, this is a good bill and I urge my colleagues to support this reauthorization.

□ 1730

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 3935.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays. The yeas and nays were ordered.

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

#### COAST GUARD AUTHORIZATION ACT OF 2024

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 7659) to authorize and amend authorities, programs, and statutes administered by the Coast Guard, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7659

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

#### SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Coast Guard Authorization Act of 2024”.

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Commandant defined.

#### TITLE I—AUTHORIZATION OF APPROPRIATIONS

Sec. 101. Authorization of appropriations.

Sec. 102. Shoreside infrastructure and facilities and information technology.

Sec. 103. Availability of amounts for acquisition of additional vessels and aircraft.

Sec. 104. Authorization for certain programs and services.

Sec. 105. Authorized levels of military strength and training.

#### TITLE II—COAST GUARD

Subtitle A—Organization and Authorities

Sec. 201. Prohibition on use of lead systems integrators.

Sec. 202. Minor construction increase.

Sec. 203. Tsunami evacuation plans.

Sec. 204. Service life extension programs.

Sec. 205. Maritime domain awareness in Coast Guard sector for Puerto Rico and Virgin Islands.

Sec. 206. Public availability of information on monthly drug and migrant interdictions.

Sec. 207. Report on establishment of unmanned systems capabilities office.

Sec. 208. Great Lakes icebreaker.

Sec. 209. Consideration of life-cycle cost estimates for acquisition and procurement.

Sec. 210. Authorization of certain support for Coast Guard Academy foundations.

Sec. 211. National Coast Guard Museum.

Sec. 212. Regular Polar Security Cutter updates.

Sec. 213. Technology pilot program.

Sec. 214. Report on condition of Missouri River dayboards.

Sec. 215. Delegation of ports and waterways safety authorities in St. Lawrence seaway.

Sec. 216. Study on Coast Guard missions.

Sec. 217. Additional Pribilof Island transition completion actions.

#### Subtitle B—Personnel

Sec. 221. Direct hire authority for civilian faculty at the Coast Guard Academy.

Sec. 222. Temporary exemption from authorized end strength for Coast Guard enlisted members on active duty.

Sec. 223. Additional available guidance and considerations for reserve selection boards.

Sec. 224. Parental leave parity for members of certain reserve components of Coast Guard.

Sec. 225. Authorization for maternity uniform allowance for officers.

Sec. 226. Report on GAO recommendations on housing program.

#### TITLE III—SHIPPING AND NAVIGATION

##### Subtitle A—Vessel Operations

Sec. 301. Definitions.

Sec. 302. Notification.

Sec. 303. Publication of fines and penalties.

##### Subtitle B—Merchant Mariner Credentialing

Sec. 311. Revising merchant mariner deck training requirements.

Sec. 312. Amendments.

Sec. 313. Renewal of merchant mariner licenses and documents.

Sec. 314. Merchant seamen licenses, certificates, and documents; manning of vessels.

##### Subtitle C—Vessel Safety

Sec. 321. Grossly negligent operations of a vessel.

Sec. 322. Administrative procedure for security risks.

Sec. 323. Requirements for DUKW amphibious passenger vessels.

Sec. 324. Risk based examination of tank vessels.

Sec. 325. Ports and waterways safety.

Sec. 326. Study on Bering Strait vessel traffic projections and emergency response posture at the port of Point Spencer, Alaska.

Sec. 327. Underwater inspections brief.

Sec. 328. St. Lucie River railroad bridge.

Sec. 329. Rulemaking regarding port access routes.

Sec. 330. Articulated tug-barge manning.

##### Subtitle D—Other Matters

Sec. 341. Anchor handling activities.

Sec. 342. Establishment of National Advisory Committee on Autonomous Maritime Systems.

- Sec. 343. Controlled substance onboard vessels.
- Sec. 344. Nonoperating individual.
- Sec. 345. Information on type approval certificates.
- Sec. 346. Manning and crewing requirements for certain vessels, vehicles, and structures.
- Sec. 347. Classification societies.
- Sec. 348. Authority to establish safety zones for special activities in exclusive economic zone.
- Sec. 349. Fishing vessel and fisherman training safety.
- Sec. 350. Authority over Deepwater Port Act of 1974.
- Sec. 351. National Offshore Safety Advisory Committee composition.
- Sec. 352. Improving Vessel Traffic Service monitoring.
- Sec. 353. Abandoned and derelict vessel removals.
- Sec. 354. Anchorages.

#### TITLE IV—OIL POLLUTION INCIDENT LIABILITY

- Sec. 401. Vessel response plans.
- Sec. 402. Use of marine casualty investigations.
- Sec. 403. Timing of review.
- Sec. 404. Online incident reporting system.
- #### TITLE V—IMPLEMENTATION OF ACCOUNTABILITY AND TRANSPARENCY REVIEW RECOMMENDATIONS
- Sec. 501. Implementation status of directed actions.
- Sec. 502. Independent review of Coast Guard reforms.
- Sec. 503. Requirement to maintain certain records.
- Sec. 504. Study on Coast Guard Academy oversight.
- Sec. 505. Providing for the transfer of a cadet who is the victim of a sexual assault or related offense.
- Sec. 506. Designation of officers with particular expertise in military justice or healthcare.
- Sec. 507. Direct hire authority for certain personnel of Coast Guard.
- Sec. 508. Safe-to-report policy for Coast Guard.
- Sec. 509. Modification of delivery date of Coast Guard sexual assault report.
- Sec. 510. Higher-level review of board of determination decisions.
- Sec. 511. Review of discharge or dismissal.
- Sec. 512. Convicted sex offender as grounds for denial.
- Sec. 513. Coast Guard Academy room reassignment.

#### TITLE VI—AMENDMENTS

- Sec. 601. Amendments.

#### SEC. 2. COMMANDANT DEFINED.

In this Act, the term “Commandant” means the Commandant of the Coast Guard.

#### TITLE I—AUTHORIZATION OF APPROPRIATIONS

**SEC. 101. AUTHORIZATION OF APPROPRIATIONS.** Section 4902 of title 14, United States Code, is amended—

- (1) in the matter preceding paragraph (1) by striking “fiscal years 2022 and 2023” and inserting “fiscal years 2025 and 2026”;
- (2) in paragraph (1)—
- (A) in subparagraph (A) by striking clauses (i) and (ii) and inserting the following:
- “(i) \$11,287,500,000 for fiscal year 2025; and
- “(ii) \$11,851,875,000 for fiscal year 2026.”;
- (B) in subparagraph (B) by striking “\$23,456,000” and inserting “\$25,570,000”; and
- (C) in subparagraph (C) by striking “\$24,353,000” and inserting “\$26,848,500”;
- (3) in paragraph (2)(A) by striking clauses (i) and (ii) and inserting the following:

- “(i) \$3,477,600,000 for fiscal year 2025; and
- “(ii) \$3,651,480,000 for fiscal year 2026.”;
- (4) in paragraph (3) by striking subparagraphs (A) and (B) and inserting the following:
- “(A) \$15,415,000 for fiscal year 2025; and
- “(B) \$16,185,750 for fiscal year 2026.”; and
- (5) by striking paragraph (4) and inserting the following:

“(4) For retired pay, including the payment of obligations otherwise chargeable to lapsed appropriations for purposes of retired pay, payments under the Retired Serviceman’s Family Protection Plan and the Survivor Benefit Plan, payment for career status bonuses, payment of continuation pay under section 356 of title 37, concurrent receipts, combat-related special compensation, and payments for medical care of retired personnel and their dependents under chapter 55 of title 10, \$1,210,840,000 for fiscal year 2025.”.

#### SEC. 102. SHORESIDE INFRASTRUCTURE AND FACILITIES AND INFORMATION TECHNOLOGY.

(a) **INFORMATION TECHNOLOGY.**—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code—

(1) for fiscal year 2025, \$36,300,000 is authorized to modernize the Coast Guard’s information technology systems, of which \$11,000,000 is authorized to fund the acquisition, development, and implementation of a new credentialing system for the Merchant Mariner credentialing program; and

(2) for fiscal year 2026, \$36,300,000 is authorized to modernize the Coast Guard’s information technology systems.

(b) **SHORESIDE INFRASTRUCTURE.**—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code—

(1) for fiscal year 2025, \$500,000,000 is authorized to fund maintenance, construction, and repairs for Coast Guard shoreside infrastructure, of which—

(A) \$225,000,000 is authorized for the purposes of improvements to facilities at the United States Coast Guard Training Center Cape May in Cape May, New Jersey;

(B) \$10,000,000 is authorized to fund the creation of an infrastructure development plan for the Coast Guard Academy in New London, Connecticut;

(C) \$50,000,000 is authorized to complete repairs and improvements of Chase Hall at the Coast Guard Academy in New London, Connecticut, including remediation of asbestos, lead, and mold and upgrading the electric outlet availability and storage space in student rooms, and making changes to house not more than 2 Officer Candidates in a room;

(D) \$70,000,000 is authorized for the purposes of planning, designing, and building a floating drydock at the United States Coast Guard Yard in Baltimore, Maryland;

(E) \$40,000,000 is authorized for the purposes of planning, designing, and building a hangar to house, at a minimum, 2 HC-130J Super Hercules aircraft at Air Station Barbers Point in Kapolei, Hawaii; and

(F) \$90,000,000 is authorized to fund waterfront improvements of Coast Guard Base Seattle; and

(2) for fiscal year 2026, \$600,000,000 is authorized to fund maintenance, construction, and repairs for Coast Guard shoreside infrastructure, of which—

(A) \$125,000,000 is authorized for the purposes of improvements to facilities at the United States Coast Guard Training Center Cape May in Cape May, New Jersey;

(B) \$100,000,000 is authorized to execute the infrastructure development plan for the Coast Guard Academy in New London, Connecticut developed in paragraph (1)(C);

(C) \$100,000,000 is authorized for the purposes of planning, designing, and building a floating drydock at the United States Coast Guard Yard in Baltimore, Maryland;

(D) \$40,000,000 is authorized for the purposes of planning, designing, and building a hangar to house at a minimum 2 HC-130J Super Hercules aircraft at Air Station Barbers Point in Kapolei, Hawaii; and

(E) \$90,000,000 is authorized to fund waterfront improvements of Coast Guard Base Seattle.

#### SEC. 103. AVAILABILITY OF AMOUNTS FOR ACQUISITION OF ADDITIONAL VESSELS AND AIRCRAFT.

(a) **FISCAL YEAR 2025.**—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code, for fiscal year 2025—

(1) \$138,500,000 is authorized for the acquisition or procurement of 1 missionized HC-130J Super Hercules aircraft;

(2) \$36,000,000 is authorized for the service life extension program and any necessary upgrades of the 47-foot Motor Life Boat; and

(3) \$216,000,000 is authorized for the acquisition of 2 Fast Response Cutters.

(b) **FISCAL YEAR 2026.**—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code, for fiscal year 2026—

(1) \$1,200,000,000 is authorized for the acquisition of a Polar Security Cutter;

(2) \$1,100,000,000 is authorized for the acquisition of 2 Offshore Patrol Cutters;

(3) \$138,500,000 is authorized for the acquisition or procurement of 1 missionized HC-130J Super Hercules aircraft; and

(4) \$153,500,000 is authorized to outfit and assemble 5 MH-60T Jayhawk aircrafts.

#### SEC. 104. AUTHORIZATION FOR CERTAIN PROGRAMS AND SERVICES.

(a) **FISCAL YEAR 2025.**—Of the amounts authorized to be appropriated under section 4902(1)(A) of title 14, United States Code, for fiscal year 2025—

(1) \$11,978,000 is authorized to fund additional recruiting personnel and offices for the Coast Guard Recruiting Command;

(2) \$9,000,000 is authorized to enhance Coast Guard recruiting capabilities; and

(3) \$25,000,000 is authorized for the implementation of each directed action outlined in enclosure 1 of the memorandum of the Commandant titled “Commandant’s Directed Actions-Accountability and Transparency”, dated November 27, 2023.

(b) **FISCAL YEAR 2026.**—Of the amounts authorized to be appropriated under section 4902(1)(A) of title 14, United States Code, \$35,000,000 is authorized for the implementation of each directed action outlined in enclosure 1 of the memorandum of the Commandant titled “Commandant’s Directed Actions-Accountability and Transparency”, dated November 27, 2023.

#### SEC. 105. AUTHORIZED LEVELS OF MILITARY STRENGTH AND TRAINING.

Section 4904 of title 14, United States Code, is amended—

(1) in subsection (a) by striking “fiscal years 2022 and 2023” and inserting “fiscal years 2025 and 2026”; and

(2) in subsection (b) by striking “fiscal years 2022 and 2023” and inserting “fiscal years 2025 and 2026”.

#### TITLE II—COAST GUARD

##### Subtitle A—Organization and Authorities

#### SEC. 201. PROHIBITION ON USE OF LEAD SYSTEMS INTEGRATORS.

Section 1105 of title 14, United States Code, is amended by adding at the end the following:

“(c) **LEAD SYSTEMS INTEGRATOR DEFINED.**—In this section, the term ‘lead systems integrator’ has the meaning given such term in

section 805(c) of the National Defense Authorization Act for Fiscal Year 2006 (Public Law 109-163).”.

#### SEC. 202. MINOR CONSTRUCTION INCREASE.

Section 903(d)(1) of title 14, United States Code, is amended by striking “\$1,500,000” and inserting “\$2,000,000”.

#### SEC. 203. TSUNAMI EVACUATION PLANS.

##### (a) TSUNAMI EVACUATION PLANS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Commandant, in consultation with the Administrator of the National Oceanic and Atmospheric Administration and the Administrator of the Federal Emergency Management Agency, shall establish location specific tsunami evacuation plans for each unit and sector of the Coast Guard that has facilities, personnel, or assets located within areas—

(A) designated by the Administrator of the National Oceanic and Atmospheric Administration as high risk or very high risk of a United States tsunami hazard; and

(B) that are located inside a tsunami inundation zone.

(2) EVACUATION PLANS.—In establishing the evacuation plans under paragraph (1), the Commandant shall ensure that such plans—

(A) are included in the emergency action plans for each unit or sector located inside of a tsunami inundation zone;

(B) designate an evacuation route to an assembly area located outside of a tsunami inundation zone;

(C) include a map or diagram of all tsunami inundation zone evacuation routes;

(D) include evacuation routes for all Coast Guard personnel and dependents of such personnel living in Coast Guard housing;

(E) are feasible for all servicemembers and dependents of such servicemembers present on Coast Guard property or living in Coast Guard provided housing;

(F) include procedures to begin evacuations once a major seismic event is detected;

(G) include evacuation plans for air and water assets that do not impinge on the safety of human life;

(H) are able to be completely executed within 15 minutes of detection of a seismic event or, if not possible within 15 minutes, within a reasonable timeframe;

(I) are able to be completely executed by servicemembers on foot from any location within the tsunami inundation zone;

(J) are exercised biennially by each unit and sector located in a tsunami inundation zone; and

(K) are evaluated by leadership at each unit and sector located in a tsunami inundation zone annually.

(3) CONSULTATION.—In establishing the evacuation plans under paragraph (1), the Commandant shall consult local governments.

(b) REPORT.—Not later than 2 years after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and provide a briefing to each such Committee on, a report on—

(1) the status of the implementation and feasibility of the plans established under subsection (a)(1);

(2) a risk evaluation and vulnerability assessment of the infrastructure and assets located within tsunami inundation zones;

(3) the need for vertical evacuation structures for units and sectors in which an evacuation of a tsunami inundation zone cannot be completed on foot within 15 minutes of the detection of a seismic event; and

(4) whether the plans established under subsection (a)(1) achieve the purpose to pro-

tect human life and ensure the ability for the Coast Guard to provide search and rescue operations following a tsunami event in the area.

(c) DEFINITIONS.—In this section:

(1) SEISMIC EVENT.—The term “seismic event” means an earthquake, volcanic eruption, submarine landslide, coastal rockfall, or other event with the magnitude to cause a tsunami.

(2) TSUNAMI INUNDATION ZONE.—The term “tsunami inundation zone” means an area of inland flooding modeled, predicted, or forecasted as a potential result of a tsunami or seismic event.

(3) VERTICAL EVACUATION STRUCTURE.—The term “vertical evacuation structure” means an elevated structure above the tsunami inundation zone designated as a place of refuge from flood waters.

#### SEC. 204. SERVICE LIFE EXTENSION PROGRAMS.

(a) IN GENERAL.—Subchapter II of chapter 11 of title 14, United States Code, is amended by adding at the end the following:

##### “§ 1138. Service life extension programs

“(a) IN GENERAL.—Requirements for a Level 1 or Level 2 acquisition project or program under sections 1131 through 1134 shall not apply to an acquisition by the Coast Guard that is a service life extension program.

“(b) SERVICE LIFE EXTENSION PROGRAM DEFINED.—In this section, the term ‘service life extension program’ means a capital investment that is solely intended to extend the service life and address obsolescence of components or systems of a particular capability or asset.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 14, United States Code, is amended by inserting after the item relating to section 1137 the following:

“1138. Service life extension programs.”.

