

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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5730
April 23, 2008

The Honorable James L. Oberstar
Chairman
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, D.C. 20515

Dear Chairman Oberstar:

On April 18, the Committee filed with the Rules Committee an amendment in the nature of a substitute to H.R. 2830, that would be retitled the "Coast Guard Authorization Act of 2008." During numerous meetings and staff-level discussions over several months, we have described how a number of provisions that appear in this amendment would compromise organizational efficiency and operational effectiveness, diminish my command and control, and ultimately reduce the Coast Guard's effectiveness in carrying out its safety, security, and stewardship missions. We have expressed these and other concerns in Department of Homeland Security views letters concerning earlier bill language. The amendment also contains provisions neither previously shared nor discussed with the Coast Guard.

One provision requiring that the Coast Guard provide security around liquefied natural gas terminals and tankers is contrary to the existing assistance framework, at odds with accepted risk management practices, and would divert finite Coast Guard assets from other high-priority missions. I recommend a broader discussion of security measures for all extremely hazardous cargoes. In the Statement of Administration Policy on H.R. 2830, the Administration has stated that, if the bill is presented to the President with this provision, his senior advisors would recommend that he veto the bill.

Among the others is one that, while similar to the Administration's proposal, fails to authorize the President to appoint officers to positions of importance and responsibility to accommodate organizational change in the future (Admirals and Vice Admirals). Others, primarily involving our important marine safety mission, would statutorily fix the designation and duties of other senior Coast Guard officials and officials at all levels of command, and prescribe inflexible personnel qualification requirements. Still other provisions would diminish the Coast Guard's capacity to adjudicate merchant mariner licensing matters efficiently and effectively and support other vital security adjudications of the Department of Homeland Security (Appeals to National Transportation Safety Board). Still more provisions would prescribe contracting and acquisition practices for the Deepwater program, thereby increasing the cost of, and adding delay to, the Deepwater acquisition process, as well as circumventing the review and approval authority of Coast Guard technical authorities (Coast Guard Integrated Deepwater Program).

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Among the new provisions is one that dramatically alters admission procedures for the U.S. Coast Guard Academy. While I have discussed Academy admissions several times with Chairman Cummings and we agree that our process should yield successful cadets and reflect our diverse society, the proposed Congressional nomination process deserves full discussion and deliberate consideration. Other new provisions that affect how we execute our missions deserve similar scrutiny. Conversely, the bill omits the Administration proposal for much needed enhanced authority to prosecute those who would smuggle undocumented aliens into the United States by sea (Maritime Alien Smuggling Law Enforcement Act) and the Administration's proposal to protect seafarers who participate in investigations and adjudication of environmental crimes or who have been abandoned in the United States (Protection of and fair treatment of seafarers).

Over the last year in the course of hearings, personal meetings with you, and regional forums with industry, as well as in my public statements, I have assured you and the public that we share a common objective: a robust marine safety program suited to meet the evolving demands of industry and the marine public. I am already taking aggressive steps to right the balance between our marine safety mission and our other vital responsibilities, and improve the effectiveness, consistency, and responsiveness of our marine safety program, consistent with the framework I presented to you last September. Legislation such as the provisions I describe above was unnecessary to start this process. As I have stated on several occasions, I am the Commandant and am accountable to you to produce the changes needed to improve program performance.

Including these provisions and others in an Authorization Act that would otherwise be welcome compels me to strongly oppose the bill.

Sincerely,



T. W. ALLEN

Admiral, U. S. Coast Guard
Commandant

Copy forwarded:

The Honorable John Mica
Ranking Member
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United States House of Representatives
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The Honorable Bennie G. Thompson
Chairman
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United States House of Representatives
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The Honorable Peter King
Ranking Member
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The Honorable Elijah Cummings
Chairman
Subcommittee on Coast Guard and Maritime Transportation
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The Honorable Steven C. LaTourette
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