



THE HOWARD COBLE COAST GUARD & MARITIME TRANSPORTATION ACT OF 2014



COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE

The Howard Coble Coast Guard & Maritime Transportation Act of 2014



The Howard Coble Coast Guard and Maritime Transportation Act of 2014 supports and strengthens the United States Coast Guard and the maritime sector of our national transportation system.

This important legislation authorizes the Coast Guard at fiscally responsible levels to carry out its vital missions, improves mission effectiveness, helps replace and modernize aging Coast Guard assets in a cost effective manner, enhances oversight, and reduces inefficiencies to save taxpayer dollars. Additionally, the bill improves our nation's competitiveness by strengthening U.S. maritime transportation and reducing regulatory burdens to create jobs and encourage economic growth.

The U.S. Coast Guard



The Coast Guard conducts a variety of missions important to the safety and security of Americans and our marine environment. These include search and rescue, marine safety, maritime law enforcement, drug and migrant interdiction, maintaining aids-to-navigation, icebreaking, marine environmental protection, oil spill prevention and response, defense readiness, and ports, waterway, and coastal security.

In fiscal year 2013, the Coast Guard responded to over 17,700 search and rescue cases and saved over 3,200 lives, conducted over 20,000 safety, security, and environmental inspections of U.S. and foreign flagged commercial vessels, responded to more than 11,000 oil and hazardous materials spills on U.S. waters, and interdicted over 1,700 undocumented migrants and 125 metric tons of illegal drugs. The Coast Guard can also serve as the Nation's first responders in times of emergencies. In 2005, the USCG surged assets and personnel to the Gulf Coast in response to Hurricane Katrina, saving over 32,000 lives. In 2010, the Service again led response efforts in the Gulf during the DEEPWATER HORIZON oil spill. Approximately 41,000 military personnel, 8,000 reservists, 8,500 civilian employees, and 30,000 volunteers of the Coast Guard Auxiliary comprise this adaptable, responsive military force within the Department of Homeland Security. As one of the Nation's five armed forces, the Coast Guard also is prepared to operate as a specialized service in the Navy in times of war or at the President's direction.

SUPPORTING AND STRENGTHENING THE COAST GUARD

Authorizes the Coast Guard for fiscal year 2015: This fiscally responsible legislation reauthorizes the Coast Guard at currently authorized levels, ensuring the Service has the resources it needs to successfully conduct its critical missions.

Supports Coast Guard servicemembers: Supporting our men and women serving in the Coast Guard is a top priority. The Howard Coble Coast Guard and Maritime Transportation Act supports military pay raises for Coast Guard servicemembers consistent with servicemembers of the other armed forces.

The bill also expands resources available to build housing for servicemembers and their families, and ensures servicemembers in certain fields have opportunity for career advancement.

Helps replace and modernize aging Coast Guard assets in a cost effective manner: It is essential to ensure the Coast Guard has the tools to carry out its important missions. This legislation authorizes funding at a level that will keep critically needed new assets on schedule, encourages the use of innovative acquisition strategies to reduce costs, and requires the Coast Guard to reexamine the largest cost drivers in its acquisition program to save taxpayer dollars without reducing mission effectiveness.

IMPROVING MISSION EFFECTIVENESS

Encourages working with the private sector: The Howard Coble Coast Guard and Maritime Transportation Act enhances the ability of the Coast Guard to work with the private sector to develop new technologies vital for mission success.

Reduces bureaucracy: Common sense reforms remove limitations on the authority of the Secretary of Homeland Security to call up Coast Guard reservists to respond to natural and manmade disasters and extend expedited workforce hiring authorities for Coast Guard acquisition personnel. The legislation also eliminates, consolidates, and modifies duplicative and outdated reporting requirements.

Increases Congressional Oversight: In order to ensure accountability and stronger Congressional oversight, the legislation requires the Coast Guard to submit an annual authorization request to Congress to justify its funding and personnel levels.

Improves acquisition activities: In order to save time and money, the legislation requires the Coast Guard to develop plans and use current authorities to reduce the cost and accelerate the delivery of new assets under its \$25 billion major systems acquisition program. **Works to reduce the Coast Guard's excess property inventory:** To save taxpayer dollars and allow the Coast Guard to focus on its core assets, the legislation requires the Coast Guard to conduct an inventory of its real property and to determine which property can be divested or consolidated.