#### SEC. 205. MARITIME DOMAIN AWARENESS IN COAST GUARD SECTOR FOR PUERTO RICO AND VIRGIN ISLANDS.

Not later than 180 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing—

(1) an overview of the maritime domain awareness in the area of responsibility of the Coast Guard sector responsible for Puerto Rico and the United States Virgin Islands, including—

(A) the average volume of known maritime traffic that transited the area during fiscal years 2020 through 2023;

(B) current sensor platforms deployed by such sector to monitor illicit activity occurring at sea in such area;

(C) the number of illicit activity incidents at sea in such area that the sector responded to during fiscal years 2020 through 2023;

(D) an estimate of the volume of traffic engaged in illicit activity at sea in such area and the type and description of any vessels used to carry out illicit activities that such sector responded to during fiscal years 2020 through 2023; and

(E) the maritime domain awareness requirements to effectively meet the mission of such sector;

(2) a description of current actions taken by the Coast Guard to partner with Federal, regional, State, and local entities to meet the maritime domain awareness needs of such area;

(3) a description of any gaps in maritime domain awareness within the area of responsibility of such sector resulting from an inability to meet the enduring maritime domain awareness requirements of the sector or adequately respond to maritime disorder, including illicit drug and migrant activity;

(4) an identification of current technology and assets the Coast Guard has to mitigate the gaps identified in paragraph (3);

(5) an identification of capabilities needed to mitigate such gaps, including any capabilities the Coast Guard currently possesses that can be deployed to the sector;

(6) an identification of technology and assets the Coast Guard does not currently possess and are needed to acquire in order to address such gaps; and

(7) an identification of any financial obstacles that prevent the Coast Guard from deploying existing commercially available sensor technology to address such gaps.

#### SEC. 206. PUBLIC AVAILABILITY OF INFORMATION ON MONTHLY DRUG AND MIGRANT INTERDICTIONS.

(a) IN GENERAL.—Section 11269 of the Don Young Coast Guard Authorization Act of 2022 (Public Law 117-263) is—

(1) transferred to appear at the end of subchapter II of chapter 5 of title 14, United States Code;

(2) redesignated as section 529; and

(3) amended—

(A) by striking the section enumerator and heading and inserting the following:

##### “§ 529. Public availability of information on monthly drug and migrant interdictions”;

(B) by striking “Not later than” and inserting the following:

“(a) IN GENERAL.—Not later than”;

(C) by inserting “drug and” before “migrant interdictions”; and

(D) by adding at the end the following:

“(b) CONTENTS.—In making information about interdictions publicly available under subsection (a), the Commandant shall include a description of the following:

“(1) The number of incidents in which drugs were interdicted, the amount and type of drugs interdicted, and the Coast Guard sectors and geographic areas of responsibility in which such incidents occurred.

“(2) The number of incidents in which migrants were interdicted, the number of migrants interdicted, and the Coast Guard sectors and geographic areas of responsibility in which such incidents occurred.”.

(b) CLERICAL AMENDMENTS.—

(1) The analysis for chapter 5 of title 14, United States Code, is amended by inserting after the item relating to section 528 the following:

“529. Public availability of information on monthly drug and migrant interdictions.”.

(2) The table of sections in section 11001(b) of the Don Young Coast Guard Authorization Act of 2022 (division K of Public Law 117-263) is amended by striking the item relating to section 11269.

#### SEC. 207. REPORT ON ESTABLISHMENT OF UNMANNED SYSTEMS CAPABILITIES OFFICE.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that outlines a plan for establishing an unmanned systems capabilities office within the Coast Guard responsible for the acquisition and development of unmanned system and counter-unmanned system technologies and to expand the capabilities of the Coast Guard with respect to such technologies.

(b) CONTENTS.—The report required under subsection (a) shall include the following:

(1) A management strategy for the acquisition, development, and deployment of unmanned system and counter-unmanned system technologies.

(2) A service-wide coordination strategy to synchronize and integrate efforts across the Coast Guard in order to—

(A) support the primary duties of the Coast Guard pursuant to section 102 of title 14, United States Code; and

(B) pursue expanded research, development, testing, and evaluation opportunities and funding to expand and accelerate identification and transition of unmanned system and counter-unmanned system technologies.

(3) The identification of contracting and acquisition authorities needed to expedite the development and deployment of unmanned system and counter-unmanned system technologies.

(4) A detailed list of commercially available unmanned system and counter-unmanned system technologies with capabilities determined to be useful for the Coast Guard.

(5) A cross-agency collaboration plan to engage with the Department of Homeland Security, the Department of Defense, and other relevant agencies to identify common requirements and opportunities to partner in acquiring, contracting, and sustaining unmanned system and counter-unmanned system capabilities.

(6) Opportunities to obtain and share unmanned system data from government and commercial sources to improve maritime domain awareness.

(7) The development of a concept of operations for a data ecosystem that supports and integrates unmanned system and counter-unmanned system technologies with key enablers, including enterprise communications networks, data storage and management, artificial intelligence and machine learning tools, and information sharing and dissemination capabilities.

(c) DEFINITIONS.—In this section:

(1) COUNTER-UNMANNED SYSTEM.—The term “counter-unmanned system” means a system or device capable of lawfully and safely disabling, disrupting, or seizing control of an unmanned system, including a counter-UAS system (as such term is defined in section 44801 of title 49, United States Code).

(2) UNMANNED SYSTEM.—The term “unmanned system” means an unmanned surface, undersea, or aircraft and associated elements (including communication links and the components that control the unmanned system) that are required for the operator to operate the system safely and efficiently, including an unmanned aircraft system (as such term is defined in section 44801 of title 49, United States Code).

#### SEC. 208. GREAT LAKES ICEBREAKER.

Not later than 30 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a strategy detailing how the Coast Guard will complete design and construction of the Great Lakes icebreaker at least as capable as the Coast Guard Cutter Mackinaw (WLBB-30) in not more than 3 years after funding is provided for such icebreaker.

#### SEC. 209. CONSIDERATION OF LIFE-CYCLE COST ESTIMATES FOR ACQUISITION AND PROCUREMENT.

(a) IN GENERAL.—Subchapter II of chapter 11 of title 14, United States Code, is further amended by adding at the end the following:

“§ 1139. Consideration of life-cycle cost estimates for acquisition and procurement

“In carrying out the acquisition and procurement of vessels and aircraft, the Secretary of the department in which the Coast Guard is operating, acting through the Commandant of the Coast Guard, shall consider the life-cycle cost estimates of vessels and

aircraft, as applicable, during the design and evaluation processes to the maximum extent practicable.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 14, United States Code, is amended by inserting after the item relating to section 1138 (as added by this Act) the following:

“1139. Consideration of life-cycle cost estimates for acquisition and procurement.”.

#### SEC. 210. AUTHORIZATION OF CERTAIN SUPPORT FOR COAST GUARD ACADEMY FOUNDATIONS.

(a) IN GENERAL.—Subchapter I of chapter 19 of title 14, United States Code, is amended by adding at the end the following:

“§ 1907. Authorization of certain support for Coast Guard Academy foundations

“(a) AUTHORITY.—Subject to subsection (b) and pursuant to regulations prescribed by the Secretary of the department in which the Coast Guard is operating, the Superintendent of the Coast Guard Academy may authorize a covered foundation to use, on an unreimbursed basis, facilities or equipment of the Coast Guard Academy.

“(b) LIMITATIONS.—Use of facilities or equipment under subsection (a) may be provided only if such use has been reviewed and approved by an attorney of the Coast Guard and only if such use—

“(1) is without any liability of the United States to the covered foundation;

“(2) does not affect the ability of any official or employee of the Coast Guard, or any member of the armed forces, to carry out any responsibility or duty in a fair and objective manner;

“(3) does not compromise the integrity or appearance of integrity of any program of the Coast Guard, or any individual involved in such a program;

“(4) does not include the participation of any cadet other than participation in an honor guard at an event of the covered foundation; and

“(5) complies with any applicable ethics regulations.

“(c) BRIEFING.—In any fiscal year during which the Superintendent of the Coast Guard Academy exercises the authority under subsection (a), the Commandant of the Coast Guard shall provide a briefing to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate not later than the last day of that fiscal year regarding the number of events or activities of a covered foundation supported by such exercise during such fiscal year.

“(d) COVERED FOUNDATION DEFINED.—In this section, the term ‘covered foundation’ means a charitable, educational, or civic nonprofit organization under section 501(c)(3) of the Internal Revenue Code of 1986, that the Secretary concerned determines operates exclusively to support, with respect to a Service Academy, any of the following:

“(1) Recruiting.

“(2) Parent or alumni development.

“(3) Academic, leadership, or character development.

“(4) Institutional development.

“(5) Athletics.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 19 of title 14, United States Code, is amended by inserting after the item relating to section 1906 the following:

“1907. Authorization of certain support for Coast Guard Academy foundations.”.

#### SEC. 211. NATIONAL COAST GUARD MUSEUM.

Section 316 of title 14, United States Code, is amended—

(1) in subsection (b)—

(A) in paragraph (1) by striking “The Secretary” and inserting “Except as provided in paragraph (2), the Secretary”; and

(B) in paragraph (2) by striking “engineering and design of a Museum” and inserting “design of a Museum, and engineering, construction administration, and quality assurance services of a Museum”;

(2) by amending subsection (e)(2)(A) to read as follows:

“(A) lease from the Association for Coast Guard operations the Museum and properties owned by the Association adjacent to the railroad tracks to which the property on which the Museum is located are adjacent; and”;

(3) by amending subsection (g) to read as follows:

“(g) SERVICES.—With respect to the services related to the construction, maintenance, and operation of the Museum, the Commandant may—

“(1) solicit and accept services from non-profit entities, including the Association; and

“(2) enter into contracts or memorandums of agreement with or make grants to the Association to acquire such services.”.

#### SEC. 212. REGULAR POLAR SECURITY CUTTER UPDATES.

(a) REPORT.—

(1) REPORT TO CONGRESS.—Not later than 60 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the status of acquisition of the first Polar Security Cutter.

(2) ELEMENTS.—The report under paragraph (1) shall include—

(A) a detailed timeline for the acquisition process of the first Polar Security Cutter, including expected milestones and projected commissioning date;

(B) an accounting of the previously appropriated funds spent to date on the Polar Security Cutter Program, updated cost projections for the first Polar Security Cutter, and projections for when additional funds will be required;

(C) potential factors and risks that could further delay or imperil the completion of the first Polar Security Cutter; and

(D) a review of the acquisition of the first Polar Security Cutter to date, including factors that led to substantial cost overruns and delivery delays.

(b) BRIEFINGS.—

(1) PROVISION TO CONGRESS.—Not later than 60 days after the submission of the report under subsection (a), and not less frequently than every 60 days thereafter, the Commandant shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a briefing on the status of the Polar Security Cutter acquisition process.

(2) TIMELINE.—The briefings under paragraph (1) shall occur after any key milestone in the Polar Security Cutter acquisition process, but not less frequently than every 60 days.

(3) ELEMENTS.—Each briefing under paragraph (1) shall include—

(A) a summary of acquisition progress since the most recent previous briefing conducted pursuant to paragraph (1);

(B) an updated timeline and budget estimate for acquisition and building of pending Polar Security Cutters; and

(C) an explanation of any delays or additional costs incurred in the acquisition progress.

(c) NOTIFICATIONS.—In addition to the briefings required under subsection (b), the Commandant shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate within 3 business days of any significant change to the scope or funding level of the Polar Security Cutter acquisition strategy of such change.

#### SEC. 213. TECHNOLOGY PILOT PROGRAM.

Section 319(b)(1) of title 14, United States Code, is amended by striking “2” and inserting “4”.

#### SEC. 214. REPORT ON CONDITION OF MISSOURI RIVER DAYBOARDS.

(a) PROVISION TO CONGRESS.—Not later than 180 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the condition of dayboards and the placement of buoys on the Missouri River.

(b) ELEMENTS.—The report under paragraph (1) shall include—

(1) a list of the most recent date on which each dayboard and buoy was serviced by the Coast Guard;

(2) an overview of the plan of the Coast Guard to systematically service each dayboard and buoy on the Missouri River; and

(3) assigned points of contact.

#### SEC. 215. DELEGATION OF PORTS AND WATERWAYS SAFETY AUTHORITIES IN ST. LAWRENCE SEAWAY.

Section 70032 of title 46, United States Code, is amended to read as follows:

##### “§ 70032. Saint Lawrence Seaway

“(a) IN GENERAL.—Except as provided in subsection (b), the authority granted to the Secretary under sections 70001, 70002, 70003, 70004, and 70011 may not be delegated with respect to the Saint Lawrence Seaway to any agency other than the Great Lakes Saint Lawrence Seaway Development Corporation. Any other authority granted the Secretary under subchapters I through III and this subchapter shall be delegated by the Secretary to the Great Lakes Saint Lawrence Seaway Development Corporation to the extent the Secretary determines such delegation is necessary for the proper operation of the Saint Lawrence Seaway.

“(b) EXCEPTION.—The Secretary of the department in which the Coast Guard is operating, after consultation with the Secretary of Transportation, or the head of an agency to which the Secretary has delegated the authorities in subsection (a), may—

“(1) issue and enforce special orders in accordance with section 70002;

“(2) establish water or waterfront safety zones, or other measures, for limited, controlled, or conditional access and activity when necessary for the protection of any vessel structure, waters, or shore area, as permitted in section 70011(b)(2); and

“(3) take actions for port, harbor, and coastal facility security in accordance with section 70116.”

#### SEC. 216. STUDY ON COAST GUARD MISSIONS.

(a) STUDY.—

(1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Commandant shall seek to enter into an agreement with a federally funded research and development center with relevant expertise under which such center shall conduct an assessment of the operational capabilities and ability of the Coast Guard to conduct the primary duties of the Coast Guard under section 102 of title 14, United States Code, and missions under section 888 of the Homeland Security Act of 2002 (6 U.S.C. 468).

(2) ELEMENTS.—In carrying out the assessment required under paragraph (1), the federally funded research and development center selected under such subsection shall, with respect to the primary duties and missions described in paragraph (1), include the following:

(A) An analysis of the extent to which the Coast Guard is able to effectively carry out such duties and missions.

(B) Recommendations for the Coast Guard to more effectively carry out such duties and missions, in light of manpower and asset constraints.

(C) Recommendations of which such duties and missions should be transferred to other departments or eliminated in light of the manpower and asset constraints of the Coast Guard.

(D) An analysis of the benefits and drawbacks of transferring the Coast Guard or any of the duties and missions of the Coast Guard to other appropriate Federal departments or independent agencies.

(b) ASSESSMENT TO COMMANDANT.—Not later than 1 year after the date on which Commandant enters into an agreement under section (a), the federally funded research and development center selected under such subsection shall submit to the Commandant the assessment required under subsection (a).

(c) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 90 days after receipt of the assessment under subsection (b), the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes recommendations included in the assessment to strengthen the ability of the Coast Guard to carry out such duties and missions.

(2) ELEMENTS.—The report required under paragraph (1) shall include the following:

(A) The assessment received by the Commandant under subsection (b).

(B) For each recommendation included in the such assessment—

(i) an assessment by the Commandant of the feasibility and advisability of implementing such recommendation; and

(ii) if the Commandant of the Coast Guard considers the implementation of such recommendation feasible and advisable, a description of the actions taken, or to be taken, to implement such recommendation.

#### SEC. 217. ADDITIONAL PRIBILOF ISLAND TRANSITION COMPLETION ACTIONS.

Section 11221 of the Don Young Coast Guard Authorization Act of 2022 (Public Law 117–263) is amended by adding at the end the following:

“(e) ADDITIONAL REPORTS ON STATUS OF USE OF FACILITIES AND HELICOPTER BASING.—Beginning with the first quarterly report required under subsection (a) submitted after the date of enactment of the Coast Guard Authorization Act of 2024, the Secretary shall include in each such report—

“(1) the status of the use of recently renovated Coast Guard housing facilities, food preparation facilities, and maintenance and repair facilities on St. Paul Island, Alaska, including a projected date for full use and occupancy of such facilities in support of Coast Guard missions in the Bering Sea; and

“(2) a detailed plan for the acquisition and construction of a hangar in close proximity to existing St. Paul airport facilities to house 1 or more Coast Guard helicopters for the prosecution of Coast Guard operational missions, including plans for the use of land needed for such hangar.”

#### Subtitle B—Personnel

#### SEC. 221. DIRECT HIRE AUTHORITY FOR CIVILIAN FACULTY AT THE COAST GUARD ACADEMY.

Section 1941 of title 14, United States Code, is amended—

(1) by redesignating subsection (b) as subsection (c); and

(2) by inserting after subsection (a) the following:

“(b) The Secretary may, without regard to the appointment requirements of title 5, United States Code, noncompetitively appoint a highly qualified candidate to a faculty position in the excepted service.”

