

HONORING THE HERITAGE OF THE COAST GUARD

SEPTEMBER 28, 2008.—Referred to the House Calendar and ordered to be printed

Mr. OBERSTAR, from the Committee on Transportation and Infrastructure, submitted the following

R E P O R T

[To accompany H. Res. 1382]

The Committee on Transportation and Infrastructure, to whom was referred the resolution (H. Res. 1382) honoring the heritage of the Coast Guard, having considered the same, report favorably thereon without amendment and recommend that the resolution be agreed to.

PURPOSE OF THE RESOLUTION

H. Res. 1382 honors the long and proud heritage of the U.S. Coast Guard and the men and women that serve in the Coast Guard and have served in the Coast Guard and its many predecessor agencies over the past 219 years. The Committee on Transportation and Infrastructure honors the 41,873 officers and enlisted members in the Coast Guard and the 7,057 civilians employed by the Coast Guard and the proud and distinguished legacy which they strive to carry out the many missions established by Congress to protect our coast and waterways.

BACKGROUND AND NEED FOR RESOLUTION

The heritage of the Coast Guard begins in the very first Congress of the United States that enacted, on August 7, 1789, an Act to promote safety and protect commerce that required, “That all expenses which shall accrue from and after the fifteenth day of August, one thousand seven hundred and eighty-nine, in the necessary support, maintenance and repairs of all lighthouses, beacons, buoys and public piers erected, placed, or sunk before the passage of this act, at the entrance of, or within any bay, inlet, harbor, or port of the United States, for rendering the navigation thereof easy and safe, shall be defrayed out of the treasury of the United States.” 1 Stat.

53. This federal responsibility became known as the U.S. Lighthouse Service.

On September 1, 1789, Congress passed an act providing for the registering and clearing of vessels and the regulation of coastwise trade. Only American-built vessels could be registered—the first cabotage law. 1 Stat. 55. Today, this service is provided by the Coast Guard's National Vessel Documentation Center.

The next year, Secretary of the Treasury Alexander Hamilton, realizing that illegal importation of goods was robbing the treasury of its only source of revenue, urged Congress to adopt an act to create a maritime service to enforce customs laws. 1 Stat. 145, 175. This service was known by various names—"system of cutters", "Revenue Service", and "Revenue-Marine"—and was finally officially named the "Revenue Cutter Service" in 1863. 12 Stat. 639.

In the early 1800s, Robert Fulton designed the first commercially successful steamboat, the *Claremont*, which carried passengers on the Hudson River from New York City and Albany. This new mode of transportation would lead to speedier travel, but it was not necessarily safer. Many steam boilers failed in violent explosions taking many lives. In 1938, Congress passed an act to "provide better security of the lives of passengers on board of vessels propelled in whole or in part by steam" under the jurisdiction of the Justice Department giving the U.S. District Courts the authority to appoint inspectors of hulls and boilers. 5 Stat. 304. This "service", later to become the Steamboat Inspection Service, did not have much impact—explosions continued to increase with continued loss of life.

It may be hard for 21st Century travelers to realize that the quickest and most economical way to transport anything in the early days of our nation was by water. Coastal packets—an early form of "short-sea shipping" carried the vast majority of raw materials, goods, and people up and down the coasts. Sailing vessels and later steam-ships often found themselves close to shore in violent storms.

Shipwrecks were common and loss of life was great. Many private, local rescue organizations were established along the coast—most just provided shelters where shipwrecked sailors might find refuge. In 1848, Congress appropriated funds for these volunteer organizations to purchase equipment. 9 Stat. 321, 322.

In 1852, to correct the inadequacies of the 1838 law, Congress reorganized the Steamboat Inspection Service and formally established it as part of the Treasury Department. The Act established nine districts and nine supervising inspectors who, "shall be fully competent to make a reliable estimate of the strength, seaworthiness, and other qualities of the hulls of steamers and their equipment, deemed essential to safety of life, when such vessels are employed in the carriage of passengers", and in the case of an inspector of boilers, "shall be able to form a reliable opinion of the quality of the material, the strength, form, workmanship, and suitability of such boilers and machinery to be employed in the carriage of passengers, without hazard to life, from imperfections in the material workmanship, or arrangement of any part of such apparatus for steaming." This Act also established for the first time certificates of inspection and the authority to promulgate pilot rules. 10 Stat. 1852.

