

- (6) Federal incentives for effective State programs to fight driving under the influence of drugs; and
- (7) Identification of technologies to assist State and local law enforcement in identifying and deterring drug and alcohol impaired driving.

Your report should review current State and Federal laws and practices in these areas, the effectiveness of any such efforts in States to date, and any other areas that you believe would help to reduce the incidence of drug use by teens or driving under the influence of drugs generally. In preparing this report, you should consult with the Attorney General and the Secretary of Health and Human Services.

William J. Clinton

NOTE: This memorandum was made available by the Office of the Press Secretary on October 18, and it was embargoed for release until October 19.

Statement on Signing the Coast Guard Authorization Act of 1996

October 19, 1996

I have today signed into law S. 1004, the "Coast Guard Authorization Act of 1996." This Act reaffirms our national resolve to maintain a strong Coast Guard presence on our navigable waterways and around the world to fight drugs and pollution, preserve life at sea, secure our ports, and ensure the vitality of our merchant marine and fisheries. This legislation also reaffirms our commitment to the brave men and women of the Coast Guard, who not only serve their country so well every day, but stand ready to aid in its national defense when called.

This Act will enhance the Coast Guard's ability to accomplish a number of important objectives.

The Act will strengthen drug interdiction by clarifying U.S. jurisdiction over vessels in international waters. In particular, the Act makes clear that persons arrested in international waters will not be able to challenge the arrest on the ground that the vessel was of foreign registry unless such claim was affirmatively and unequivocally verified by the nation of registry when the vessel was tar-

geted for boarding. By eliminating this commonly raised jurisdictional defense, the Act strengthens the hand of prosecutors in drug smuggling cases.

The Act also strengthens the Coast Guard's own anti-drug program for maritime employees by authorizing civil penalties of up to \$1,000 a day for violations of the service's drug-testing regulations.

The Act reinforces protection of the environment, including commercial and Native American subsistence fisheries, from plastic pollution and oil spills. It contains needed amendments to the Oil Pollution Act's financial responsibility requirements for "offshore facilities," which will enable the Federal Government to issue fair and workable regulations while ensuring that responsible parties provide adequate resources to pay for any oil spill-related costs. The Act fully preserves the Federal Government's right to recover the costs of oil spills from responsible parties.

The Act also contains new requirements for inspections of vessel waste reception facilities and requires additional safety equipment on non-self propelled barges. And it simplifies the regulatory structure for the Nation's only deepwater oil port without sacrificing safety. This port provides a means of transporting oil to the Gulf Coast that is environmentally preferable to transferring oil between vessels at sea. With these protections, our national fisheries will be better safeguarded.

The Act enhances the competitiveness of the U.S. maritime industry by adopting international safety standards for oceangoing vessels when such standards are comparable to Coast Guard safety standards. And it provides authority to the Coast Guard to take actions that will increase safety on the navigable waterways, including authority to provide rescue diver training to its helicopter crews and authority to transfer funds from the highway program to repair bridges that obstruct navigation.

Coast Guard efficiency and quality of life are also improved by this Act through initiatives for new housing, child development services, expanded recycling, health care services, and officer promotion and retention.

One section of the Act, Section 1002, raises a constitutional concern. This section establishes a committee empowered to select the entities to which certain historic lighthouses will be conveyed. Because the committee members will hold a Federal office and because this section vests them with significant authority, they must be appointed as officers pursuant to the Appointments Clause of the Constitution. The Act, however, provides that the Secretary of Transportation “shall” appoint four of the committee’s five members from among persons recommended or designated by certain Maine officials or organizations. The Appointments Clause does not permit such restrictions to be imposed upon the executive branch’s powers of appointment. Therefore, I will not interpret section 1002(d)(3)(A) of the Act as binding, and I direct the Secretary of Transportation to regard the designations and recommendations arising from it as advisory only.

In sum, this Act is good legislation that will enhance the ability of the United States Coast Guard to live up to its motto—“Semper Paratus:” always ready.

William J. Clinton

The White House,
October 19, 1996.

NOTE: S. 1004, approved October 19, was assigned Public Law No. 104-324.

Remarks at the New Hope Baptist Church in Newark, New Jersey

October 20, 1996

Thank you. Thank you so much, Reverend Carter, Reverend Thomas, Congressman Payne, Mr. Mayor, Mayor Collins, Congressman Torricelli.

Ladies and gentlemen, first of all I’d like to say, you know, about this time of year people in our line of work are tired on Sunday morning. [Laughter] They hurt from head to toe. I’m not tired anymore. [Laughter] I thank the choir for its magnificent music. And I’m glad to see all of you out here in this historic church. Dionne Warwick, it’s good to see you.

Now, when Reverend Thomas said I lived in America’s house and he made that remark about the White House—[Laughter]—well, that got my attention. But I’ve tried to make it your house, too.

I want to say a special word of thanks to this church for something else, and that is that the chief operating officer of our whole national campaign is a member of this church, Ted Carter, and he’s here with me today. Ted, where are you? Stand up. Where’s Ted? There he is, back there. He’s a very modest person that has such an important job, but you raised him up right here. Congratulations.

Ladies and gentlemen, the message we have already heard is the most important message we will hear today. But when he was alive, President Kennedy used to say that we must always remember that here on Earth, God’s work must be our own. And there are many questions before us now in this last Presidential election of the 20th century, and the first Presidential election of the 21st century. You know them all: Will we have more jobs; will we have better education; will we continue to expand health care; will we give the little children that came to the airport to visit me today a cleaner environment to grow up in, whether they’re in the inner city or in small towns? But there are two great questions in which all others can be answered. The first is whether we’re going to keep trying to go forward to build a bridge to the future together, a bridge that everybody can walk across, or are we going to say, “You’re on your own, New Hope; I hope you do well. I’ll come back and see you every now and then”? Or are we going to say, “No, no, no, we’re all in this together; we’re going forward together”? We have to decide that.

The great British poet John Donne once said that “No man is an island. Every man’s death diminishes me. Never send to know for whom the bell tolls, it tolls for thee.” We have to ask whether we believe that. I believe that. And I believe that all of us will be better when each of us has a chance to live up to our God-given capacity.

I am glad that there are 10½ million more people working than there were 4 years ago, but I’m not glad that there are so many mil-