#### SEC. 222. TEMPORARY EXEMPTION FROM AUTHORIZED END STRENGTH FOR COAST GUARD ENLISTED MEMBERS ON ACTIVE DUTY.

Notwithstanding section 517 of title 10, United States Code, and until October 1, 2027, the authorized end strength for enlisted members on active duty (other than for training) in the Coast Guard in pay grades E–8 and E–9 may be more than 3.0 percent and 1.25 percent respectively of the number of enlisted members of the Coast Guard who are on active duty other than for training.

#### SEC. 223. ADDITIONAL AVAILABLE GUIDANCE AND CONSIDERATIONS FOR RESERVE SELECTION BOARDS.

Section 3740(f) of title 14, United States Code, is amended by striking “section 2117” and inserting “sections 2115 and 2117”.

#### SEC. 224. PARENTAL LEAVE PARITY FOR MEMBERS OF CERTAIN RESERVE COMPONENTS OF COAST GUARD.

(a) PARENTAL LEAVE.—

(1) IN GENERAL.—Subchapter I of chapter 29 of title 14, United States Code, is amended by adding at the end the following:

##### “§ 2907. Parental leave for members of certain reserve components of Coast Guard

“(a)(1) Under regulations prescribed by the Secretary, a member of the reserve component of the Coast Guard described in subsection (b) is allowed parental leave for a duration of up to 12 inactive-duty training periods, under section 206 of title 37, during the one-year period beginning after the following events:

“(A) the birth or adoption of a child of the member and to care for such child; or

“(B) the placement of a minor child with the member for adoption or long-term foster care.

“(2)(A) The Secretary of the department in which the Coast Guard is operating, may authorize leave described under subparagraph (A) to be taken after the one-year period described in subparagraph (A) in the case of a member described in subsection (b) who, except for this subparagraph, would lose unused parental leave at the end of the one-year period described in subparagraph (A) as a result of—

“(i) operational requirements;

“(ii) professional military education obligations; or

“(iii) other circumstances that the Secretary determines reasonable and appropriate.

“(B) The regulations prescribed under clause (i) shall require that any leave authorized to be taken after the one-year period described in subparagraph (A) shall be taken within a reasonable period of time, as determined by the Secretary in which the department is operating, after cessation of the circumstances warranting the extended deadline.

“(b) A member described in this subsection is a member of the Coast Guard who is a member of—

“(1) the selected reserve who is entitled to compensation under section 206 of title 37; or

“(2) the individual ready reserve who is entitled to compensation under section 206 of

title 37 when attending or participating in a sufficient number of periods of inactive-duty training during a year to count the year as a qualifying year of creditable service toward eligibility for retired pay.”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 29 of title 14, United States Code, is amended by inserting after the item relating to section 2906 the following:

“2907. Parental leave for members of certain reserve components of Coast Guard.”.

(b) COMPENSATION.—Section 206(a)(4) of title 37, United States Code, is amended by inserting before the period at the end “or parental leave under section 2907 of title 14”.

#### SEC. 225. AUTHORIZATION FOR MATERNITY UNIFORM ALLOWANCE FOR OFFICERS.

Section 2708 of title 14, United States Code, is amended by adding at the end the following:

“(c) The Coast Guard may provide a cash allowance in such amount as the Secretary of the department in which the Coast Guard is operating shall determine in regulations to be paid to pregnant officer personnel for the purchase of maternity-related uniform items if such uniform items are not so furnished to the member.”.

#### SEC. 226. REPORT ON GAO RECOMMENDATIONS ON HOUSING PROGRAM.

Not later than 1 year after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the status of the implementation of the recommendations contained in the report of the Government Accountability Office titled “Coast Guard: Better Feedback Collection and Information Could Enhance Housing Program”, and issued February 5, 2024 (GAO-24-106388).

### TITLE III—SHIPPING AND NAVIGATION

#### Subtitle A—Vessel Operations

##### SEC. 301. DEFINITIONS.

In this subtitle:

(1) OUTER CONTINENTAL SHELF.—The term “outer Continental Shelf” has the meaning given such term in section 2 of the Outer Continental Shelf Lands Act (43 U.S.C. 1331).

(2) RULING LETTER.—The term “ruling letter” means any ruling letter or headquarters ruling letter relating to the enforcement of chapters 121 and 551 of title 46, United States Code (commonly referred to as the “Jones Act”), issued by the Commissioner of U.S. Customs and Border Protection pursuant to sections 502(a) or 625 of the Tariff Act of 1930 (19 U.S.C. 1502(a) and 1625).

(3) SECRETARY.—The term “Secretary” means the Secretary of Homeland Security, acting through the Commissioner of U.S. Customs and Border Protection.

##### SEC. 302. NOTIFICATION.

(a) ADVANCE NOTIFICATION REQUIRED.—Prior to engaging in any activity or operations on the outer Continental Shelf, the operator of a foreign vessel used in such activity or operations shall file with the Secretary a notification describing all activities and operations to be performed on the outer Continental Shelf and an identification of applicable ruling letters issued by the Secretary that have approved the use of a foreign vessel in a substantially similar activity or operation.

(b) PUBLICATION OF NOTICES.—

(1) PUBLICATION.—The Secretary shall publish a notification under subsection (a) in the Customs Bulletin and Decisions within 14 days of receipt of such notification.

(2) CONFIDENTIAL INFORMATION.—The Secretary shall redact any information exempt from disclosure under section 552 of title 5,

United States Code, in a notification published under paragraph (1).

#### SEC. 303. PUBLICATION OF FINES AND PENALTIES.

(a) IN GENERAL.—Section 55102 of title 46, United States Code, is amended by adding at the end the following:

“(d) PUBLICATION OF PENALTY.—

“(1) IN GENERAL.—Not later than 14 days after the issuance of a pre-penalty notice or a penalty, including a settlement, under subsection (c), the Secretary of Homeland Security shall publish such pre-penalty notice or a notification of such penalty in the Customs Bulletin and Decisions to the party impacted by the penalty.

“(2) CONTENTS.—A pre-penalty notice or penalty notification published under paragraph (1) shall include—

“(A) the name and the International Maritime Organization identification number of the vessel that is the subject of the penalty;

“(B) the name of the owner of the vessel that is the subject of the penalty;

“(C) the amount of the fine or value of merchandise seized; and

“(D) a summary of the alleged misconduct and justification for imposing a penalty.”.

(b) RULEMAKING.—Not later than 90 days after the date of enactment of this Act, the Secretary shall issue such regulations as are necessary to implement the amendments made by subsection (a), including—

(1) regulations regarding the information to be contained in a penalty notification under section 55102(d) of title 46, United States Code (as amended by such subsection); and

(2) any changes to existing regulations relating to penalties issued by the Secretary.

#### Subtitle B—Merchant Mariner Credentialing

##### SEC. 311. REVISING MERCHANT MARINER DECK TRAINING REQUIREMENTS.

(a) GENERAL DEFINITIONS.—Section 2101 of title 46, United States Code, is amended—

(1) by redesignating paragraphs (20) through (56) as paragraphs (21) through (57), respectively; and

(2) by inserting after paragraph (19) the following:

“(20) ‘merchant mariner credential’ means a merchant mariner license, certificate, or document that the Secretary is authorized to issue pursuant to this title.”.

(b) EXAMINATIONS.—Section 7116 of title 46, United States Code, is amended by striking subsection (c).

(c) MERCHANT MARINERS DOCUMENTS.—

(1) GENERAL REQUIREMENTS.—Section 7306 of title 46, United States Code, is amended to read as follows:

“§ 7306. General requirements and classifications for members of deck departments

“(a) IN GENERAL.—The Secretary may issue a merchant mariner credential, to members of the deck department in the following classes:

“(1) Able Seaman-Unlimited.

“(2) Able Seaman-Limited.

“(3) Able Seaman-Special.

“(4) Able Seaman-Offshore Supply Vessels.

“(5) Able Seaman-Sail.

“(6) Able Seaman-Fishing Industry.

“(7) Ordinary Seaman.

“(b) CLASSIFICATION OF CREDENTIALS.—The Secretary may classify the merchant mariner credential issued under subsection (a) based on—

“(1) the tonnage and means of propulsion of vessels;

“(2) the waters on which vessels are to be operated; or

“(3) other appropriate standards.

“(c) CONSIDERATIONS.—In issuing the credential under subsection (a), the Secretary may consider the following qualifications of the merchant mariner:

“(1) Age.

“(2) Character.

“(3) Habits of life.

“(4) Experience.

“(5) Professional qualifications demonstrated by satisfactory completion of applicable examinations or other educational requirements.

“(6) Physical condition, including sight and hearing.

“(7) Other requirements established by the Secretary, including career patterns and service appropriate to the particular service, industry, or job functions the individual is engaged.”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is amended by striking the item relating to section 7306 and inserting the following:

“7306. General requirements and classifications for members of deck departments.”.

(3) GENERAL REQUIREMENTS FOR MEMBERS OF ENGINE DEPARTMENTS.—Section 7313(b) of title 46, United States Code, is amended by striking “and coal passer”.

(4) TRAINING.—Section 7315 of title 46, United States Code, is amended—

(A) by amending subsection (a) to read as follows:

“(a) Graduation from a nautical school program approved by the Secretary may be substituted for the service requirements under sections 7307–7312 and 7314.”;

(B) in subsection (b)—

(i) by striking “one-third” and inserting “one-half”; and

(ii) by striking “7307–7311 of this title” and inserting “7307–7312 and 7314”; and

(C) by striking subsection (c).

(d) REDUCTION OF LENGTHS OF CERTAIN PERIODS OF SERVICE.—

(1) IN GENERAL.—Title 46, United States Code, is amended as follows:

(A) Section 7307 is amended by striking “3 years” and inserting “18 months”.

(B) Section 7308 is amended by striking “18 months” and inserting “12 months”.

(C) Section 7309 is amended by striking “12 months” and inserting “6 months”.

(2) TEMPORARY REDUCTION OF LENGTHS OF CERTAIN PERIODS OF SERVICE.—Section 3534(j) of the National Defense Authorization Act for Fiscal Year 2024 (Public Law 118-31) is repealed.

(e) MERCHANT MARINER CREDENTIALS.—Section 7510 of title 46, United States Code, is amended by striking subsection (d).

(f) IMPLEMENTATION.—The Secretary of the department in which the Coast Guard is operating shall implement the amended requirements under subsections (c)(3), (c)(4), and (c)(6) of this section without regard to chapters 5 and 6 of title 5, United States Code, and Executive Orders 12866 and 13563 (5 U.S.C. 601 note).

##### SEC. 312. AMENDMENTS.

(a) MERCHANT MARINER CREDENTIALS.—The heading for part E of subtitle II of title 46, United States Code, is amended by striking “MERCHANT SEAMEN LICENSES, CERTIFICATES, AND DOCUMENTS” and inserting “MERCHANT MARINER CREDENTIALS”.

(b) ABLE SEAFARERS—UNLIMITED.—

(1) IN GENERAL.—The section heading for section 7307 of title 46, United States Code, is amended by striking “seamen” and inserting “seafarers”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7307 by striking “seamen” and inserting “seafarers”.

(c) ABLE SEAMEN—LIMITED.—

(1) IN GENERAL.—The section heading for section 7308 of title 46, United States Code, is amended by striking “seamen” and inserting “seafarers”.



(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7308 by striking “seamen” and inserting “seafarers”.

(d) ABLE SEAFARERS—SPECIAL.—

(1) IN GENERAL.—The section heading for section 7309 of title 46, United States Code, is amended by striking “seamen” and inserting “seafarers”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7309 by striking “seamen” and inserting “seafarers”.

(e) ABLE SEAFARERS—OFFSHORE SUPPLY VESSELS.—

(1) IN GENERAL.—The section heading for section 7310 of title 46, United States Code, is amended by striking “seamen” and inserting “seafarers”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7310 by striking “seamen” and inserting “seafarers”.

(f) ABLE SEAFARERS—SAIL.—

(1) IN GENERAL.—The section heading for section 7311 of title 46, United States Code, is amended by striking “seamen” and inserting “seafarers”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7311 by striking “seamen” and inserting “seafarers”.

(g) ABLE SEAMEN—FISHING INDUSTRY.—

(1) IN GENERAL.—The section heading for section 7311a of title 46, United States Code, is amended by striking “seamen” and inserting “seafarers”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7311a by striking “seamen” and inserting “seafarers”.

(h) PARTS E AND F.—Parts E and F of subtitle II of title 46, United States Code, is amended—

(1) by striking “seaman” and inserting “seafarer” each place it appears; and

(2) by striking “seamen” and inserting “seafarers” each place it appears.

(i) CLERICAL AMENDMENTS.—The analysis for subtitle II of title 46, United States Code, is amended in the item relating to part E by striking “MERCHANT SEAMEN LICENSES, CERTIFICATES, AND DOCUMENTS” and inserting “MERCHANT MARINER CREDENTIALS”.

#### SEC. 313. RENEWAL OF MERCHANT MARINER LICENSES AND DOCUMENTS.

Section 7507 of title 46, United States Code, is amended by adding at the end the following:

“(d) RENEWAL.—With respect to any renewal of an active merchant mariner credential issued under this part that is not an extension under subsection (a) or (b), such credential shall begin the day after the expiration of the active credential of the credential holder.”.

#### SEC. 314. MERCHANT SEAMEN LICENSES, CERTIFICATES, AND DOCUMENTS; MANNING OF VESSELS.

(a) CITIZENSHIP OR NONCITIZEN NATIONALITY.—

(1) IN GENERAL.—Section 7102 of title 46, United States Code, is amended—

(A) in the section heading by inserting “or noncitizen nationality” after “Citizenship”; and

(B) by inserting “or noncitizen nationals (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))” after “citizens”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 71 of title 46, United States Code, is

amended by striking the item relating to section 7102 and inserting the following:

“7102. Citizenship or noncitizen nationality.”.

(b) CITIZENSHIP OR NONCITIZEN NATIONALITY NOTATION ON MERCHANT MARINERS’ DOCUMENTS.—

(1) IN GENERAL.—Section 7304 of title 46, United States Code, is amended—

(A) in the section heading by inserting “or noncitizen nationality” after “Citizenship”; and

(B) by inserting “or noncitizen national (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))” after “citizen”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is amended by striking the item relating to section 7304 and inserting the following:

“7304. Citizenship or noncitizen nationality notation on merchant mariners’ documents.”.

(c) CITIZENSHIP OR NONCITIZEN NATIONALITY.—

(1) IN GENERAL.—Section 8103 of title 46, United States Code, is amended—

(A) in the section heading by inserting “or noncitizen nationality” after “Citizenship”; (B) in subsection (a) by inserting “or noncitizen national” after “citizen”; (C) in subsection (b)—

(i) in paragraph (1)(A)(i) by inserting “or noncitizen national” after “citizen”; (ii) in paragraph (3) by inserting “or noncitizen nationality” after “citizenship”; and (iii) in paragraph (3)(C) by inserting “or noncitizen nationals” after “citizens”;

(D) in subsection (c) by inserting “or noncitizen nationals” after “citizens”; (E) in subsection (d)—

(i) in paragraph (1) by inserting “or noncitizen nationals” after “citizens”; and (ii) in paragraph (2) by inserting “or noncitizen national” after “citizen” each place it appears;

(F) in subsection (e) by inserting “or noncitizen national” after “citizen” each place it appears;

(G) in subsection (i)(1)(A) by inserting “or noncitizen national” after “citizen”; (H) in subsection (k)(1)(A) by inserting “or noncitizen national” after “citizen”; and (I) by adding at the end the following:

“(1) NONCITIZEN NATIONAL DEFINED.—In this section, the term ‘noncitizen national’ means an individual described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408).”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(d) COMMAND OF DOCUMENTED VESSELS.—Section 12131(a) of title 46, United States Code, is amended by inserting “or noncitizen national (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))” after “citizen”.

(e) INVALIDATION OF CERTIFICATES OF DOCUMENTATION.—Section 12135(2) of title 46, United States Code, is amended by inserting “or noncitizen national (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))” after “citizen”.

(f) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(g) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(h) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(i) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(j) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(k) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(l) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

(m) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

“8103. Citizenship or noncitizen nationality and Navy Reserve requirements.”.

#### Subtitle C—Vessel Safety

#### SEC. 321. GROSSLY NEGLIGENT OPERATIONS OF A VESSEL.

Section 2302(b) of title 46, United States Code, is amended to read as follows:

“(b) GROSSLY NEGLIGENT OPERATION.—

“(1) MISDEMEANOR.—A person operating a vessel in a grossly negligent manner that en-

dangers the life, limb, or property of a person commits a class A misdemeanor.

“(2) FELONY.—A person operating a vessel in a grossly negligent manner that results in serious bodily injury, as defined in section 1365(h)(3) of title 18—

“(A) commits a class E felony; and

“(B) may be assessed a civil penalty of not more than \$35,000.”.

