

The Frank LoBiondo

COAST GUARD

AUTHORIZATION ACT OF 2018 (S. 140)



INTRODUCTION:

The Frank LoBiondo Coast Guard Authorization Act of 2018 is bipartisan, bicameral legislation to reauthorize, strengthen, and support the United States Coast Guard in its critical missions to save lives, safeguard our shores, protect living marine resources, and help ensure a 21st century maritime transportation system for America. The bill also reauthorizes the Federal Maritime Commission (FMC) and makes updates to the FMC's authorities to better protect the U.S. maritime industry.

The legislation includes three separate bipartisan bills that were previously passed the House of Representatives and/or the Transportation and Infrastructure Committee:

- H.R. 2518, the Coast Guard Authorization Act of 2017, which was also passed twice by the House this Congress as part of the DHS Authorization Act and again as part of the National Defense Authorization Act (it was not included in the final version of the NDAA that became law).
- H.R. 2593, the Federal Maritime Commission Authorization Act of 2017, which was approved by the Transportation and Infrastructure Committee in May 2017.
- H.R. 1726, the Coast Guard Improvement and Reform Act of 2017, which was approved by the House in June 2017.

S. 140 also includes provisions from S. 1129, the Coast Guard Authorization Act of 2017.

SUMMARY OF LEGISLATION:

Title I reorganizes title 14, Coast Guard, United States Code, the section of the code pertaining to the operation and administration of the U.S. Coast Guard. This section of the code was last reorganized in 1949, and this action will make it easier for the public and the Congress to find the governing laws of the Coast Guard.

Title II authorizes funds for the Coast Guard in fiscal years 2018 and 2019 to provide support for Coast Guard personnel, as well as asset acquisition programs.



Title III makes several changes to laws governing the Coast Guard. It improves training competencies, promotes the use of unmanned technology, and enhances accountability in acquisitions.

Title IV codifies port safety and security together in one chapter of the code.

Title V makes changes to several shipping and navigation laws to improve maritime safety and enhance the efficiency of the maritime transportation system.

Title VI standardizes the rules governing the operations of the Coast Guard's eight national advisory committees, and authorizes each committee for ten years.

Title VII authorizes funds for the Federal Maritime Commission for fiscal years 2018 and 2019, and amends the Ocean Shipping Act to restrict or prohibit the ability of international shipping alliances from negotiating collectively with U.S. port services providers, unreasonably reducing competition for port services, and participating in multiple agreements that magnify the impact of the use maritime anti-trust exemptions.

Title VIII includes miscellaneous provisions, including a National Academy of Sciences review of existing and emerging unmanned, autonomous, or remotely controlled maritime domain awareness technologies and recommendations on how these technologies can assist the Coast Guard in its mission performance and in more effectively and efficiently allocating its vessels, aircraft, and personnel.

Title IX establishes a regulatory regime to govern discharges incidental to the operation of vessels.

Title X reauthorizes the Hydrographic Services Improvement Act of 1998.