In that same year, Congress also established the Lighthouse Board to administer the nation's lighthouse system. The Board was made up of two officers of the Navy, two officers of the Engineer Corps, and two civilians of high scientific attainments whose services were at the disposal of the President, and an officer of the Navy and of the Engineers as secretaries. It was empowered under the Secretary of the Treasury to "discharge all the administrative duties" relative to lighthouses and other aids to navigation. The Secretary of the Treasury was president of the Board, and the Board was authorized to elect a chairman and to divide the coast of the United States into 12 lighthouse districts, and the President would assign an army or navy officer as lighthouse inspector to each district. 32 Stat. 112.

In 1871, Congress again amended the 1852 Act to correct the inadequacies of the Act regarding steamboat safety and provide centralized supervision of the Steamboat Inspection Service by a "Supervising Inspector General" under the direct supervision of the Secretary of the Treasury and a Board of Supervising Inspectors who would establish rules and regulations for the uniform administration of the inspection laws. 16 Stat. 440.

In 1874, Congress adopted legislation establishing life-saving stations, life-boat stations, and houses of refuge "for the better preservation of life and property from shipwreck" at a series of locations along the coasts of the United States and authorized the Secretary of the Treasury to appoint Superintendents and keepers as necessary and to employ crews. The Act also established the life-saving medals of the first (gold) and the second (silver) class. The Secretary was authorized to adopt regulations to carry out the provisions of the Act. 43 Stat. 125.

In 1878, Congress authorized the Secretary of the Treasury to establish life-saving stations at specific points along all of the coasts of the United States and further authorized the President, with the consent of the Senate, to appoint a General Superintendent of the Life-Saving Service under the immediate direction of the Secretary of the Treasury. Further, the Secretary of the Treasury was authorized to appoint officers of the Revenue Marine Service to act as inspectors and assistant inspectors of life-saving stations. Whenever a shipwreck occurred within the jurisdiction of one of the life-saving stations, the General Superintendent was instructed to conduct an investigation of "all the circumstances connected with said disaster and loss of life to be made, with a view of ascertaining the cause of the disaster, and whether any of the officers or employees of the service have been guilty of neglect or misconduct in the premises . . ." Keepers of life-saving stations were paid \$400 per year and were also empowered to be inspectors of customs, but did not receive any additional compensation for this additional responsibility. Members of life-boat crews were compensated at a rate of \$8 for each rescue they participated in and \$3 for each drill. 20 Stat. 163.

In 1884, Congress established the Bureau of Navigation as part of the Treasury Department. "The Commissioner of Navigation, under the direction of the Secretary of the Treasury, shall have general superintendence of all commercial marine and merchant seamen of the United States . . ." and "shall be charged with the supervision of the laws relating to the admeasurement of vessels,

and the assigning of signal letters thereto, and designating their official number . . .” and “shall annually prepare and publish a list of vessels of the United States . . . and report annually to the Secretary of the Treasury the increase in vessels of the United States. . . . The Commissioner of Navigation shall be appointed by the President . . . by and with the advise and consent of the Senate, and shall receive a salary of four thousand dollars per annum.” 23 Stat. 118.

In 1903, Congress established the Department of Commerce and Labor, “to foster, promote, and develop the foreign and domestic commerce, the mining, manufacturing, shipping, and fisheries industries, the labor interests, and the transportation facilities of the United States. The Light-House Board, the Light-House Establishment, the Steamboat Inspection Service, and the Bureau of Navigation were transferred from the Department of the Treasury to the new Department. 32 Stat. 25.

In June 1904, 957 people died when the excursion steamer *General Slocum* burned in the East River of New York City. Reacting to this tragedy that killed many women and children, Congress, in March 1905, amended section 4405 of the Revised Statutes regarding the Steamboat Inspection Service, providing the Board of Supervising Inspectors with the authority to prescribe measures to prevent and extinguish fires, and determine the amount and type of lifesaving equipment required to be carried on board. The Secretary of Commerce and Labor was empowered to form a regulations committee with the authority to alter, amend, add to, or repeal rules and regulations made by the Board of Supervising Inspectors, with such rules and regulations to remain in effect until 30 days after the next meeting of the Board of Supervising Inspectors. The legislation established the right of appeal by a person to a board of local inspectors to the supervising inspector of that district and subsequently to the Supervising Inspector General. Further, the assistant inspectors were placed under the direct supervision of the local inspectors. 33 Stat. 1022.

