

The provisions of legislation to require the bonding of non-vessel-operating common carriers are incorporated in this bill.

The Merchant Mariner Memorial Act of 1990, which establishes a mechanism for funding such memorials, is included in the bill.

The Aleutian Trade Act of 1990, is also a part of this bill. It deals with the relationship between fish tender vessels and other cargo vessels operating in remote areas of Alaska.

Mr. DAVIS. Mr. Speaker, further reserving the right to object, I strongly support H.R. 4009, the Federal Maritime Commission authorization for fiscal year 1991, as amended by the Senate. The Senate amendments to H.R. 4009 also contain an authorization for the Maritime Administration for Fiscal Year 1991. The authorization levels for these agencies conform with the President's request for the FMC and the Maritime Administration, an important consideration during this period of increasing fiscal restraint. The bill also contains supplemental authorization for funding for the new environmental compliance and restoration account of the Coast Guard. Finally, the bill includes important provisions relating to the administration and management of the programs and functions of these three maritime agencies.

The Senate amendments to this bill contain many provisions previously passed by the House, including two provisions I strongly support. One of these is a requirement for the Secretary of Transportation and the Commandant of the Coast Guard to investigate when a 20-percent bond is required for a Coast Guard vessel construction contract to ensure that the amount of the bond does not preclude responsible small shipyards from bidding on the contract. Recently the Coast Guard has imposed 100-percent bonding requirements for Coast Guard vessel construction contracts. This practice is anti-competitive and unnecessary to protect the Government's interest. The requirement to investigate to ensure that a bond is not excessive will increase responsible competition for Coast Guard contracts and lower vessel construction costs for the Government.

Another provision I strongly support, requires the Coast Guard to develop a strategic plan for management of information resources, before acquisition of additional information resources in Fiscal Year 1992. Implementation of this management plan will ensure that funds for information resources are wisely spent, and that Coast Guard missions dependent upon up-to-date, accurate information, will benefit.

Although I will vote for final passage of this bill, I am strongly opposed

to a provision in the Senate amendment that exempts vessels operating on a portion of the Wisconsin River from Coast Guard safety inspections. I am seriously concerned about the safety problems associated with this amendment, because innocent lives may be placed in jeopardy as a result of its passage. There should be no shortage of Coast Guard resources to perform vessels safety inspections, because in the recently passed Reconciliation Act we provided the Coast Guard with the authority to charge for its vessel inspection services. And there are other questions raised by the amendment, such as whether or not the vessel manning requirements continue to apply to vessel operations on this portion of the Wisconsin River, and whether or not the Occupational Safety and Health Administration will properly assume regulation of vessel operations in this area.

In spite of this provision, I fully support passage of the bill because of the funding it authorizes for the maritime agencies within our Government.

Mr. Speaker, I cannot pass up the opportunity to observe that this bill does, in fact, contain funding for those agencies that relate to maritime transportation. For two Congresses now I have introduced legislation to reorganize the maritime agencies and to establish within the Department of Transportation, a new Federal Maritime Administration, and to consolidate within that Administration, certain functions of Federal Government relating to maritime transportation. The latest bill is H.R. 1340. I have proposed this legislation, in part, because I believe this reorganization would save money and improve the effectiveness of the maritime agencies. Today's bill shows us that maritime functions can be consolidated without any difficulty. I hope that this bill is the precursor to an effort to achieve this objective, and that, in the 102d Congress, we can return to this proposition and adopt it.

Thank you, Mr. Speaker. I urge my colleagues to approve this authorization.

Mr. Speaker, further reserving the right to object, I yield to the gentleman from Alaska (Mr. Young).

Mr. YOUNG of Alaska. Mr. Speaker, I rise in support of the conference report on H.R. 4009 and urge its adoption.

I want to give special attention to the provisions of the bill dealing with vessels in the Aleutian trade. These provisions incorporate the text of H.R. 5802, which I introduced on October 6, 1990. They are designed to provide continued cargo service to remote communities in Alaska, while ensuring better safety standards for vessels operating in the Aleutian trade, as defined in these provisions.

I want to make clear that the vessels we are talking about here are those vessels classed as tenders by the U.S. Coast Guard, which carry cargo on a regular basis. They are not to be confused with fish tender vessels that provide the traditional tender service used by the fishing industry—that is, which carry fish from vessels to shore so that the fish can be processed. Further, this legislation is not intended to disrupt the normal beginning and end of season procedures whereby a fish processing facility will use its traditional tender vessels to pre-position, or carry home, equipment used by the fish processing facility during the course of a fishing season.

In brief, this legislation provides that vessels already in the service, or purchased before September 8, 1990, and put in the service within the time specified in the legislation, will have to meet safety and manning standards that they do not now meet, but meet them over a specified period of time. A list of those vessels which the House is aware will fall under this "grandfather" provision will follow my statement. Any vessels newly entering the service, or which undergo major conversion, will have to meet the new standards immediately.

Mr. Speaker, this legislation has been agreed to by all participants in the Aleutian trade and is acceptable to affected Members on both sides of the aisle. It represents a compromise necessary to provide greater safety to vessels in the trade, while ensuring that remote communities in Alaska do not lose their cargo service. I urge its adoption.

Fish tender names and official numbers of grandfathered vessels
(Western Pioneer, Inc.)

Vessel name:	Official Number
Marlin.....	568721
Turpon.....	576633
Sculpin.....	587573
Bowfin.....	804231
Dolphin.....	617019
Aleut Packer.....	580852
Capelin.....	506241
Sally J.....	620431
Yellowfin.....	927811
Redfin.....	656874
Eastern Wind.....	964583
Northern Wind.....	(1)
Coastal Nomad.....	686157
Coastal Ranger.....	820075
Coastal Trader.....	285716
Coastal Voyager.....	284906
Mokahana.....	266658
Sunmar Sea.....	668754
Sunmar Sky.....	683227
Sunmar Star.....	7119678

* Has applied for official name.

Mr. DAVIS. Mr. Speaker, I withdraw my reservation of objection.

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

There was no objection.

A motion to reconsider was laid on the table.

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NOTICE

*Incomplete record of House proceedings.
House proceedings will be continued in Part III.*