Protects taxpayers: Currently the Coast Guard provides data concerning the location of icebergs to foreign flagged vessels. The Howard Coble Coast Guard and Maritime Transportation Act prohibits the Coast Guard from continuing to provide this data to foreign flag vessels whose registry nations refuse to reimburse the U.S. taxpayers for the Coast Guard's costs, as they are required to do under an international treaty.



Maritime Transportation



The maritime sector of our national transportation system is essential to our economy and vital to our national security. The U.S. maritime industry currently employs more than 260,000 Americans providing nearly \$29 billion in annual wages. There are more than 40,000 commercial vessels currently flying the American flag. The vast majority of these vessels are engaged in domestic commerce, moving over 100 million passengers and \$400 billion worth of goods between ports in the U.S. on an annual basis. Each year, the U.S. maritime industry accounts for over \$100 billion in economic output.

Beyond the important contributions to our economy, a healthy maritime industry is vital to our national security. Throughout our history, the Navy has relied on U.S. flagged commercial vessels crewed by American Merchant Mariners to carry troops, weapons, and supplies to the battlefield. During Operations Enduring Freedom and Iraqi Freedom, U.S. flagged commercial vessels transported 63 percent of all military cargos moved to Afghanistan and Iraq. Since we cannot rely on foreign vessels and crews to provide for our national security, it is critical that we maintain a robust fleet of U.S. flagged vessels, a large cadre of skilled American mariners, and a strong shipyard industrial base.



STRENGTHENING U.S. MARITIME TRANSPORTATION

Develops a National Maritime Strategy: The U.S. maritime industry employs more than 260,000 Americans, providing nearly \$29 billion in annual wages, and there are more than 40,000 commercial vessels currently flying the American flag. The vast majority of these vessels are engaged in domestic commerce, moving over 100 million passengers and \$400 billion worth of goods between ports in the United States on an annual basis. Each year, the U.S. maritime industry accounts for over \$100 billion in economic output. However, over the last 35 years, the number of U.S. flagged vessels sailing in the international trade has dropped from 850 to less than 100. In the same period, we have lost over 300 shipyards and thousands of jobs for American mariners. Preserving and strengthening our nation's maritime industry is important to our economy and vital to our national security. The Howard Coble Coast Guard and Maritime Transportation Act requires the Maritime Administration to develop a strategy to improve the competitiveness of the U.S. flagged fleet, reduce regulatory burdens on U.S. flagged vessel operators, increase the use of short seas shipping, and enhance U.S. shipbuilding capacity.

Supports U.S. flagged and crewed vessels: The Howard Coble Coast Guard and Maritime Transportation Act strengthens the enforcement of current law that requires cargo financed by the federal government to be shipped on U.S. flagged vessels.

REDUCING REGULATORY BURDENS TO CREATE JOBS & ENCOURAGE ECONOMIC GROWTH

Creates opportunities for veterans: Those who have served our country deserve every opportunity to put their skills to work, achieve their potential, and contribute fully to the Nation's economy. This legislation eliminates many regulatory barriers our veterans experience when seeking employment on U.S. flagged vessels.

Promotes common sense regulations: The Howard Coble Coast Guard and Maritime Transportation Act prohibits the Coast Guard from imposing federal regulations on small businesses operating on isolated waters where the Coast Guard has no presence until the Service notifies and considers comments from the public. The legislation extends the moratorium for owners of fishing vessels and small commercial vessels from having to obtain EPA permits before discharging such substances as rainwater runoff, air conditioner condensate, and bilge water from their vessels.

INCREASING OVERSIGHT AND REFORMING THE FEDERAL MARITIME COMMISSION

Reforms the Federal Maritime Commission: The Federal Maritime Commission (FMC) is the independent federal agency responsible for regulating the U.S. international ocean transportation system for the benefit of U.S. exporters, importers, and the U.S. consumer. Unlike commissioners on similar federal commissions, once a commissioner's term expires, the law currently allows the commissioner to continue to serve until a replacement is confirmed by the Senate. There are also no term limits on Federal Maritime Commissioners. The Howard Coble Coast Guard and Maritime Transportation Act prohibits a commissioner from serving more than one year after the five-year term expires, imposes a term limit of two terms, and codifies current conflict of interest prohibitions on the action of commissioners. Additionally, the legislation reauthorizes the Federal Maritime Commission at current funding levels.