Responding to the rising number of casualties and deaths involving recreational motor boats, Congress enacted the Motor Boat Act of 1910, which required the inspection of all steam-propelled “motor boats” over 40 feet in length. The Act required certain motor boats to be equipped with navigation lights, fog horn, bell, life preservers, and fire extinguisher. The operator of motor boats carrying passengers for hire was required to be licensed, but no examination was required for the license, which could be revoked or suspended by the local board of inspectors. The Secretary was authorized to prescribe regulations to implement the Act (some of which are still in effect today), and the penalty for a violation of the Act was \$100. 36 Stat. 462.

In 1915, Congress passed the “Seamen’s Act” implementing many of the provisions of the first International Convention of the Safety of Life at Sea, including establishing among other provisions the two- and three-watch system on most vessels, payment requirements for seamen, the accommodations for seamen including bunk and washing spaces. The Act also established punishment for seamen who violated their employment “contract”, but prohibited corporal punishment such as flogging. Further, the Act required that at least 75 percent of the seamen be able to understand their or-

ders, and established minimum qualifications for able seamen on vessels over 100 gross tons, including decked fishing vessels, naval vessels and coast guard vessels on oceans and the Great Lakes. The Act contains detailed “regulations” for life-saving equipment, including lifeboats, their davits and equipment, embarkation arrangements, certification of lifeboat men, the manning of lifeboats, life jackets and life buoys. 38 Stat. 1164.

In 1915, President Woodrow Wilson signed the “Act to Create the Coast Guard”, an Act passed by Congress on January 20, 1915, which combined the Life-Saving Service and Revenue Cutter Service to form the U.S. Coast Guard. A major thrust of this legislation was to provide pension and disability benefits to the life-savers. At the time, there was no federal pension plan for Treasury Department employees, and Congress did not want to create one that would require benefits for the many tax clerks and others who worked for the Department. The Revenue Cutter Service had a pension system similar to that of the Navy. Thus, by merging the two organizations, life-savers and their families would be afforded at least minimal benefits. 38 Stat. 800.

In 1918, Congress enacted an Act to require the numbering of all undocumented vessels propelled by machinery except public vessels and vessels of less than 16 feet in length propelled by an outboard motor. The numbers were to be not less than three inches and affixed to each bow in contrasting color. The same requirement prevails to this day for the display of state registration numbers required for all vessels propelled by machinery. 40 Stat. 602.

In 1929, Congress enacted the “Load Line Act”, requiring load lines on American vessels over 250 gross tons on a foreign voyage, except the Great Lakes. The regulations to implement the Act came into effect in September 1930. 45 Stat. 1492. Between May 20, and June 10, 1931, delegates from 30 maritime nations met in London to develop the International Load Line Convention, which was ratified by the United States on June 10, 1931. The requirements of the Convention were incorporated into the Load Line Regulations adopted in 1930. In 1935, Congress further required load lines on merchant vessels of more than 150 gross tons on a coastwise voyage, meaning “a voyage on which a vessel in the usual course of her employment proceeds from one port or place in the United States or her possessions to another port or place in the United States or her possessions and passes outside the line dividing inland waters from the high seas . . .” 49 Stat. 888. The 1935 Act was further amended in 1936. 49 Stat. 1543.

The Act of June 30, 1932, “authorized and directed the Secretary of Commerce to consolidate and coordinate the Steamboat Inspection Service and Bureau of Navigation into the Bureau of Navigation and Steamboat Inspection” with all the duties and powers of each of the old bureaus transferred to the new bureau. The positions of Supervising Inspector General and Commissioner of Navigation were eliminated and a Director of the Bureau of Marine Inspection and Navigation was established. 47 Stat. 415.