#### SEC. 322. ADMINISTRATIVE PROCEDURE FOR SECURITY RISKS.

(a) SECURITY RISK.—Section 7702(d)(1) of title 46, United States Code, is amended—

(1) in subparagraph (B) by redesignating clauses (i) through (iv) as subclauses (I) through (IV), respectively (and by conforming the margins accordingly);

(2) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively (and by conforming the margins accordingly);

(3) by striking “an individual if—” and inserting the following: “an individual—

“(A) if—”;

(4) in subparagraph (A)(ii)(IV), as so redesignated, by striking the period at the end and inserting “; or”; and

(5) by adding at the end the following:

“(B) if there is probable cause to believe that the individual has violated company policy and is a security risk that poses a threat to other individuals on the vessel.”.

(b) TECHNICAL AMENDMENT.—Section 2101(47)(B) of title 46, United States Code (as so redesignated), is amended by striking “; and” and inserting “; or”.

#### SEC. 323. REQUIREMENTS FOR DUKW AMPHIBIOUS PASSENGER VESSELS.

Section 11502 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117–263) is amended—

(1) in the section header by striking “DUKW AMPHIBIOUS PASSENGER VESSELS” and inserting “COMMERCIAL AMPHIBIOUS SMALL PASSENGER VESSELS”; (2) by striking “DUKW amphibious passenger vessel” each place it appears and inserting “commercial amphibious small passenger vessel”; (3) by striking “DUKW amphibious passenger vessels” each place it appears and inserting “commercial amphibious small passenger vessels”; (4) in subsection (h)—

(A) by striking “DEFINITIONS” and all that follows through “The term ‘appropriate congressional committees’” and inserting “APPROPRIATE CONGRESSIONAL COMMITTEES DEFINED.—The term ‘appropriate congressional committees’”; and

(B) by striking paragraph (2); and

(5) by adding at the end the following:

“(i) APPLICATION.—This section shall apply to amphibious vessels operating as a small passenger vessel in waters subject to the jurisdiction of the United States, as such term is defined in section 2.38 of title 33, Code of Federal Regulations (as in effect on the date of enactment of the Coast Guard Authorization Act of 2024).”.

(j) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(k) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(l) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(m) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(n) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(o) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(p) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(q) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(r) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

(s) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 46, United States Code, is amended by striking the item relating to section 11502 and inserting the following:

“11502. Requirements for DUKW amphibious passenger vessels.”.

“(2) RESTRICTION.—The Secretary may not adopt a risk-based examination schedule under paragraph (1) until the Secretary has—

“(A) received and reviewed the study by the National Academies required under section 8254(b) of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283);

“(B) conducted the assessment recommended in the report of the Government Accountability Office submitted under section 8254(a) of such Act;

“(C) concluded through such assessment that a risk-based examination schedule provides not less than the level of safety provided by the annual examinations required under subsection (a)(1); and

“(D) provided the results of such assessment to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.”.

#### SEC. 325. PORTS AND WATERWAYS SAFETY.

(a) WATERFRONT SAFETY.—Section 7001(a) of title 46, United States Code, is amended—

(1) in paragraph (1) by inserting “, including damage or destruction resulting from cyber incidents, transnational organized crime, or foreign state threats” after “adjacent to such waters”; and

(2) in paragraph (2) by inserting “or harm resulting from cyber incidents, transnational organized crime, or foreign state threats” after “loss”.

(b) REGULATION OF ANCHORAGE AND MOVEMENT OF VESSELS DURING NATIONAL EMERGENCY.—Section 70051 of title 46, United States Code, is amended by inserting “or cyber incidents, or transnational organized crime, or foreign state threats,” after “threatened war, or invasion, or insurrection, or subversive activity.”.

(c) FACILITY VISIT BY STATE SPONSOR OF TERRORISM.—Section 70011(b) of title 46, United States Code, is amended—

(1) in paragraph (3) by striking “and” at the end;

(2) in paragraph (4) by striking the period at the end and inserting “; and”; and

(3) by adding at the end the following:

“(5) prohibiting a representative of a government of country that the Secretary of State has determined has repeatedly provided support for acts of international terrorism under section 620A of the Foreign Assistance Act of 1961 (22 U.S.C. 2371) from visiting a facility for which a facility security plan is required under section 70103(c).”.

#### SEC. 326. STUDY ON BERING STRAIT VESSEL TRAFFIC PROJECTIONS AND EMERGENCY RESPONSE POSTURE AT THE PORT OF POINT SPENCER, ALASKA.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Commandant shall seek to enter into an agreement with the National Academies of Science, Engineering, and Medicine, under which the Marine Board of the Transportation Research Board (in this section referred to as the “Board”) shall conduct a study to—

(1) analyze commercial vessel traffic that transits through the Bering Strait and projections for the growth of such traffic during the 10-year period beginning after such date of enactment; and

(2) assess the adequacy of emergency response capabilities and infrastructure at the Port of Point Spencer, Alaska, to address navigation safety risks and geographic challenges necessary to conduct emergency maritime response operations in the Arctic environment.

(b) ELEMENTS.—The study required under subsection (a) shall include the following:

(1) An analysis of the volume and types of domestic and international commercial ves-

sel traffic through the Bering Strait and the projected growth of such traffic, including a summary of—

(A) the sizes, ages, and flag states of vessels; and

(B) the oil and product tankers that are—

(i) in transit to or from Russia or China; or

(ii) owned or operated by a Russian or Chinese entity.

(2) An assessment of the state and adequacy of vessel traffic services and oil spill and emergency response capabilities in the vicinity of the Bering Strait, including its approaches.

(3) A risk assessment of the projected growth in commercial vessel traffic in the Bering Strait and higher probability of increased frequency in the number of maritime accidents, including spill events, and the potential impacts to the Arctic maritime environment and Native Alaskan village communities in the vicinity of the Bering Strait.

(4) An evaluation of the ability of the Port of Point Spencer, Alaska, to serve as a port of refuge and as a staging, logistics, and operations center to conduct and support maritime emergency and spill response activities.

(5) Recommendations for practical actions that can be taken by the Congress, Federal agencies, the State of Alaska, vessel carriers and operators, the marine salvage and emergency response industry, and other relevant stakeholders to mitigate risks, upgrade infrastructure, and improve the posture of the Port of Point Spencer, Alaska, to function as a strategic staging and logistics center for maritime emergency and spill response operations in the Bering Strait region.

(c) CONSULTATION.—In conducting the study required under subsection (a), the Board shall consult with—

(1) the Department of Transportation;

(2) the Corps of Engineers;

(3) the National Transportation Safety Board;

(4) relevant ministries of the government of Canada;

(5) the Port Coordination Council for the Port of Point Spencer; and

(6) non-government entities with relevant expertise in monitoring and characterizing vessel traffic in the Arctic.

(d) REPORT.—Not later than 1 year after initiating the study under subsection (a), the Board shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the findings and recommendations of the study.

(e) DEFINITIONS.—In this section:

(1) ARCTIC.—The term “Arctic” has the meaning given such term in section 112 of the Arctic Research and Policy Act of 1984 (15 U.S.C. 4111).

(2) PORT COORDINATION COUNCIL FOR THE PORT OF POINT SPENCER.—The term “Port Coordination Council for the Port of Point Spencer” means the Council established under section 541 of the Coast Guard Authorization Act of 2015 (Public Law 114–120).

#### SEC. 327. UNDERWATER INSPECTIONS BRIEF.

Not later than 30 days after the date of enactment of this Act, the Commandant, or a designated individual, shall brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the underwater inspection in lieu of drydock program established under section 176.615 of title 46, Code of Federal Regulations (as in effect on the date of enactment of this Act).

#### SEC. 328. ST. LUCIE RIVER RAILROAD BRIDGE.

Regarding Docket Number USCG–2022–0222, before adopting a final rule, the Commandant shall conduct an independent boat

traffic study at mile 7.4 of the St. Lucie River.

#### SEC. 329. RULEMAKING REGARDING PORT ACCESS ROUTES.

Not later than 180 days after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall issue a final rule for the Atlantic Coast Port Route Access Study for which an Advanced Notice of Proposed Rulemaking titled “Shipping Safety Fairways Along the Atlantic Coast” was issued on June 19, 2020.

#### SEC. 330. ARTICULATED TUG-BARGE MANNING.

Section 11508 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117–263) is amended to read as follows:

#### “SEC. 11508. ARTICULATED TUG-BARGE MANNING.

“(a) IN GENERAL.—Notwithstanding the watch setting requirements set forth in section 8104 of title 46, United States Code, or any other provision of law or regulation, an Officer in Charge, Marine Inspection may authorize a covered vessel—

“(1) when engaged on a domestic voyage of more than 600 miles, to be manned with a minimum number of 2 licensed engineers in the engine department; and

“(2) when engaged on a voyage of less than 600 miles, to be manned with a minimum number of 1 licensed engineer in the engine department.

“(b) COVERED VESSEL DEFINED.—In this section, the term ‘covered vessel’ means a towing vessel issued a certificate of inspection under subchapter M of chapter I of title 46, Code of Federal Regulations, which—

“(1) forms part of an articulated tug-barge unit; and

“(2) is either—

“(A) equipped with engineering control and monitoring systems of a type accepted by a recognized classification society for a periodically unmanned machinery space notation or accepted by the Commandant for a periodically unattended machinery space endorsement; or

“(B) is a vessel that, prior to July 19, 2022, was issued a minimum safe manning document or certificate of inspection that authorized equivalent or less manning levels.”.

#### Subtitle D—Other Matters

#### SEC. 341. ANCHOR HANDLING ACTIVITIES.

Section 12111(d) of title 46, United States Code, is amended—

(1) in paragraph (1)—

(A) in subparagraph (A) by inserting “or other energy production or transmission facility, or vessel engaged in the launch, recovery, or support of commercial space transportation or space exploration activities” after “drilling unit”; and

(B) in subparagraph (B) by inserting “or other energy production or transmission facility, or vessel engaged in the launch, recovery, or support of commercial space transportation or space exploration activities” after “drilling unit”; and

(2) by adding at the end the following:

“(3) ENERGY PRODUCTION OR TRANSMISSION FACILITY DEFINED.—In this subsection, the term ‘energy production or transmission facility’ means a floating offshore facility that is—

“(A) not a vessel;

“(B) securely and substantially moored to the seabed; and

“(C) equipped with wind turbines which are used for the generation and transmission of non-mineral energy resources.”.

#### SEC. 342. ESTABLISHMENT OF NATIONAL ADVISORY COMMITTEE ON AUTONOMOUS MARITIME SYSTEMS.

(a) IN GENERAL.—Chapter 151 of title 46, United States Code, is amended by adding at the end the following:



**“§ 15110. Establishment of National Advisory Committee on Autonomous Maritime Systems**

“(a) ESTABLISHMENT.—There is established a National Advisory Committee on Autonomous Maritime Systems (in this section referred to as the ‘Committee’).

“(b) FUNCTION.—The Committee shall advise the Secretary on matters relating to the regulation and use of Autonomous Systems within the territorial waters of the United States.

“(c) MEMBERSHIP.—

“(1) IN GENERAL.—The Committee shall consist of 9 members appointed by the Secretary in accordance with this section and section 15109.

“(2) EXPERTISE.—Each member of the Committee shall have particular expertise, knowledge, and experience in matters relating to the function of the Committee.

“(3) REPRESENTATION.—Each of the following groups shall be represented by at least 1 member on the Committee:

“(A) Marine safety or security entities.

“(B) Vessel design and construction entities.

“(C) Entities engaged in the production or research of unmanned vehicles, including drones, autonomous or semi-autonomous vehicles, or any other product or service integral to the provision, maintenance, or management of such products or services.

“(D) Port districts, authorities, or terminal operators.

“(E) Vessel operators.

“(F) National labor unions representing merchant mariners.

“(G) Maritime pilots.

“(H) Commercial space transportation operators.

“(I) Academic institutions.”.

(b) CLERICAL AMENDMENTS.—The analysis for chapter 151 of title 46, United States Code, is amended by adding at the end the following:

“15110. Establishment of National Advisory Committee on Autonomous Maritime Systems.”.

(c) ESTABLISHMENT.—Not later than 90 days after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall establish the Committee under section 15110 of title 46, United States Code (as added by this section).

**SEC. 343. CONTROLLED SUBSTANCE ONBOARD VESSELS.**

Section 70503(a) of title 46, United States Code, is amended—

(1) in the matter preceding paragraph (1) by striking “While on board a covered vessel, an individual” and inserting “An individual”;

(2) by amending paragraph (1) to read as follows:

“(1) manufacture or distribute, possess with intent to manufacture or distribute, or place or cause to be placed with intent to manufacture or distribute a controlled substance on board a covered vessel.”; and

(3) in paragraph (2) by inserting “aboard a covered vessel” after “Comprehensive Drug Abuse Prevention and Control Act of 1970 (21 U.S.C. 881(a))”.

**SEC. 344. NONOPERATING INDIVIDUAL.**

Section 8313(b) of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283) is amended by striking “2025” and inserting “2027”.

**SEC. 345. INFORMATION ON TYPE APPROVAL CERTIFICATES.**

(a) IN GENERAL.—Title IX of the Frank LoBiondo Coast Guard Authorization Act of 2018 (Public Law 115–282) is amended by adding at the end the following:

**“SEC. 904. INFORMATION ON TYPE APPROVAL CERTIFICATES.**

“The Commandant of the Coast Guard shall, upon request by any State, the District of Columbia, or any territory of the United States, provide all data possessed by the Coast Guard pertaining to challenge water quality characteristics, challenge water biological organism concentrations, post-treatment water quality characteristics, and post-treatment biological organism concentrations data for a ballast water management system with a type approval certificate approved by the Coast Guard pursuant to subpart 162.060 of title 46, Code of Federal Regulations.”.

(b) CLERICAL AMENDMENT.—The table of contents in section 2 of the Frank LoBiondo Coast Guard Authorization Act of 2018 (Public Law 115–282) is amended by inserting after the item relating to section 903 the following:

“Sec. 904. Information on type approval certificates.”.

**SEC. 346. MANNING AND CREWING REQUIREMENTS FOR CERTAIN VESSELS, VEHICLES, AND STRUCTURES.**

(a) AUTHORIZATION OF LIMITED EXEMPTIONS FROM MANNING AND CREW REQUIREMENT.—Chapter 81 of title 46, United States Code, is amended by adding at the end the following:

**“§ 8109. Exemptions from manning and crew requirements**

“(a) IN GENERAL.—The Secretary may provide an exemption described in subsection (b) to the owner or operator of a covered facility if each individual who is manning or crewing the covered facility is—

“(1) a citizen of the United States;

“(2) an alien lawfully admitted to the United States for permanent residence; or

“(3) a citizen of the nation under the laws of which the vessel is documented.

“(b) REQUIREMENTS FOR ELIGIBILITY FOR EXEMPTION.—An exemption under this subsection is an exemption from the regulations established pursuant to section 302(a)(3) of the Outer Continental Shelf Lands Act (43 U.S.C. 1356(a)(3)).

“(c) LIMITATIONS.—An exemption under this section—

“(1) shall provide that the number of individuals manning or crewing the covered facility who are described in paragraphs (2) and (3) of subsection (a) may not exceed two and one-half times the number of individuals required to man or crew the covered facility under the laws of the nation under the laws of which the covered facility is documented; and

“(2) shall be effective for not more than 12 months, but may be renewed by application to and approval by the Secretary.

“(d) APPLICATION.—To be eligible for an exemption or a renewal of an exemption under this section, the owner or operator of a covered facility shall apply to the Secretary with an application that includes a sworn statement by the applicant of all information required for the issuance of the exemption.

“(e) REVOCATION.—

“(1) IN GENERAL.—The Secretary—

“(A) may revoke an exemption for a covered facility under this section if the Secretary determines that information provided in the application for the exemption was false or incomplete, or is no longer true or complete; and

“(B) shall immediately revoke such an exemption if the Secretary determines that the covered facility, in the effective period of the exemption, was manned or crewed in a manner not authorized by the exemption.

“(2) NOTICE REQUIRED.—The Secretary shall provide notice of a determination under subparagraph (A) or (B) of paragraph (1) to the owner or operator of the covered facility.

“(f) REVIEW OF COMPLIANCE.—The Secretary shall periodically, but not less than once annually, inspect each covered facility that operates under an exemption under this section to verify the owner or operator of the covered facility’s compliance with the exemption. During an inspection under this subsection, the Secretary shall require all crew members serving under the exemption to hold a valid transportation security card issued under section 70105.

“(g) PENALTY.—In addition to revocation under subsection (e), the Secretary may impose on the owner or operator of a covered facility a civil penalty of \$10,000 per day for each day the covered facility—

“(1) is manned or crewed in violation of an exemption under this subsection; or

“(2) operated under an exemption under this subsection that the Secretary determines was not validly obtained.

“(h) NOTIFICATION OF SECRETARY OF STATE.—The Secretary shall notify the Secretary of State of each exemption issued under this section, including the effective period of the exemption.