THE HOWARD COBLE COAST GUARD & MARITIME
TRANSPORTATION ACT OF 2014
SECTION-BY-SECTION

TITLE I - AUTHORIZATION

Sec. 101. Authorization of Appropriations

This section authorizes \$8.7 billion in discretionary funds for the Coast Guard for fiscal year 2015. This funding will support military pay raises for Coast Guard servicemembers at a level consistent with servicemembers of the other armed forces.

Sec. 102. Authorized Levels of Military Strength and Training

This section authorizes an end-of-year strength for active duty Coast Guard personnel of 43,000 for fiscal year 2015.

TITLE II – COAST GUARD

Sec. 201. Commissioned Officers

This section sets the number of active duty officers in the Coast Guard at 6,900.

Sec. 202. Commandant; Appointment

This section designates the date on which the term for the Commandant of the Coast Guard begins and ends.

Sec. 203. Prevention and Response Workforces

This section ensures servicemembers in certain fields have opportunity for career advancement.

Sec. 204. Centers of Expertise

This section clarifies which activities the Coast Guard's six Centers of Expertise are authorized to conduct.

Sec. 205. Penalties

This section makes inflationary adjustments to certain fines and penalties for tampering with aids to navigation and making false distress calls.

Sec. 206. Agreements

This section authorizes the Coast Guard to enter into cooperative agreements with public and private entities and foreign nations to carry out the research, development, test, and evaluation of technology to improve the performance of Coast Guard missions. It also authorizes the Service to impose and collect a fee on such entities to cover Coast Guard expenses associated with such cooperative agreements. Fees collected are required to be deposited in the Treasury as offsetting receipts.

Sec. 207. Tuition Assistance Program Coverage of Textbooks and Other Educational Materials

This section clarifies that textbooks and other educational materials are an eligible expense under the Coast Guard's tuition assistance program.

Sec. 208. Coast Guard Housing

This section authorize the Coast Guard to deposit in its Housing Fund the proceeds from the lease of certain real property under its control. Housing Fund proceeds are used to renovate and construct new housing for Coast Guard servicemembers and their dependents.

Sec. 209. Lease Authority

This section authorizes the Commandant of the Coast Guard to lease submerged and tidelands under the control the Coast Guard for a period of more than five years.

Sec. 210. Notification of Certain Determinations

This section requires the Coast Guard to provide notification to the public and Governor of the affected state, as well as to Congress, 90 days in advance of a determination that a waterway is subject to Coast Guard jurisdiction .

Sec. 211. Annual Board of Visitors

This section aligns the structure and authorities of the Coast Guard Academy Board of Visitors to the Naval Academy Board of Visitors.

Sec. 212. Flag Officers

This section clarifies that when the Coast Guard is not operating as a service in the Navy, the Secretary of Homeland Security may retire Coast Guard flag officers without the review of the Secretary of Defense.

Sec. 213. Repeal of Limitation on Medals of Honor

This section enables Coast Guard servicemembers to be awarded a Medal of Honor for each eligible act of valor.

Sec. 214. Coast Guard Family Support and Child Care

This section ensures that servicemember benefits currently provided to members of the other Armed Services are also provided to members of the Coast Guard. It does so by codifying several policies and programs currently in place which benefit families of Coast Guard members; clarifying that spouses of servicemembers are eligible for tuition assistance; and ensuring that Coast Guard child care development centers meet standards for health and safety, employee training, and parent participation.

Sec. 215. Mission Need Statement

This section directs the Coast Guard to submit to the Committee a single, new Mission Need Statement (MNS) covering all of its major acquisition programs with the submission of the budget request to Congress for fiscal years 2016 and 2019 and every four years thereafter. It further requires the Coast Guard to base the MNS on the funding provided in the Capital Investment Plan submitted for the fiscal year in which an MNS is required to be submitted. Finally, the Coast Guard is required to describe which missions it will not be able to achieve for any year in which the MNS identifies a gap between the mission hour targets and projected mission hours from new and legacy assets.