On June 13, 1933, Congress amended the statutes relative to inspection of vessels, extending the inspection for “steam vessels” to vessels “propelled by mechanical or electrical power” and further amended the statutes to require the promulgation of regulations regarding the testing and approval of boilers, pressure vessels and

the fitting thereof, including the pre-approval of the materials for construction. 48 Stat. 125.

On September 8, 1934, the cruise ship *Morro Castle* burned off the coast of New Jersey resulting in the death of 124 passengers and crew. On January 24, 1935, the passenger vessel *Mohawk* collided with the Norwegian motorship *Talisman*, sinking the *Mohawk* with the loss of 14 passengers and 31 crewmembers. These two tragedies, plus several others, resulted in thorough Congressional investigation that sought to provide greater safety for passengers and crew. Senator Royal S. Copeland convened a technical committee which drafted a report on the state of maritime safety at the time and recommended specific safety legislation most of which was later adopted as regulation. S. Rept. 184.

On May 27, 1936, Congress adopted Public Law 74-622 (49 Stat. 1380), which reorganized and changed the name of the Bureau of Navigation and Steamboat Inspection to the Bureau of Marine Inspection and Navigation ("BMIN"). The number of inspection districts and supervising inspectors was reduced from 11 to seven. Ten principal traveling inspectors were appointed to observe conditions onboard ships at sea to assure that vessels were properly operated; crews well trained and discipline maintained; that passengers were instructed regarding lifeboat, fire, and abandon-ship procedures; and crew morale was maintained.

The reorganization also established "marine boards" to investigate marine casualties. "A" boards, which investigated loss of life, consisted of a representative of the Department of Justice, the Coast Guard, and the Department of Commerce. These boards were required to investigate the fundamental causes of a casualty and fix responsibility. Other casualties were investigated by "boards" of one or two BMIN personnel depending on the severity of the casualty.

The Act reorganizing BMIN had an important provision requiring that members of the newly established "technical division" be "selected for their knowledge, skill, and practical experience in designing and supervising the construction and operation of vessels propelled by machinery, and shall be competent judged of the character, strength, stability and safety qualities of such vessels and their equipment."

In June 1936, Congress acted on several issues regarding maritime safety. On June 19, 1936, the Senate ratified the 1929 Convention for Safety of Life at Sea ("SOLAS"). The following day, June 20, Congress extended inspection laws to sea-going motor vessels of 300 gross tons and over. 49 Stat. 1544. On June 23, Congress passed an Act to provide that all tank vessels carrying dangerous liquid cargos in bulk subject to inspection, bringing an additional 2,500 vessels under inspection. 49 Stat. 1889.

On June 25, 1936, Congress enacted the "Personnel Bill" to improve conditions on board ship and to protect seaman. The Act established the eight-hour work day and three-watch system for both deck and engine room departments for a majority of seagoing vessels and required that a monthly inspection of crews quarters on all United States vessels weighing more than 100 tons. The Act cancelled and required the reissue of all documents for lifeboatman and able seaman and required that members of the crew other than officers have a "continuous discharge book". The Act further

required that 75 percent of the crew—below the grade of officers—be United States citizens, and that U.S. citizens constitute 80 percent of the crew of government-subsidized vessels. 49 Stat. 1930.

In addition, Congress enacted the Merchant Marine Act of 1936 establishing the Federal Maritime Commission.

In 1938, the President, with the advice and consent of the Senate, ratified a number of draft conventions of the International Labor Organization, including the Officers' Competency Certificates Convention of 1936. Congress passed the act of July 17, 1939 (53 Stat. 1049) to carry out the provisions of the Convention. Provisions of this Act requiring licensed officers on a vessel weighing more than 200 gross tons operating beyond the boundary line remain in force today. 46 U.S.C. 8304.

As part of the Reorganization Act of 1939, the "Bureau of Lighthouses in the Department of Commerce and its functions are hereby transferred to and shall be consolidated with and administered as part of the Coast Guard in the Department of the Treasury." 53 Stat. 1432.