“(i) DEFINITIONS.—In this section:

“(1) COVERED FACILITY.—The term ‘covered facility’ means any vessel, rig, platform, or other vehicle or structure, over 50 percent of which is owned by citizens of a foreign nation or with respect to which the citizens of a foreign nation have the right effectively to control, except to the extent and to the degree that the President determines that the government of such foreign nation or any of its political subdivisions has implemented, by statute, regulation, policy, or practice, a national manning requirement for equipment engaged in the exploring for, developing, or producing resources, including non-mineral energy resources in its offshore areas.

“(2) SECRETARY.—The term ‘Secretary’ means the Secretary of the department in which the Coast Guard is operating.”.

(b) ANNUAL REPORT.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary of the department in which the Coast Guard is operating shall submit to Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing information on each letter of nonapplicability of section 8109 of title 46, United States Code, with respect to a covered facility that was issued by the Secretary during the preceding year.

(2) CONTENTS.—The report under paragraph (1) shall include, for each covered facility—

(A) the name and International Maritime Organization number;

(B) the nation in which the covered facility is documented;

(C) the nationality of owner or owners; and

(D) for any covered facility that was previously issued a letter of nonapplicability in a prior year, any changes in the information described in subparagraphs (A) through (C).

(c) REGULATIONS.—Not later than 90 days after the date of the enactment of this Act, the Secretary shall promulgate regulations that specify the documentary and other requirements for the issuance of an exemption under the amendment made by this section.

(d) EXISTING EXEMPTIONS.—

(1) EFFECT OF AMENDMENTS; TERMINATION.—Each exemption under section 30(c)(2) of the Outer Continental Shelf Lands Act (43 U.S.C. 1356(c)(2)) issued before the date of the enactment of this Act—

(A) shall not be affected by the amendments made by this section during the 120-day period beginning on the date of the enactment of this Act; and

(B) shall not be effective after such period.

(2) NOTIFICATION OF HOLDERS.—Not later than 60 days after the date of the enactment of this Act, the Secretary shall notify all persons that hold such an exemption that it will expire as provided in paragraph (1).

(e) CLERICAL AMENDMENT.—The analysis for chapter 81 of the title 46, United States Code, is amended by adding at the end the following:

“8109. Exemptions from manning and crew requirements.”.

#### SEC. 347. CLASSIFICATION SOCIETIES.

Section 3316(d) of title 46, United States Code, is amended—

(1) by amending paragraph (2)(B)(i) to read as follows:

“(i) the government of the foreign country in which the foreign society is headquartered—

“(I) delegates that authority to the American Bureau of Shipping; or

“(II) does not delegate that authority to any classification society; or”; and

(2) by adding at the end the following:

“(5) CLARIFICATION ON AUTHORITY.—Nothing in this subsection authorizes the Secretary to make a delegation under paragraph (2) to a classification society from the People’s Republic of China.”.

#### SEC. 348. AUTHORITY TO ESTABLISH SAFETY ZONES FOR SPECIAL ACTIVITIES IN EXCLUSIVE ECONOMIC ZONE.

(a) REPEAL.—Section 8343 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116-283) is repealed.

(b) SPECIAL ACTIVITIES IN EXCLUSIVE ECONOMIC ZONE.—Subchapter I of chapter 700 of title 46, United States Code, is amended by adding at the end the following:

#### “§ 70008. Special activities in exclusive economic zone

“(a) IN GENERAL.—The Secretary of the department in which the Coast Guard is operating may establish safety zones to address special activities in the exclusive economic zone.

“(b) DEFINITIONS.—In this section:

“(1) SAFETY ZONE.—The term ‘safety zone’—

“(A) means a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels; and

“(B) may be stationary and described by fixed limits or may be described as a zone around a vessel in motion.

“(2) SPECIAL ACTIVITIES.—The term ‘special activities’ includes—

“(A) space activities, including launch and reentry (as such terms are defined in section 50902 of title 51) carried out by United States citizens; and

“(B) offshore energy development activities, as described in section 8(p)(1)(C) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)(1)(C)), on or near fixed platforms (as such term is defined in section 2281(d) of title 18).

“(3) UNITED STATES CITIZEN.—The term ‘United States citizen’ has the meaning given the term ‘eligible owners’ in section 12103 of title 46, United States Code.”.

(c) CLERICAL AMENDMENT.—The analysis for chapter 700 of title 46, United States Code, is amended by inserting after the item relating to section 70007 the following:

“70008. Special activities in exclusive economic zone.”.

#### SEC. 349. FISHING VESSEL AND FISHERMAN TRAINING SAFETY.

Section 4502 of title 46, United States Code, is amended—

(1) in subsection (i)—

(A) in paragraph (1)—

(i) in subparagraph (A)(ii) by striking “; and” and inserting a semicolon;

(ii) by redesignating subparagraph (B) as subparagraph (C); and

(iii) by inserting after subparagraph (A) the following:

“(B) to conduct safety and prevention training that addresses behavioral and physical health risks, to include substance use disorder and worker fatigue, facing fishing vessel operators and crewmembers; and”; and

(B) in paragraph (2)—

(i) by striking “, in consultation with and based on criteria established by the Commandant of the Coast Guard”; and

(ii) by striking “subsection on a competitive basis” and inserting the following: “subsection—

“(A) on a competitive basis; and

“(B) based on criteria developed in consultation with the Commandant of the Coast Guard”; and

(C) in paragraph (4) by striking “\$3,000,000 for fiscal year 2023” and inserting “to the Secretary of Health and Human Services \$6,000,000 for each of fiscal years 2025 and 2026”; and

(2) in subsection (j)—

(A) in paragraph (1) by inserting “, and understanding and mitigating behavioral and physical health risks, to include substance use disorder and worker fatigue, facing members of the commercial fishing industry” after “weather detection”; and

(B) in paragraph (2)—

(i) by striking “, in consultation with and based on criteria established by the Commandant of the Coast Guard,”; and

(ii) by striking “subsection on a competitive basis” and inserting the following: “subsection—

“(A) on a competitive basis; and

“(B) based on criteria developed in consultation with the Commandant of the Coast Guard”; and

(C) in paragraph (4) by striking “\$3,000,000 for fiscal year 2023” and inserting “to the Secretary of Health and Human Services \$6,000,000 for each of fiscal years 2025 and 2026”.

#### SEC. 350. AUTHORITY OVER DEEPWATER PORT ACT OF 1974.

(a) IN GENERAL.—Section 5(a) of the Deepwater Port Act of 1974 (33 U.S.C. 1504(a)) is amended by striking the first sentence and inserting “Notwithstanding section 888(b) of the Homeland Security Act of 2002 (6 U.S.C. 468(b)), the Secretary shall have the authority to issue regulations to carry out the purposes and provisions of this Act, in accordance with the provisions of section 553 of title 5, United States Code, without regard to subsection (a) thereof.”.

(b) AFFIRMING THE AUTHORITY OF SECRETARY OF TRANSPORTATION OVER ENVIRONMENTAL REVIEWS.—Section 5(f) of the Deepwater Port Act of 1974 (33 U.S.C. 1504(f)) is amended to read as follows:

“(f) COMPLIANCE.—Notwithstanding section 888(b) of the Homeland Security Act of 2002 (6 U.S.C. 468(b)), the Secretary, in cooperation with other involved Federal agencies and departments, shall comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and act as the lead agency under section 4336a of title 42, United States Code, for all applications under this Act. Such compliance shall fulfill the requirement of all Federal agencies in carrying out their responsibilities under the National Environmental Policy Act of 1969 pursuant to this chapter.”.

(c) REGULATIONS.—

(1) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Commandant shall transfer the authorities provided to the Coast Guard in part 148 of title 33, Code of Federal Regulations (as in effect on the date of the enactment of this Act), except as provided in paragraph (2), to the Secretary of Transportation.

(2) RETENTION OF AUTHORITY.—The Commandant shall retain responsibility for authorities pertaining to design, construction, equipment, and operation of deepwater ports and navigational safety.

(3) UPDATES TO AUTHORITY.—As soon as practicable after the date of enactment of this Act, the Secretary shall issue such regulations as are necessary to reflect the updates to authorities prescribed by this subsection.

(d) RULE OF CONSTRUCTION.—Nothing in this section, or the amendments made by this section, may be construed to limit the authorities of other governmental agencies previously delegated authorities of the Deepwater Port Act of 1974 (33 U.S.C. 1501 et seq.).

(e) APPLICATIONS.—Nothing in this section shall apply to any application submitted before the date of enactment of this Act.

#### SEC. 351. NATIONAL OFFSHORE SAFETY ADVISORY COMMITTEE COMPOSITION.

Section 15106(c) of title 46, United States Code, is amended—

(1) in paragraph (1) by striking “15 members” and inserting “17 members”; and

(2) in paragraph (3) by adding at the end the following:

“(L) 2 members shall represent entities engaged in non-mineral energy activities on the Outer Continental Shelf.”.

#### SEC. 352. IMPROVING VESSEL TRAFFIC SERVICE MONITORING.

(a) PROXIMITY OF ANCHORAGES TO PIPELINES.—

(1) IMPLEMENTATION OF RESTRUCTURING PLAN.—Not later than 1 year after the date of enactment of this Act, the Commandant shall implement the November 2021 proposed plan of the Vessel Traffic Service Los Angeles-Long Beach for restructuring the Federal anchorages in San Pedro Bay described on page 54 of the Report of the National Transportation Safety Board titled “Anchor Strike of Underwater Pipeline and Eventual Crude Oil Release” and issued January 2, 2024.

(2) STUDY.—The Secretary of the department in which the Coast Guard is operating shall conduct a study to identify any anchorage grounds other than the San Pedro Bay Federal anchorages in which the distance between the center of an approved anchorage ground and a pipeline is less than 1 mile.

(3) REPORT.—

(A) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study required under paragraph (2).

(B) CONTENTS.—The report under subparagraph (A) shall include—

(i) a list of the anchorage grounds described under paragraph (2);

(ii) whether it is possible to move each such anchorage ground to provide a minimum distance of 1 mile; and

(iii) a recommendation of whether to move any such anchorage ground and explanation for the recommendation.

(b) PROXIMITY TO PIPELINE ALERTS.—

(1) AUDIBLE AND VISUAL ALARMS.—The Commandant shall consult with the providers of vessel monitoring systems to add to the monitoring systems for vessel traffic services audible and visual alarms that alert the watchstander when an anchored vessel is encroaching on a pipeline.

(2) NOTIFICATION PROCEDURES.—Not later than 1 year after the date of enactment of this Act, the Commandant shall develop procedures for all vessel traffic services to notify pipeline and utility operators following potential incursions on submerged pipelines

within the vessel traffic service area of responsibility.

(3) **REPORT.**—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the implementation of paragraphs (1) and (2).

#### SEC. 353. ABANDONED AND DERELICT VESSEL REMOVALS.

(a) **IN GENERAL.**—Chapter 47 of title 46, United States Code, is amended—

(1) in the chapter heading by striking “**BARGES**” and inserting “**VESSELS**”;

(2) by inserting before section 4701 the following:

“**SUBCHAPTER I—BARGES**”; AND

(3) by adding at the end the following:

“**SUBCHAPTER II—NON-BARGE VESSELS**  
**“§ 4710. Definitions**

“In this subchapter:

“(1) **ABANDON.**—The term ‘abandon’ means to moor, strand, wreck, sink, or leave a covered vessel unattended for longer than 45 days.

“(2) **COVERED VESSEL.**—The term ‘covered vessel’ means a vessel that is not a barge to which subchapter I applies.

“(3) **INDIAN TRIBE.**—The term ‘Indian Tribe’ has the meaning given such term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).

#### “§ 4711. Abandonment of vessels prohibited

“(a) **IN GENERAL.**—An owner or operator of a covered vessel may not abandon such vessel on the navigable waters of the United States.

“(b) **DETERMINATION OF ABANDONMENT.**—

“(1) **NOTIFICATION.**—

“(A) **IN GENERAL.**—With respect to a covered vessel that appears to be abandoned, the Commandant of the Coast Guard shall—

“(i) attempt to identify the owner using the vessel registration number, hull identification number, or any other information that can be reasonably inferred or gathered; and

“(ii) notify such owner—

“(I) of the penalty described in subsection (c); and

“(II) that the vessel will be removed at the expense of the owner if the Commandant determines that the vessel is abandoned and the owner does not remove or account for the vessel.

“(B) **FORM.**—The Commandant shall provide the notice required under subparagraph (A)—

“(i) if the owner can be identified, via certified mail or other appropriate forms determined by the Commandant; or

“(ii) if the owner cannot be identified, via an announcement in a local publication and on a website maintained by the Coast Guard.

“(2) **DETERMINATION.**—The Commandant shall make a determination not earlier than 45 days after the date on which the Commandant provides the notification required under paragraph (1) of whether a covered vessel described in such paragraph is abandoned.

“(C) **PENALTY.**—

“(1) **IN GENERAL.**—The Commandant may assess a civil penalty of not more than \$500 against an owner or operator of a covered vessel determined to be abandoned under subsection (b) for a violation of subsection (a).

“(2) **LIABILITY IN REM.**—The owner or operator of a covered vessel shall also be liable in rem for a penalty imposed under paragraph (1).

“(d) **VESSELS NOT ABANDONED.**—The Commandant may not determine that a covered vessel is abandoned under this section if—

“(1) such vessel is located at a federally approved or State approved mooring area;

“(2) such vessel is located on private property with the permission of the owner of such property;

“(3) the owner or operator of such vessel provides a notification to the Commandant that—

“(A) indicates the location of the vessel;

“(B) indicates that the vessel is not abandoned; and

“(C) contains documentation proving that the vessel is allowed to be in such location; or

“(4) the Commandant determines that such an abandonment determination would not be in the public interest.

#### “§ 4712. Inventory of abandoned vessels

“(a) **IN GENERAL.**—Not later than 1 year after the date of enactment of this section, the Commandant, in consultation with the Administrator of the National Oceanic and Atmospheric Administration and relevant State agencies, shall establish and maintain a national inventory of covered vessels that are abandoned.

“(b) **CONTENTS.**—The inventory established and maintained under subsection (a) shall include data on each vessel, including geographic information system data related to the location of each such vessel.

“(c) **PUBLICATION.**—The Commandant shall make the inventory established under subsection (a) publicly available on a website of the Coast Guard.

“(d) **REPORTING OF POTENTIALLY ABANDONED VESSELS.**—In carrying out this section, the Commandant shall develop a process by which—

“(1) a State, Indian Tribe, or person may report a covered vessel that may be abandoned to the Commandant for potential inclusion in the inventory established under subsection (a); and

“(2) the Commandant shall review any such report and add such vessel to the inventory if the Commandant determines that the reported vessel is abandoned pursuant to section 4711.”.

(b) **RULEMAKING.**—The Secretary of the department in which the Coast Guard is operating, in consultation with the Secretary of the Army, acting through the Chief of Engineers, and the Secretary of Commerce, acting through the Under Secretary for Oceans and Atmosphere, shall issue regulations with respect to the procedures for determining that a vessel is abandoned for the purposes of subchapter II of chapter 47 of title 46, United States Code (as added by this section).

(c) **CONFORMING AMENDMENTS.**—Chapter 47 of title 46, United States Code, is amended—

(1) in section 4701—

(A) in the matter preceding paragraph (1) by striking “chapter” and inserting “subchapter”; and

(B) in paragraph (2) by striking “chapter” and inserting “subchapter”; and

(2) in section 4703 by striking “chapter” and inserting “subchapter”; and

(3) in section 4704 by striking “chapter” each place it appears and inserting “subchapter”; and

(4) in section 4705 by striking “chapter” and inserting “subchapter”.

(d) **CLERICAL AMENDMENTS.**—The analysis for chapter 47 of title 46, United States Code, is amended—

(1) by inserting before the item relating to section 4701 the following:

“**SUBCHAPTER I—BARGES**”; AND

(2) by adding at the end the following:

“**SUBCHAPTER II—NON-BARGE VESSELS**

“**4710. Definitions.**

“**4711. Abandonment of vessels prohibited.**

“**4712. Inventory of abandoned vessels.**”.

#### SEC. 354. ANCHORAGES.

Section 8437 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116-283) is amended—

(1) by striking subsections (d) and (e);

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

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

“(c) **PROHIBITION.**—The Commandant shall prohibit any vessel anchoring on the reach of the Hudson River described in subsection (a) unless such anchoring is within any anchorage established before January 1, 2021.”.

#### TITLE IV—OIL POLLUTION INCIDENT LIABILITY

#### SEC. 401. VESSEL RESPONSE PLANS.

(a) **IN GENERAL.**—Section 311(j)(6) of the Federal Water Pollution Control Act (33 U.S.C. 1321(j)(6)) is amended to read as follows:

“(6) **EQUIPMENT REQUIREMENTS, VERIFICATION, AND INSPECTION.**—

“(A) **IN GENERAL.**—The President may require—

“(i) periodic inspection of containment booms, skimmers, vessels, and other major equipment used to remove discharges;

“(ii) periodic inspection of vessels, salvage and marine firefighting equipment, and other major equipment used to respond to marine casualties or prevent discharges;

“(iii) periodic verification of capabilities to appropriately, and in a timely manner, respond to a marine casualty, a worst case discharge, or a substantial threat of a discharge, including—

“(I) drills, with or without prior notice;

“(II) review of contracts and relevant third-party agreements;

“(III) testing of equipment;

“(IV) review of training; and

“(V) other evaluations of response capabilities, as determined appropriate by the President; and

“(iv) vessels operating on navigable waters and carrying oil or a hazardous substance in bulk as cargo, and nontank vessels carrying oil of any kind as fuel for main propulsion, to carry appropriate removal equipment that employs the best technology economically feasible and that is compatible with the safe operation of the vessel.

“(B) **MARINE CASUALTY.**—In this paragraph, the term ‘marine casualty’ means a marine casualty that is required to be reported pursuant to section 6101 of title 46, United States Code.”.

(b) **REPORT TO CONGRESS.**—

(1) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the state of marine firefighting authorities, jurisdiction, plan review, and other considerations with respect to vessel fires at waterfront facilities and within the navigable waters of the United States up to 3 nautical miles from the shoreline.

(2) **CONTENTS.**—In carrying out paragraph (1), the Comptroller General shall—

(A) examine factors that affect Federal and non-Federal collaboration aimed at reducing vessel and waterfront facility fire risk to local communities;

(B) focus on the prevalence and frequency of vessel fires described in paragraph (1); and

(C) make recommendations for preparedness, responses to, training for, and other items for consideration.

**SEC. 402. USE OF MARINE CASUALTY INVESTIGATIONS.**

Section 6308 of title 46, United States Code, is amended—

(1) in subsection (a) by striking “initiated” and inserting “conducted”; and

(2) by adding at the end the following:

“(e) For purposes of this section, an administrative proceeding conducted by the United States includes proceedings under section 7701 and claims adjudicated under section 1013 of the Oil Pollution Act of 1990 (33 U.S.C. 2713).”.

**SEC. 403. TIMING OF REVIEW.**

Section 1017 of the Oil Pollution Act of 1990 (33 U.S.C. 2717) is amended by adding at the end the following:

“(g) **TIMING OF REVIEW.**—Before the date of completion of a removal action, no person may bring an action under this Act, section 311 of the Federal Water Pollution Control Act (33 U.S.C. 1321), or chapter 7 of title 5, United States Code, challenging any decision relating to such removal action that is made by an on-scene coordinator appointed under the National Contingency Plan.”.

**SEC. 404. ONLINE INCIDENT REPORTING SYSTEM.**

(a) **IN GENERAL.**—Not later than 2 years after the date of enactment of this Act, the National Response Center shall—

(1) develop an online capacity through a web-based application to receive a notification of an oil discharge or release of a hazardous substance; and

(2) allow any such notification to the National Response Center that is required under Federal law or regulation to be made online using the application.

(b) **USE OF APPLICATION.**—In carrying out subsection (a), the National Response Center may not require the notification of an oil discharge or release of a hazardous substance to be made using the application developed under such subsection.

**TITLE V—IMPLEMENTATION OF ACCOUNTABILITY AND TRANSPARENCY REVIEW RECOMMENDATIONS****SEC. 501. IMPLEMENTATION STATUS OF DIRECTED ACTIONS.**

(a) **IN GENERAL.**—Chapter 51 of title 14, United States Code, is amended by adding at the end the following:

**“§5116. Implementation status of directed actions**

“(a) **IN GENERAL.**—Not later than March 1, 2025, and not later than March 1 of each of the 3 subsequent years thereafter, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the status of the implementation of each directed action outlined in enclosure 1 of the memorandum of the Commandant titled ‘Commandant’s Directed Actions—Accountability and Transparency’, dated November 27, 2023.

“(b) **CONTENTS.**—The report required under section (a) shall contain the following:

“(1) The status of the implementation of each directed action from enclosure 1 of the memorandum titled ‘Commandant’s Directed Actions—Accountability and Transparency’ dated November 27, 2023.

“(2) A plan and timeline for the next steps to be taken to complete outstanding directed actions in enclosure 1 of the memorandum titled ‘Commandant’s Directed Actions—Accountability and Transparency’ dated November 27, 2023, including identifying the individual the Commandant has selected to ensure the successful completion of each directed action.

“(3) Metrics to determine the effectiveness of each directed action in such enclosure.

“(4) Any additional actions the Commandant is taking to mitigate instances of

sexual assault and sexual harassment within the Coast Guard.”.

(b) **CLERICAL AMENDMENT.**—The analysis for chapter 51 of title 14, United States Code, is amended by adding at the end the following:

“5116. Implementation status of directed actions.”.

**SEC. 502. INDEPENDENT REVIEW OF COAST GUARD REFORMS.**

(a) **GOVERNMENT ACCOUNTABILITY OFFICE REPORT.**—

(1) **IN GENERAL.**—Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the efforts of the Coast Guard to mitigate cases of sexual assault and sexual harassment within the service.

(2) **ELEMENTS.**—The report required under paragraph (1) shall—

(A) evaluate—

(i) the efforts of the Commandant to implement the directed actions from enclosure 1 of the memorandum titled ‘Commandant’s Directed Actions—Accountability and Transparency’ dated November 27, 2023;

(ii) whether the Commandant met the reporting requirements under section 5112 of title 14, United States Code; and

(iii) the effectiveness of the actions of the Coast Guard, including efforts outside of the actions described in the memorandum titled ‘Commandant’s Directed Actions—Accountability and Transparency’ dated November 27, 2023, to mitigate instances of sexual assault and sexual harassment and improve the enforcement relating to such instances within the Coast Guard, and how the Coast Guard is overcoming challenges in implementing such actions.

(B) make recommendations to the Commandant for improvements to the efforts of the service to mitigate instances of sexual assault and sexual harassment and improve the enforcement relating to such instances within the Coast Guard; and

(C) make recommendations to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate to mitigate instances of sexual assault and sexual harassment in the Coast Guard and improve the enforcement relating to such instances within the Coast Guard, including proposed changes to any legislative authorities.

(b) **REPORT BY COMMANDANT.**—Not later than 90 days after the date on which the Comptroller General completes all actions under subsection (a), the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes the following:

(1) A plan for Coast Guard implementation, including interim milestones and timeframes, of any recommendation made by the Comptroller General under subsection (a)(2)(B) with which the Commandant concurs.

(2) With respect to any recommendation made under subsection (a)(2)(B) with which the Commandant does not concur, an explanation of the reasons why the Commandant does not concur.

**SEC. 503. REQUIREMENT TO MAINTAIN CERTAIN RECORDS.**

(a) **IN GENERAL.**—Chapter 9 of title 14, United States Code, is amended by adding at the end the following:

**“§955. Requirement to maintain certain records**

“(a) **IN GENERAL.**—The Commandant shall maintain all work product related to documenting a disposition decision on an investigation by the Coast Guard Investigative Service or other law enforcement entity investigating a Coast Guard member accused of an offense against chapter 47 of title 10.

“(b) **RECORD RETENTION PERIOD.**—Work product documents and the case action summary described in subsection (c) shall be maintained for a period of not less than 7 years from date of the disposition decision.

“(c) **CASE ACTION SUMMARY.**—Upon a final disposition action for cases described in subsection (a), except for offenses of wrongful use or possession of a controlled substance under section 912a of title 10 (article 112a of the Uniform Code of Military Justice) where the member accused is an officer of pay grade O-4 and below or an enlisted member of pay grade E-7 and below, a convening authority shall sign a case action summary that includes the following:

“(1) The disposition actions.

“(2) The name and command of the referral authority.

“(3) Records documenting when a referral authority consulted with a staff judge advocate or special trial counsel, as applicable, before a disposition action was taken, to include the recommendation of the staff judge advocate or special trial counsel.

“(4) A reference section listing the materials reviewed in making a disposition decision.

“(5) The Coast Guard Investigative Service report of investigation.

“(6) The completed Coast Guard Investigative Service report of adjudication included as an enclosure.

“(d) **WORK PRODUCT.**—In this section, the term ‘work product’ includes—

“(1) a prosecution memorandum;

“(2) emails, notes, and other correspondence related to a disposition decision; and

“(3) the contents described in paragraphs (1) through (6) of subsection (c).

“(e) **SAVINGS CLAUSE.**—Nothing in this section authorizes or requires, or shall be construed to authorize or require, the discovery, inspection, or production of reports, memoranda, or other internal documents or work product generated by counsel, an attorney for the government, or their assistants or representatives.”.

(b) **CLERICAL AMENDMENT.**—The analysis for chapter 9 of title 14, United States Code, is amended by adding at the end the following:

“955. Requirement to maintain certain records.”.

**SEC. 504. STUDY ON COAST GUARD ACADEMY OVERSIGHT.**

(a) **IN GENERAL.**—Not later than 30 days after the date of enactment of this Act, the Commandant, in consultation with relevant stakeholders, shall conduct a study on the governance of the Coast Guard Academy, including examining the roles, responsibilities, authorities, advisory functions, and membership qualifications and expertise of the Board of Visitors and Board of Trustees of such Academy.

(b) **REPORT.**—Not later than 1 year after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a written report that contains—

(1) the results of the study required under subsection (a); and

(2) recommendations to improve governance at the Coast Guard Academy.

**SEC. 505. PROVIDING FOR THE TRANSFER OF A CADET WHO IS THE VICTIM OF A SEXUAL ASSAULT OR RELATED OFFENSE.**

Section 1902 of title 14, United States Code, is amended by adding at the end the following:

“(f) CONSIDERATION OF REQUEST FOR TRANSFER OF CADET WHO IS THE VICTIM OF SEXUAL ASSAULT OR RELATED OFFENSE.—

“(1) IN GENERAL.—The Commandant shall provide for timely consideration of and action on a request submitted by a cadet appointed to the Coast Guard Academy who is the victim of an alleged sexual assault or other offense covered by section 920, 920c, or 930 of title 10 (article 120, 120c, or 130 of the Uniform Code of Military Justice) for transfer to a Service Academy or to enroll in a Senior Reserve Officers’ Training Corps program affiliated with another institution of higher education.

“(2) RULEMAKING.—The Commandant shall prescribe regulations to carry out this subsection that—

“(A) ensure that any cadet who has been appointed to the Coast Guard Academy is informed of the right to request a transfer pursuant to this subsection, and that any formal request submitted by a cadet is processed as expeditiously as practicable for review and action by the Superintendent;

“(B) direct the Superintendent of the Coast Guard Academy, in coordination with the Superintendent of the Service Academy to which the cadet requests to transfer—

“(i) to act on a request for transfer under this subsection not later than 72 hours after receiving the formal request from the cadet;

“(ii) to approve such request for transfer unless there are exceptional circumstances that require denial of the request; and

“(iii) upon approval of such request, to take all necessary and appropriate action to effectuate the transfer of the cadet to the Service Academy concerned as expeditiously as possible; and

“(C) direct the Superintendent of the Coast Guard Academy, in coordination with the Secretary of the military department that sponsors the Senior Reserve Officers’ Training Corps program at the institution of higher education to which the cadet requests to transfer—

“(i) to act on a request for transfer under this subsection not later than 72 hours after receiving the formal request from the cadet;

“(ii) subject to the cadet’s acceptance for admission to the institution of higher education to which the cadet wishes to transfer, to approve such request for transfer unless there are exceptional circumstances that require denial of the request; and

“(iii) to take all necessary and appropriate action to effectuate the cadet’s enrollment in the institution of higher education to which the cadet wishes to transfer and to process the cadet for participation in the relevant Senior Reserve Officers’ Training Corps program as expeditiously as possible.

“(3) DENIAL OF TRANSFER REQUEST.—If the Superintendent of the Coast Guard Academy denies a request for transfer under this subsection, the cadet may request review of the denial by the Secretary of the Department in which the Coast Guard is operating, who shall act on such request not later than 72 hours after receipt of the formal request for review.

“(4) CONFIDENTIALITY OF RECORDS.—The Secretary of the Department in which the Coast Guard is operating shall ensure that all records of any request, determination, transfer, or other action under this subsection remain confidential, consistent with applicable law and regulation.

“(5) APPOINTMENT TO SERVICE ACADEMY.—A cadet who transfers under this subsection

may retain the cadet’s appointment to the Coast Guard Academy or may be appointed to the Service Academy to which the cadet transfers without regard to the limitations and requirements described in sections 7442, 8454, and 9442 of title 10.

“(6) APPOINTMENT UPON GRADUATION.—

“(A) PREFERENCE.—A cadet who transfers under this subsection to a Service Academy, is entitled, before graduating from such Academy, to state the preference of the cadet for appointment, upon graduation, as a commissioned officer in the Coast Guard.

“(B) MANNER OF APPOINTMENT.—Upon graduation, a cadet described in subparagraph (A) is entitled to be accepted for appointment as a permanent commissioned officer in the Regular Coast Guard in the same manner as graduates of the Coast Guard Academy as described in section 2101.

“(7) COMMISSION INTO COAST GUARD.—A cadet who transfers under this subsection to a Senior Reserve Officers’ Training Corps program affiliated with another institution of higher education is entitled upon graduation from the Senior Reserve Officers’ Training program to commission into the Coast Guard as described in section 3738a.

“(8) SERVICE ACADEMY DEFINED.—In this subsection, the term ‘Service Academy’ has the meaning given such term in section 347 of title 10.”

**SEC. 506. DESIGNATION OF OFFICERS WITH PARTICULAR EXPERTISE IN MILITARY JUSTICE OR HEALTHCARE.**

(a) IN GENERAL.—Subchapter I of chapter 21 of title 14, United States Code is amended by adding at the end the following:

“§2132. Designation of officers with particular expertise in military justice or healthcare

“(a) SECRETARY DESIGNATION.—The Secretary may designate a limited number of officers of the Coast Guard as having particular expertise in—

“(1) military justice; or

“(2) healthcare.

“(b) PROMOTION AND GRADE.—An individual designated under this section—

“(1) shall not be included on the active duty promotion list;

“(2) shall be promoted under section 2126; and

“(3) may not be promoted to a grade higher than captain.”

(b) CLERICAL AMENDMENT.—The analysis for chapter 21 of title 14, United States Code, is amended by inserting after the item relating to section 2131 the following:

“2132. Designation of officers with particular expertise in military justice or healthcare.”

(c) CONFORMING AMENDMENTS.—

(1) Section 2102(a) of title 14, United States Code, is amended, in the second sentence, by striking “and officers of the permanent commissioned teaching staff of the Coast Guard Academy” and inserting “officers of the permanent commissioned teaching staff of the Coast Guard Academy, and officers designated by the Secretary pursuant to section 2132”.

(2) Subsection (e) of section 2103 of title 14, United States Code, is amended to read as follows:

“(e) SECRETARY TO PRESCRIBE NUMBERS FOR CERTAIN OFFICERS.—The Secretary shall prescribe the number of officers authorized to be serving on active duty in each grade of—

“(1) the permanent commissioned teaching staff of the Coast Guard Academy;

“(2) the officers designated by the Secretary pursuant to section 2132; and

“(3) the officers of the Reserve serving in connection with organizing, administering, recruiting, instructing, or training the reserve components.”

(3) Section 2126 of title 14, United States Code, is amended, in the second sentence, by inserting “and as to officers designated by the Secretary pursuant to section 2132” after “reserve components”.

(4) Section 3736(a) of title 14, United States Code, is amended—

(A) in the first sentence by striking “promotion list and the” and inserting “promotion list, officers designated by the Secretary pursuant to section 2132, and the officers on the”; and

(B) in the second sentence by striking “promotion list or the” and inserting “promotion list, officers designated by the Secretary pursuant to section 2132, or the officers on the”.

**SEC. 507. DIRECT HIRE AUTHORITY FOR CERTAIN PERSONNEL OF COAST GUARD.**

(a) IN GENERAL.—Subchapter I of chapter 25 of title 14, United States Code, is amended by adding at the end the following:

“§2517. Direct hire authority for certain personnel of Coast Guard

“(a) IN GENERAL.—The Commandant may appoint, without regard to the provisions of subchapter I of chapter 33 of title 5 (other than section 3303 and 3328 of such chapter), qualified candidates to any non-clinical specialist intended to engage in the integrated primary prevention of harmful behaviors, including suicide, sexual assault, harassment, domestic abuse, and child abuse and qualified candidates to any criminal investigative law enforcement position of the Coast Guard Criminal Investigative Service intended to engage in the primary response to such harmful behaviors.

“(b) SUNSET.—Effective on September 30, 2034, the authority provided under subsection (a) shall cease.”

(b) CLERICAL AMENDMENT.—The analysis for chapter 25 of title 14, United States Code, is amended by inserting after the item related to section 2516 the following:

“2517. Direct hire authority for certain personnel of United States Coast Guard.”

**SEC. 508. SAFE-TO-REPORT POLICY FOR COAST GUARD.**

(a) IN GENERAL.—Subchapter I of chapter 19 of title 14, United States Code, is further amended by adding at the end the following:

“§1908. Safe-to-report policy for Coast Guard

“(a) IN GENERAL.—The Secretary of the department in which the Coast Guard is operating shall, in consultation with the Secretaries of the military departments, issue such regulations as are necessary to establish the safe-to-report policy described in subsection (b) that applies with respect to all members of the Coast Guard (including members of the reserve and auxiliary components of the Coast Guard) and cadets at the Coast Guard Academy.