On April 25, 1940, Congress adopted the Motor Boat Act of 1940 amending and adding to the Motor Boat Act of 1910. "Motorboats" were defined in the Act as "every vessel propelled by machinery and not more than sixty-five feet in length except tugboats and towboats propelled by steam." The Act established four classes of motorboats; prescribed requirements for navigational lights and sound-signaling devices; life-preservers (what today are called Personal Flotation Devices); fire extinguishers, backfire flame arrestors and bilge ventilation. The Act established licensing requirements for the operator of a motorboat carrying passengers for hire and specifically stated that, "No person shall operate any motorboat or any vessel in a reckless or negligent manner so as to endanger the life, limb, or property of any person." 54 Stat. 163.

In 1940, Congress amended the Revised Statutes "to provide for the safe carriage of explosives or other dangerous or semidangerous articles or substances on board vessels; to make more effective the provisions of the International Convention for the Safety of Life at Sea, 1929, relating to the carriage of dangerous goods." 54 Stat. 1023.

In February 1942, the functions relating to safety of life at sea, marine inspection, seamen's welfare and certain other maritime activities carried out by the Bureau of Marine Inspection and Navigation were temporarily transferred from the Department of Commerce to the U.S. Coast Guard (by executive order) for the duration of the war and until six months after the end of hostilities. The Coast Guard was responsible for those safety matters that had been regulated by BMIN: Approval of plans for merchant ships and their equipment; inspection of vessels to check stability, fire control or fireproofing, life-saving and fire-fighting equipment; administration of load line requirements; administration and enforcement of the laws pertaining to the numbering of motor-boats and the issuance of certificates of inspection; examination, licensing, and certification of Merchant Marine personnel—masters, pilots, engineers, staff officers; investigation of marine casualties; preparation and publication of rules and regulations to protect passengers, officers, and crews of American ships; Merchant Marine Council activities; and the training of merchant mariners.

In 1946, pursuant to Executive Order 9083 and Reorganization Plan No. 3, the Bureau of Marine Inspection and Navigation was abolished and became a permanent part of the Coast Guard under the Treasury Department.

On May 10, 1956, Congress enacted the "Ray Act", now referred to as the "Small Passenger Vessel Act", requiring inspection of passenger vessels weighing less than 100 gross tons and carrying more than six passengers, to ensure that the vessel could be "operated, and navigated with safety to life in the proposed service and that all applicable requirements of marine safety statutes and regulations are faithfully complied with." 70 Stat. 151.

On September 1, 1958, Congress adopted the Federal Boating Act of 1958, amending the Motor Boat Act of 1940 making it applicable to all "motor boats . . . on the navigable waters of the United States . . ." and requiring the numbering of all vessels propelled by machinery of more than 10 horsepower and established a system whereby individual States could adopt a uniform numbering and certificate system. The Act further required that accidents involving numbered vessels be reported to the State in which the accident occurred and that the data collected by the States be reported to the Coast Guard. 72 Stat. 1754. In 1961, Congress extended the requirements of the Federal Boating Act of 1958 to Puerto Rico, the Virgin Islands, and Guam. 75 Stat. 408.

On July 20, 1965, Congress "exempted oceanographic research vessels from the application of vessels inspection laws", and declared that "scientific personnel" were not "passengers". 79 Stat. 424.

In 1967, Executive Order 167-81 transferred the U.S. Coast Guard from the Treasury Department to the newly-formed Department of Transportation.

On August 10, 1971, Congress enacted the Federal Boat Safety Act of 1971, establishing manufacturer and operator requirements and the National Boating Safety Council to work with the Coast Guard in the adoption of regulations affecting recreational boating safety. The Federal Boat Safety Act of 1971 granted broad authority to the Secretary to establish recreational boating safety standards that include manufacturing requirements and mandatory requirements for safety equipment. P.L. 92-75.

In 1972, Congress enacted the Ports and Waterways Safety Act after finding that "navigation and vessel safety, protection of the marine environment, and safety and security of United States port and waterways matters of major national importance; that increased vessel traffic in the Nation's ports and waterways creates substantial hazard to life, property, and the marine environment; that increased supervision of vessel and port operations is necessary; and that advanced planning is critical in determining proper and adequate protective measures for the Nation's ports and waterways and the marine environment, with continuing consultation with other Federal agencies, State representatives, affected users, and the general public. . . ." The Act greatly expanded the Coast Guard's authority to regulate vessel activities in the navigable waters of the United States. P.L. 95-474.

Nineteen years ago on March 24, 1989, the *Exxon Valdez* grounded on Bligh Reef in Prince William Sound near Valdez, Alaska and released 10.8 million gallons of Prudhoe Bay crude oil. Congress

enacted the Oil Pollution Act of 1990 (“OPA-90”) (P.L. 101-380) in response to this environmental disaster. It required that all vessels shipping oil into the country have a detailed plan to prevent spills and to contain and clean up a spill should one occur. OPA-90 also required the phase-out of single-hull tank vessels and tank barges and the development of Area Contingency Plans.

In November 2002, Congress adopted the Maritime Transportation Security Act (P.L. 107-295) to provide for enhanced security at the nation’s 361 ports and waterfront facilities, requiring the development and implementation of national, port and individual/facility security plans. The Act provided for port security grants to assist ports with physical security infrastructure needs.

In 2003, Congress transferred the U.S. Coast Guard from the Department of Transportation to the newly-created Department of Homeland Security.

SUMMARY OF THE LEGISLATION

H. Res. 1382 honors the long and proud heritage of the U.S. Coast Guard that begins in the very first Congress of the United States that enacted, on August 7, 1789, an Act establishing in the Treasury Department a lighthouse service to promote safety and protect commerce. 1 Stat. 53. This federal responsibility became known as the U.S. Lighthouse Service.

Today, the U.S. Coast Guard has many responsibilities including: Search and Rescue; Marine Safety; Ports, Waterways, and Coastal Security; Illegal Drug Interdiction; Undocumented Migrant Interdiction; Defense Readiness; Marine Environmental Protection; Living Marine Resources Law Enforcement; Aids-to-Navigation and Waterways Management; Domestic and Polar Ice Operations; and other Law Enforcement responsibilities. Each day, the 41,873 officers and enlisted members in the Coast Guard and the 7,057 civilians employed by the Coast Guard carry out these missions to protect the coasts and waterways of the United States. The Committee honors each and every one of them and all those who were part of the many predecessor organizations that now make up our Coast Guard.

LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

On July 29, 2008, Chairman James L. Oberstar introduced H. Res. 1382 to honor all the men and women of today’s Coast Guard, and all of the predecessor organization that have formed its purpose of protecting the coast, protecting life and property at sea, protecting the environment, and protecting the nation’s ports and waterways.

On July 31, 2008, the Committee on Transportation and Infrastructure met in open session to consider H. Res. 1382, and ordered the resolution reported favorably to the House by voice vote with a quorum present.

RECORD VOTES

Clause 3(b) of rule XIII of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of

those members voting for and against. There were no recorded votes taken in connection with consideration of H. Res. 1382 or ordering the resolution reported. A motion to order H. Res. 1382 reported favorably to the House was agreed to by voice vote with a quorum present.

COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

COST OF LEGISLATION

With respect to the requirements of clause 3(d)(2) of rule XIII of the Rules of the House of Representatives, H. Res. 1382 is a resolution of the House of Representatives and therefore does not have the force of law. As such, there is no cost associated with this resolution for fiscal year 2008, or for any fiscal year thereafter.

COMPLIANCE WITH HOUSE RULE XIII

1. With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and 308(a) of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, so no comparison of the total estimated funding level for the relevant programs to the appropriate levels under current law is required.

2. With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the Committee advises that the resolution contains no measure that authorizes funding, so no statement of general performance and objectives for any measure that authorizes funding is required.

3. With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding. Neither a cost estimate nor comparison for any measure that authorizes funding is required.

COMPLIANCE WITH HOUSE RULE XXI

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, H. Res. 1382 does not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(d), 9(e), or 9(f) of rule XXI of the Rules of the House of Representatives.

CONSTITUTIONAL AUTHORITY STATEMENT

With respect to (3)(d)(1) of rule XIII of the Rules of the House of Representatives, H. Res. 1382 is a resolution of the House of Representatives and therefore does not have the force of law. As such, clause (3)(d)(1) of rule XIII does not apply.

FEDERAL MANDATES STATEMENT

H. Res. 1382 contains no Federal mandates.

PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee states that H. Res. 1382 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act are created by this resolution.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the resolution does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (Public Law 104–1).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H. Res. 1382 makes no changes in existing law.