“(b) SAFE-TO-REPORT POLICY.—The safe-to-report policy described in this subsection is a policy that prescribes the handling of minor collateral misconduct involving a member of the Coast Guard who is the alleged victim or reporting witness of a sexual assault.

“(c) MITIGATING AND AGGRAVATING CIRCUMSTANCES.—In issuing regulations under subsection (a), the Secretary shall specify mitigating circumstances that decrease the gravity of minor collateral misconduct or the impact of such misconduct on good order and discipline and aggravating circumstances that increase the gravity of minor collateral misconduct or the impact of such misconduct on good order and discipline for purposes of the safe-to-report policy.

“(d) TRACKING OF COLLATERAL MISCONDUCT INCIDENTS.—In conjunction with the issuance of regulations under subsection (a), Secretary shall develop and implement a process

to anonymously track incidents of minor collateral misconduct that are subject to the safe-to-report policy established under such regulations.

“(e) MINOR COLLATERAL MISCONDUCT DEFINED.—In this section, the term ‘minor collateral misconduct’ means any minor misconduct that is punishable under chapter 47 of title 10 that—

“(1) is committed close in time to or during a sexual assault and directly related to the incident that formed the basis of the sexual assault allegation;

“(2) is discovered as a direct result of the report of sexual assault or the ensuing investigation into such sexual assault; and

“(3) does not involve aggravating circumstances (as specified in the regulations issued under subsection (a)) that increase the gravity of the minor misconduct or the impact of such misconduct on good order and discipline.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 19 of title 14, United States Code, is further amended by inserting after the item relating to section 1907 (as added by this Act) the following:

“1908. Safe-to-report policy for Coast Guard.”.

#### SEC. 509. MODIFICATION OF DELIVERY DATE OF COAST GUARD SEXUAL ASSAULT REPORT.

Section 5112(a) of title 14, United States Code, is amended by striking “January 15” and inserting “March 1”.

#### SEC. 510. HIGHER-LEVEL REVIEW OF BOARD OF DETERMINATION DECISIONS.

(a) IN GENERAL.—Section 2158 of title 14, United States Code, is amended—

(1) in the first sentence by striking “The Secretary” and inserting the following:

“(a) IN GENERAL.—The Secretary”; and

(2) by adding at the end the following:

“(b) HIGHER-LEVEL REVIEW OF SEXUAL ASSAULT CASES.—

“(1) IN GENERAL.—If a board convened under this section determines that the officer should be retained when the officer’s record indicates that the officer has committed a sexual assault offense, the board shall forward the record of the proceedings and recommendation of the board for higher-level review, in accordance with regulations prescribed by the Secretary.

“(2) AUTHORITY.—The official exercising higher-level review shall have authority to forward the case for consideration by a Board of Inquiry in accordance with section 2159.

“(c) SEXUAL ASSAULT OFFENSE DEFINED.—In this section, the term ‘sexual assault offense’ means a violation of section 920 or 920b of title 10, United States Code (article 120 or 120b of the Uniform Code of Military Justice) or attempt to commit an offense specified under section 920 or 920b as punishable under section 880 of such title (article 80 of the Uniform Code of Military Justice).”.

#### SEC. 511. REVIEW OF DISCHARGE OR DISMISSAL.

(a) IN GENERAL.—Subchapter I of chapter 25 of title 14, United States Code, is further amended by adding at the end the following:

##### “§ 2518. Review of discharge or dismissal

“(a) DOWNGRADE.—

“(1) IN GENERAL.—In addition to the requirements of section 1553 of title 10, a board of review for a former member of the Coast Guard established pursuant to such section may, upon a motion of the board and subject to review by the Secretary of the department in which the Coast Guard is operating, downgrade an honorable discharge or dismissal to a general (under honorable conditions) discharge or dismissal upon a finding that a former member of the Coast Guard, while serving on active duty as a member of the armed forces, committed sexual assault or

sexual harassment in violation of section 920, 920b, or 934 of this title (article 120, 120b, or 134 of the Uniform Code of Military Justice).

“(2) EVIDENCE.—Any downgrade under paragraph (1) shall be supported by clear and convincing evidence.

“(3) LIMITATION.—The review board under paragraph (1) may not downgrade a discharge or dismissal of a former member of the Coast Guard if the same action described in paragraph (1) was considered prior to separation from active duty by an administrative board in determining the characterization of discharge as otherwise provided by law and in accordance with regulations prescribed by the Secretary of the Department in which the Coast Guard is operating.

“(b) PROCEDURAL RIGHTS.—

“(1) IN GENERAL.—A review by a board established under section 1553 of title 10 shall be based on the records of the armed forces concerned and such other evidence as may be presented to the board.

“(2) EVIDENCE BY WITNESS.—A witness may present evidence to the board in person or by affidavit.

“(3) APPEARANCE BEFORE BOARD.—A person who requests a review under this section may appear before the board in person or by counsel or an accredited representative of an organization recognized by the Secretary of Veterans Affairs under chapter 59 of title 38.

“(4) NOTIFICATION.—A former member of the Coast Guard who is subject to a downgrade in discharge characterization review under subsection (b)(3) shall be notified in writing of such proceedings, afforded the right to obtain copies of records and documents relevant to the proceedings, and the right to appear before the board in person or by counsel or an accredited representative of an organization recognized by the Secretary of Veterans Affairs under chapter 59 of title 38.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 25 of title 14, United States Code, is further amended by inserting after the item relating to section 2517 (as added by this Act) the following:

“2518. Review of discharge or dismissal.”.

#### SEC. 512. CONVICTED SEX OFFENDER AS GROUNDS FOR DENIAL.

Section 7511(a) of title 46, United States Code, is amended—

(1) in paragraph (1) by striking “or”;

(2) in paragraph (2) by striking “State, local, or Tribal law” and inserting “Federal, State, local, or Tribal law”;

(3) by redesignating paragraph (2) as paragraph (3); and

(4) by inserting after paragraph (1) the following:

“(2) section 920 or 920b of title 10 (article 120 and 120b of the Uniform Code of Military Justice); or”.

#### SEC. 513. COAST GUARD ACADEMY ROOM REASSIGNMENT.

Section 1902 of title 14, United States Code, is further amended by adding at the end the following:

“(g) ROOM REASSIGNMENT.—Coast Guard Academy Cadets may request room reassignment if experiencing discomfort due to Coast Guard Academy rooming assignments.”.

#### TITLE VI—AMENDMENTS

##### SEC. 601. AMENDMENTS.

(a) PROHIBITION ON ENTRY AND OPERATION.—Section 70022(b)(1) of title 46, United States Code, is amended by striking “Federal Register” and inserting “the Federal Register”.

(b) PORT, HARBOR, AND COASTAL FACILITY SECURITY.—Section 70116(b) of title 46, United States Code, is amended—

(1) in paragraph (1) by striking “terrorism cyber” and inserting “terrorism, cyber”; and

(2) in paragraph (2) by inserting a comma after “acts of terrorism”.

(c) ENFORCEMENT BY STATE AND LOCAL OFFICERS.—Section 70118(a) of title 46, United States Code, is amended—

(1) by striking “section 1 of title II of the Act of June 15, 1917 (chapter 30; 50 U.S.C. 191)” and inserting “section 70051”; and

(2) by striking “section 7(b) of the Ports and Waterways Safety Act (33 U.S.C. 1226(b))” and inserting “section 70116(b)”.

(d) CHAPTER 701 DEFINITIONS.—Section 70131(2) of title 46, United States Code, is amended—

(1) by striking “section 1 of title II of the Act of June 15, 1917 (50 U.S.C. 191)” and inserting “section 70051”; and

(2) by striking “section 7(b) of the Ports and Waterways Safety Act (33 U.S.C. 1226(b))” and inserting “section 70116(b)”.

(e) NOTICE OF ARRIVAL REQUIREMENTS FOR VESSELS ON THE OUTER CONTINENTAL SHELF.—

(1) PREPARATORY CONFORMING AMENDMENT.—Section 70001 of title 46, United States Code, is amended by redesignating subsections (l) and (m) as subsections (m) and (n), respectively.

(2) TRANSFER OF PROVISION.—Section 704 of the Coast Guard and Maritime Transportation Act 2012 (Public Law 112-213; 46 U.S.C. 70001 note) is—

(A) amended by striking “of title 46, United States Code.”;

(B) transferred to appear after 70001(k) of title 46, United States Code; and

(C) redesignated as subsection (l).

(f) TITLE 46.—Title 46, United States Code, is amended as follows:

(1) Section 2101(2) is amended by striking “section 1” and inserting “section 101”.

(2) Section 2116(b)(1)(D) is amended by striking “section 93(c)” and inserting “section 504(c)”.

(3) In the analysis for subtitle VII by striking the period after “70001” in the item relating to chapter 700.

(4) In the analysis for chapter 700 by striking the item relating to section 70006 and inserting the following:

“70006. Establishment by Secretary of the department in which the Coast Guard is operating of anchorage grounds and regulations generally.”.

(5) In the heading for subchapter IV in the analysis for chapter 700 by inserting a comma after “DEFINITIONS”.

(6) In the heading for subchapter VI in the analysis for chapter 700 by striking “OF THE UNITED” and inserting “OF UNITED”.

(7) Section 70052(e)(1) is amended by striking “section 4197 of the Revised Statutes of the United States (46 U.S.C. App. 91)” and inserting “section 60105”.

(g) OIL POLLUTION ACT OF 1990.—The Oil Pollution Act of 1990 (33 U.S.C. 2701 et seq.) is amended as follows:

(1) Section 1001(32)(G) (33 U.S.C. 2701(32)(G)) is amended by striking “pipeline” and all that follows through “offshore facility” and inserting “pipeline, offshore facility”.

(2) Section 1016 (33 U.S.C. 2716) is amended—

(A) by redesignating subsections (e) through (i) as subsections (d) through (h), respectively; and

(B) in subsection (e)(1)(B), as redesignated by subparagraph (A), by striking “subsection (e)” and inserting “subsection (d)”.

(3) Section 1012(b)(2) (33 U.S.C. 2712(b)(2)) is amended by striking “section 1016(f)(1)” and inserting “section 1016(e)(1)”.

(4) Section 1005(b)(5)(B) (33 U.S.C. 2705(b)(5)(B)) is amended by striking “section 1016(g)” and inserting “section 1016(f)”.

(5) Section 1018(c) (33 U.S.C. 2718(c)) is amended by striking “the Act of March 3, 1851 (46 U.S.C. 183 et seq.)” and inserting “chapter 305 of title 46, United States Code”.



(6) Section 7001(h)(1) (33 U.S.C. 2761(h)(1)) is amended by striking “subsection (c)(4)” and inserting “subsection (e)(4)”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from California (Mr. CARBAJAL) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

#### GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material on H.R. 7659.

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

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 7659, the Coast Guard Authorization Act of 2024. This bipartisan measure authorizes funding for the Coast Guard, one of six armed services, for the next 2 fiscal years.

The men and women of the Coast Guard deserve the support of this Congress in their efforts to meet the challenges of their ever-growing mission. Those missions are wide-ranging and include ensuring the safety of maritime trade, including our vital supply chain; enforcing United States laws at sea; protecting our Nation's borders; helping counter undue Chinese influence in the Pacific; helping to develop the United States' redefined role in the rapidly changing Arctic; and countering human trafficking and the influx of illicit drugs into this country.

This bill provides the Coast Guard with the authorities and resources it needs to carry out its mission.

Mr. Speaker, I commend Ranking Member LARSEN and Coast Guard and Maritime Transportation Subcommittee Chair WEBSTER and Ranking Member CARBAJAL for working to reach a bipartisan agreement on this bill.

Mr. Speaker, I urge support of this legislation, and I reserve the balance of my time.

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

Mr. Speaker, I rise in support of the Coast Guard Authorization Act of 2024. I am proud to have played a part in its development and passage out of committee. I appreciate the bipartisan leadership of Chairman SAM GRAVES, Ranking Member LARSEN, and Coast Guard and Maritime Transportation Subcommittee Chair WEBSTER. This legislation is an example of how working together in a bipartisan way can result in good legislation.

As one of the six branches of the armed services, the U.S. Coast Guard protects our national security and is an essential asset to DoD missions overseas. Often facilitating diplomatic relations resulting from unique au-

thorities, the Coast Guard fosters partnerships with other countries not easily achieved by other branches. This bill will renew and enhance support for critical missions of the U.S. Coast Guard.

Every day, coasties work to safeguard our economic interests and ensure the fluidity of the marine transportation system. They maintain our Nation's waterways for the sake of commerce and human and environmental safety. Time after time, these brave coasties have demonstrated their resourcefulness, but they need our support.

The increased funding in today's bill signals our confidence in the Coast Guard and begins down the road to providing the resources coasties need to successfully complete their missions.

The Coast Guard is facing a precarious future with an aging fleet, crumbling infrastructure, and a recruiting shortfall.

In order to grow the service, we must ensure servicemembers are safe from harm, trust their leadership, and receive the benefits they have earned. That is why H.R. 7659 includes the Coast Guard Protection and Accountability Act of 2024, which will hold the Coast Guard accountable and ensure transparency in the wake of Operation Fouled Anchor and efforts by the service to hide decades' worth of sexual assault and sexual harassment.

This legislation begins to address the worsening mariner shortage by authorizing the modernization of the mariner credentialing system and modernizing mariner eligibility. This bill will provide long-term, sustainable jobs for American mariners.

I am proud to have worked with my colleagues on this important legislation, and I look forward to seeing it passed into law.

Mr. Speaker, I urge support for its passage.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 5 minutes to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, in August of this year, we are going to hit the 234th birthday of the United States Coast Guard. We have seen profound changes in the Coast Guard's mission.

They perform the jobs of probably a dozen Federal agencies over water. They do a remarkable job. From drug and alien interdiction to maritime security and maritime safety, they do absolutely everything. I will say it again: What a dozen agencies do on land, the Coast Guard is responsible for over water. It is absolutely remarkable. The brave men and women that we refer to as the coasties have served our country with incredible honor and distinction.

Mr. Speaker, we refer to them as the Swiss Army knife of the Federal Government. They do so much. They conduct search and rescue missions, support safe navigation in our waterways, and help to defend our maritime border from nefarious actors.

Now more than ever, the Coast Guard's missions don't go unnoticed, and it is important that we provide the Coast Guard with the resources that they need to conduct their operations.

China is maneuvering to overtake the United States' maritime supremacy. Today, China has the capacity to manufacture 232 times the shipbuilding capacity of the United States. Let me say that again: Today, China has 232 times the shipbuilding capacity of the United States, and these ships aren't being used for honorable activities, Mr. Speaker. We have seen that China is now fishing approximately 42 percent of its fishing in what is known as distant waters. That means in someone else's exclusive economic zone. Said another way, they are illegally fishing in other countries' waters. They are overfishing. China is the worst IUU—illegal, unreported, and unregulated—fishing nation in the world.

This isn't limited to just China or Chinese waters. We recently had a major bust of IUU activities in the Gulf of Mexico on one of my favorite entrees, the red snapper.

The Coast Guard is vital to protecting our waters and national security, particularly, here in the United States, in the area that you and I share, Mr. Speaker, the Gulf of Mexico. The Coast Guard plays a critical role in protecting our maritime boundary from drugs and migrants.

While we rightfully focus our attention on the southern land border with Mexico, we cannot ignore the maritime border. Countless migrants enter unnoticed via boat, and often they are accompanied—or should I say they are accompanying dangerous drugs, such as fentanyl.

Louisiana's overdose death rate is nearly double the national average, largely thanks to massive influxes of fentanyl coming undetected through the southern border, including the maritime border.

Over the past year, a sheriff's office in my district removed nearly six times the fentanyl that they recovered in just 2022. Wouldn't it be amazing if the Coast Guard could help to stop the drug interdictions, stop these illegal drugs and migrants from coming across our maritime border?

Our coasties can't be successful in defending our national security without the proper resources.

As China seeks to insert itself in the Pacific, this bill authorizes two fast response cutters that will be used to support missions with partners in the Indo-Pacific. Furthermore, as the world and Russia move into the Arctic, this bill authorizes the second polar security cutter, or heavy icebreaker, for the Coast Guard.

It is imperative that we fund the Coast Guard at the levels authorized in this bill. It will protect our people, environment, and fisheries and continue to push back on nations such as China and Russia.

I am proud to have contributed to and supported this bill in committee,

and I look forward to voting in favor of this bill on the House floor.

Mr. Speaker, I thank all the Members who have been involved, especially Ranking Member WEBSTER, and I am thankful for the leadership of our fearless chairman, SAM GRAVES, as well as the ranking members who have worked on this bill for months and months.

Mr. Speaker, I urge support of the bill.

Mr. CARBAJAL. Mr. Speaker, I yield 2 minutes to the gentleman from Virginia (Mr. BEYER).

Mr. BEYER. Mr. Speaker, I rise to flag an issue on the Coast Guard reauthorization. One particular provision in the bill can negatively impact offshore wind. Installing monopiles for offshore wind requires a specialized fleet and planning. The U.S. fleet does not currently include certain offshore wind-specific vessels, which are the linchpins in construction.

With the current bill language mandating exclusive use of domestic crews on a few foreign vessels, it could lead the few vessels that can install offshore wind to exit the U.S. market altogether. Right now, adding these crewing requirements for certain international vessels would freeze offshore wind construction.

Offshore wind is essential to achieving our decarbonization goals, but it is a brand-new industry in the United States. It needs time to build a supply chain from the ground up.

I have been proud of Dominion Energy's recent announcement that the first Jones Act-compliant vessel, *Charrybdis*, is on track to be completed by late 2024.

The offshore wind industry in America is investing in more than 40 American vessels, all of which will be required to have all-American crews, but until we have these vessels, we will be reliant on foreign vessels.

The stipulations in this bill would impede the involvement of the current fleet necessary to kick-start these projects and give the U.S. any viable alternatives.

The absence of these specialized vessels would mean that numerous American ships and mariners would lose employment opportunities, and there would be no offshore wind farms to build or maintain. We can address this and find a fix that avoids job losses for union workers or causes significant delays.

While we all champion American jobs in offshore wind, it is important to recognize that this industry is still in its early stages domestically.

Mr. Speaker, I urge you to address this issue moving forward as this legislation moves toward conference. It is imperative that we do not stumble as we embark on this promising new industry that holds the potential to enhance our energy security and create thousands of American jobs.

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

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

Mr. Speaker, I appreciate my colleague's concern about our shared commitment to rapidly develop clean energy. I also believe that the American maritime industry should play a meaningful role in the development and maintenance of offshore energy. If everyone comes together to negotiate a compromise, I believe everyone's concerns can be addressed.

Ranking Member LARSEN and I are committed to finding that compromise, but it is important that all stakeholders, including offshore wind developers, come to the table to accomplish that.

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

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. VAN DREW).

Mr. VAN DREW. Mr. Speaker, I rise in support of the Coast Guard Authorization Act of 2024.

My district of south Jersey is an official Coast Guard community. We are deeply proud to be the home of the United States Coast Guard Training Center Cape May. The vast majority of all recruits are trained right there.

This legislation includes historic levels of funding for the training center. It unlocks over \$200 million in authorities that will build Cape May into a world-class facility through new barracks, indoor training, shooting ranges, and more.

This is a strong bill for south Jersey. It is a strong bill for the Coast Guard. It is a strong bill for the United States of America.

Mr. Speaker, I urge swift passage of this legislation, and I thank the committee chairman and ranking member and the subcommittee chairman and ranking member, as well.

Mr. CARBAJAL. Mr. Speaker, I yield 4 minutes to the gentleman from Washington (Mr. LARSEN).

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Mr. LARSEN of Washington. Mr. Speaker, I am pleased to speak in support of H.R. 7659, the Coast Guard Authorization Act of 2024.

This bipartisan legislation reauthorizes funding for the U.S. Coast Guard for fiscal years 2025 and 2026 and updates Coast Guard programs and policies.

This bill is a result of bipartisan negotiations between Chair GRAVES, Chair WEBSTER, myself, and Ranking Member CARBAJAL and includes numerous contributions from members on and off the committee.

This bill is the latest example of bipartisanship thriving on the Transportation and Infrastructure Committee.

Coast Guard operational readiness is at risk due to years of underfunding. A lack of investment led to a \$3 billion shoreside infrastructure backlog, a lack of ice-breaking capacity in the Arctic and Great Lakes, and reduced capacity across several essential missions such as marine safety and mariner credentialing.

This bill begins to address the shortfall by authorizing \$14.78 billion for the Coast Guard for fiscal year 2025 and \$15.52 billion for fiscal year 2026.

These increases over current funding levels will give the Coast Guard the resources needed to execute its missions and ensure a basic standard of living for servicemembers.

In addition, this bill authorizes the Procurement, Construction, and Improvements account at \$3.48 billion for fiscal year 2025 and \$3.65 billion for fiscal year 2026—well above the President's budget request.

This level of funding should enable the Coast Guard to maintain its ongoing recapitalization programs, including the Polar Security Cutter and the Offshore Patrol Cutters.

Importantly, this bill also includes \$180 million for waterfront improvements to Coast Guard Base Seattle which will ensure homeporting capacity for Polar Security Cutters.

Last Congress, we enacted substantial improvements to safety for mariners and passengers aboard vessels. This legislation builds upon that work by addressing additional safety risks on vessels and increasing the penalties for bad actors.

In 2022, the *Aleutian Isle*, a fishing vessel, began taking on water after running aground in Puget Sound off the coast of San Juan Island in my district. What should have been a salvaging-firefighting operation turned into an oil spill response operation.

The salvager listed on the vessel response plan did not have the capacity to adequately respond and that led to the vessel sinking and discharging oil.

This bill improves oil spill prevention by bolstering vessel response plans and ensuring timely, robust salvage firefighting responses when vessel incidents do occur.

This bill also includes vital provisions to begin addressing the mariner shortage.

The current mariner credentialing program, which the Coast Guard oversees, is outdated and relies on paper applications. Processing delays impact both existing and new mariners looking to enter the industry.

I appreciate Chair GRAVES working with me to include an authorization of \$11 million for a new electronic credentialing system. This, coupled with other provisions, will begin to address the mariner shortage.

Finally, this bill includes the Coast Guard Protection and Accountability Act of 2024. This legislation was developed because the Coast Guard deliberately hid Operation Fouled Anchor and decades of sexual assault and harassment at the Coast Guard Academy.

The commandant is working hard to repair the lost confidence that resulted from Operation Fouled Anchor, and this legislation provides the tools to do so while increasing congressional oversight.

I thank Chair GRAVES, Coast Guard and Maritime Transportation Subcommittee Chair WEBSTER, and Ranking Member CARBAJAL for their cooperation in crafting this important legislation.

I look forward to our continued collaboration as the legislation moves forward. I urge all Members to support this bill.

Mr. CARBAJAL. Mr. Speaker, I, again, thank Chairman GRAVES, Ranking Member LARSEN, and subcommittee Chair WEBSTER.

I would also like to thank our bipartisan staff on the Republican side John Rayfield, Reed Linsk, Cameron Humphrey, Nicole Bredariol, and Ian Orr; and on the Democratic side Matt Dwyer, Cheryl Dickson, and Johanna Montiel of my staff.

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

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. HUNT).

Mr. HUNT. Mr. Speaker, I rise today in opposition not to H.R. 7659 or the United States Coast Guard but to a provision inside this bill that will decimate offshore oil and gas production in the United States as we know it.

Section 346 of this bill will impose such burdensome regulations on crews of foreign-flagged vessels that they would cease drilling in the Gulf of Mexico.

Within 90 days of enactment, offshore oil and gas production will come to an abrupt halt. Let me repeat that. Within 90 days of this provision's enactment, American oil and gas production will cease in the Gulf of Mexico.

The vessels and crews used in this industry are highly specialized and complex and require foreign workers. As it stands, there are not enough American mariners sufficiently trained to conduct such complex offshore work.

The systems used on these vessels take years of training and experience to operate and maintain. Anything short of precision could result in catastrophic outcomes.

Many of you know that I am America First through and through, I am a veteran through and through, but I am also realistic.

Foreign-flagged vessels and crews are used because the United States simply lacks U.S.-flagged vessels or trained crews to work in this specialized area.

This manning and crewing provision will put the United States at a competitive disadvantage and will drive up prices for American families.

I have said it before and I will say it again, American offshore oil and gas operators produce the world's cleanest barrels of oil and gas. We should be producing more oil and gas in the Gulf of Mexico, not less.

This provision will cause the U.S. to produce less energy, allowing other countries to step into that void.

Let's not cede the advantages that America possesses to other nations that will produce dirtier barrels of oil

and natural gas, increase the financial burden on Americans, and use the proceeds to undermine our national security and our way of life.

Mr. CARBAJAL. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. MENENDEZ).

Mr. MENENDEZ. Mr. Speaker, I rise in support of the Coast Guard Authorization Act of 2024, which includes my bill, H.R. 7702, to prevent tragedies like the Port Newark fire.

This bill is personal to me and to our district.

In July of last year, a fire broke out aboard a vessel docked at Port Newark. Two firefighters made the ultimate sacrifice while responding, Augusto "Augie" Acabou and Wayne "Bear" Brooks, Jr.

Newark and the entire State of New Jersey will always remember these heroes for their bravery on that day.

They were beloved by their families, communities, and the Newark Fire Department. While we can't bring them back, we can work to prevent tragic accidents like this one from happening again.

Responding to vessel fires is incredibly difficult. Each vessel is unique, and the presence of smoke in extremely tight, unfamiliar spaces makes them even more difficult to navigate and that much more dangerous for our firefighters.

Our bill tasks the GAO to study vessel fires, examine non-Federal collaborations to address vessel fire risk, and make recommendations on preparedness, responses, and training for fires of this nature.

I am proud this bill was included in the Coast Guard Reauthorization Act in honor of Augie and Bear.

I urge my colleagues to vote for this important bill.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, I just want to quickly respond to my friend from Texas and the comments about the offshore energy industry.

I represent south Louisiana. We have six States that produce offshore energy: Alaska, California, Texas, Louisiana, Mississippi, and Alabama. You can add up the offshore Federal production in those five States combined, and you would have to multiply it times four to meet the amount of offshore energy production in Federal waters off the coast of Louisiana. Yet, our entire delegation, House, Senate, Republican, Democrat, are fully supportive of the crewing and manning provision in this bill because it does improve the safety and the security of operations in the Gulf of Mexico.

Of course, Mr. Speaker, it would not cause the shutdown of oil and gas or energy operations in the Gulf of Mexico. Let me say it again. On the contrary, it would actually improve safety and security. There are waivers and exceptions for foreign vessels that ensure

these vessels operate in a way that is safe and secure for our country.

I urge adoption of this legislation.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 5 minutes to the gentleman from Florida (Mr. WEBSTER), who is also the chairman of the Coast Guard and Maritime Transportation Subcommittee.

Mr. WEBSTER of Florida. Mr. Speaker, I rise in strong support of this piece of legislation.

This bill recognizes the important work the Coast Guard does to protect our waters, interdict drugs, stop human trafficking, and promote maritime safety.

As my State of Florida braces for the influx of Haitian immigrants—illegal immigrants—this bill authorizes funding through fiscal year 2026 and makes critical investments to enable the service to meet their current and growing mission demands.

The measure directs much-needed investments in the Coast Guard shoreside infrastructure and authorizes additional heavy lift aircraft, helicopters, and vessels that will support the Coast Guard's missions.

As the Coast Guard faces a shortfall of servicemembers and civilians, this legislation supports the Coast Guard's efforts to address its recruiting and retention challenges while supporting efforts to boost the pool of qualified U.S. merchant mariners that can mobilize during such a time as is needed.

I am pleased the bill also has language to strengthen the Coast Guard's ability to counter cyber threats that jeopardize the safety of our supply chain.

The bill incorporates the Coast Guard Protection and Accountability Act of 2024 that Ranking Member CARBAJAL and I introduced along with Chairman GRAVES and Ranking Member LARSEN.

The provisions will strengthen protections for members of the Coast Guard from sexual assault and harassment and increase transparency within the service about the manner in which these cases are held.

I appreciate Chairman GRAVES' work on the Coast Guard Authorization Act of 2024 along with Ranking Member LARSEN and subcommittee Ranking Member CARBAJAL.

I urge my colleagues to support this legislation.

Mr. CARBAJAL. Mr. Speaker, I thank my colleagues for this bipartisan legislation. I urge my colleagues to support this legislation, and I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself the balance of my time.

As Ranking Member LARSEN knows well, this important piece of bipartisan legislation would not be possible without the hard work of our staff. I want to thank the Coast Guard and Maritime Transportation team led by

Mrs. González-Colón. Mr. Speaker, I rise in strong support of H.R. 7659, the

Coast Guard Authorization Act of 2024. In Puerto Rico, we are the proud home to Sector San Juan and Air Station Borinquen. We know firsthand the important role our men and women in the Coast Guard play each day to save lives, protect our maritime borders, and facilitate commerce. That is why I was proud to cosponsor this important piece of legislation, which will provide needed authorities and resources to support our Coasties and strengthen the Service's critical missions.

I am especially pleased the bill includes two provisions I authored—Sections 205 and 206—to help improve the Coast Guard's drug and migrant interdiction activities. Section 205 would direct the Coast Guard to submit a report to Congress providing an overview of the maritime domain awareness in Sector San Juan, which is responsible for Puerto Rico and the U.S. Virgin Islands and oversees an area of responsibility spanning 1.3 million square nautical miles in the Eastern Caribbean.

Over the last few years, we have seen an increase in smuggling events in the region. In Fiscal Year 2021, the Coast Guard interdicted 758 migrants in the Mona Passage and waters near Puerto Rico. These numbers increased substantially in Fiscal Years 2022 and 2023, when the Coast Guard interdicted 2,395 and 2,228 migrants, respectively, in the Sector San Juan area of responsibility. Through April 30, 2024, the Coast Guard had already interdicted 1,199 migrants in waters near Puerto Rico, with five months still remaining to conclude Fiscal Year 2024.

Similarly, according to data shared by the Coast Guard with my office, from Fiscal Years 2019 to 2022, the known maritime cocaine flow to Puerto Rico and the U.S. Virgin Islands—either coming directly from South America or via the Dominican Republic—increased by over 115 percent, from 51 metric tons to 110 metric tons. During the past five years, Coast Guard narcotics seizures in the Sector San Juan area of responsibility increased by over 74 percent, from 6.6 metric tons in Fiscal Year 2019 to 11.5 metric tons in Fiscal Year 2023.

There has also been a rise in violence associated with these events. In November 2022, a U.S. Customs and Border Protection marine interdiction agent was shot and killed, and his two partners gravely injured, when drug smugglers opened fire during an interdiction off the coast of Cabo Rojo, in southwestern Puerto Rico. Two months later, another gunfight during a vessel interdiction off the coast of Fajardo in northeastern Puerto Rico resulted in the death of two drug smugglers.

The Coast Guard plays a leading role combatting these and other threats we face from transnational criminal organizations and smugglers operating in the Caribbean. It is therefore essential we ensure they have the necessary resources to effectively tackle the rise in illicit maritime activity around Puerto Rico and the U.S. Virgin Islands. Sec-

tion 205 would help achieve this by directing the Coast Guard to report on maritime domain awareness gaps in the region and identify technologies, assets, and capabilities that would help address such gaps.

The second provision I authored, Section 206, seeks to improve transparency by requiring the Coast Guard to publish on its website the number of drug and migrant interdictions carried out by the Service each month. In the Don Young Coast Guard Authorization Act of 2022, Congress included a provision requiring the publication of monthly migrant interdiction statistics. Section 206 would build on this and expand the requirement to also include data on drug seizures. It would also require additional information such as the number of migrants interdicted, the amount and type of drugs that are seized, and the geographic location of such interdictions.

I want to conclude by thanking and commending House Transportation and Infrastructure Committee Chairman Sam Graves and Ranking Member Rick Larsen, as well as Coast Guard and Maritime Transportation Subcommittee Chairman Daniel Webster and Ranking Member Salud Carbajal, for their leadership on H.R. 7659. I urge my colleagues to support this important bill and ensure we provide the men and women of the Coast Guard the support they deserve. Subcommittee staff director John Rayfield. I also thank Reed Linsk, Cameron Humphrey, Nicole Bredariol, Ian Orr and all of the Transportation and Infrastructure full committee staff who have worked on getting us here today, including staff director Jack Ruddy. I also want to thank the Transportation and Infrastructure minority full committee staff led by Kathy Dedrick and subcommittee staff led by Matt Dwyer.

This legislation provides the support that the men and women of the United States Coast Guard need to do their jobs.

It improves maritime safety, will help our Nation confront drug and human traffickers off our coast, and counter undue Chinese influence in the Pacific.

Mr. Speaker, I urge support of this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 7659, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays. The yeas and nays were ordered.

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

□ 1800

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO YEMEN—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 118-141)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

*To the Congress of the United States:*

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to Yemen declared in Executive Order 13611 of May 16, 2012, is to continue in effect beyond May 16, 2024.

The actions and policies of certain former members of the Government of Yemen and others in threatening Yemen's peace, security, and stability continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared in Executive Order 13611 with respect to Yemen.

JOSEPH R. BIDEN, Jr.  
THE WHITE HOUSE, May 14, 2024.

#### RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 6 p.m.), the House stood in recess.

□ 1830

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. NEWHOUSE) at 6:30 p.m.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Proceedings will resume on questions previously postponed. Votes will be taken in the following order:

Motions to suspend the rules and pass:

S. 546; and  
H.R. 7659.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, the remaining electronic vote will be conducted as a 5-minute vote.