Sec. 216. Transmission of Annual Coast Guard Authorization Request

Under current law, each of the armed forces, except the Coast Guard, is required to submit an authorization request to Congress on an annual basis. This section will require the Coast Guard to submit to the Committee an authorization request on an annual basis.

Sec. 217. Inventory of Real Property

This section requires the Coast Guard to establish and maintain an inventory of all of its real property and report to the Committee every five years on which property it recommends for divestiture or consolidation.

Sec. 218. Retired Service Members and Dependents Serving on Advisory Committees

This section authorizes the inclusion of retired Coast Guard members and their dependents on committees established to advise the Commandant of the Coast Guard on pay and benefits matters.

Sec. 219. Active Duty for Emergency Augmentation of Regular Forces

Under current law, the Secretary of Homeland Security may call Coast Guard reservists to active duty to prepare for and respond to a natural or manmade disaster. The Secretary's authority is limited to a call up of not more than 60 days in any four-month period and not more than 120 days in any two-year period. This limitation hampers the ability of the Coast Guard to respond to large-scale or multiple disasters. There is no similar limitation on other reserve components called up by the Secretary of Defense. This section would eliminate the "not more than 60 days in any four-month period" limitation on the call up of Coast Guard reservists.

Sec. 220. Acquisition Workforce Expedited Hiring Authority

This section extends through fiscal year 2017 the authority of the Commandant of the Coast Guard to hire experienced acquisition personnel on an expedited basis.

Sec. 221. Coast Guard Administrative Savings

This section eliminates five annual reports the Coast Guard is required to submit to Congress. The information in these reports is already received in the documents that accompany the President's annual budget request. This section also consolidates and modifies two other annual reports.

Sec. 222. Technical Corrections to Title 14

This section makes technical and clarifying changes to title 14, United States Code.

Sec. 223. Multiyear Procurement Authority for Offshore Patrol Cutters

This section expressly authorizes the Secretary of Homeland Security to enter into a multiyear contract for the procurement of the Offshore Patrol Cutter (OPC).

Sec. 224. Maintaining Medium Endurance Cutter Mission Capability

This section requires the Secretary of Homeland Security to provide the Committee with a plan for decommissioning the 210-foot Medium Endurance Cutters (MEC), extending the life of the 270-foot MECs to ensure the Coast Guard can maintain mission capability through the OPC acquisition, identifying the number of OPCs necessary to maintain historical sea state five capability, and acquiring OPCs that maintain historical sea state five capability, as well as OPCs that do not maintain such capability.

Sec. 225. Aviation Capability

This section authorizes the transfer and conversion of HH-60 helicopters for year round use in the Great Lakes region and places a temporary limitation on the reassignment of certain Coast Guard aviation assets.

Sec. 226. Gaps in Writings on Coast Guard History

This section requires a report to Congress on any gaps that exist in writings on the history of the Coast Guard.

Sec. 227. Officer Evaluation Reports

This section requires an assessment of the Coast Guard's officer evaluation reporting system.

Sec. 228. Improved Safety Information for Vessels.

This section requires the Coast Guard to establish a process to allow an operator of a marine exchange or other non-Federal vessel traffic information service to use an automatic identification system to transmit weather and navigation safety information to vessels.

Sec. 229. e-LORAN

This section ensures certain navigation infrastructure is not dismantled until the Secretary of Homeland Security determines whether it is needed and authorizes the Coast Guard to enter into agreements with public and private entities to develop a GPS back-up system.

Sec. 230. Analysis of Resource Deficiencies with Respect to Maritime Border Security

This section requires a report to Congress on any deficiencies that exist in Coast Guard resources relating to maritime border security.

Sec. 231. Modernization of National Distress and Response System

This section requires a report to Congress on the status of the Coast Guard's work to improve the distress call response system in Alaska and the Western Rivers.

Sec. 232. Report Reconciling Maintenance and Operational Priorities on the Missouri River

This section requires a report to Congress on steps the Coast Guard will take to reconcile the maintenance requirements of Coast Guard buoy tenders with the needs of vessel operators on the Missouri River.

Sec. 233. Maritime Search and Rescue Assistance Policy Assessment

This section requires an assessment of the Coast Guard's Maritime Search and Rescue Assistance Policy as it relates to State and local responders.

TITLE III – SHIPPING AND NAVIGATION

Sec. 301. Repeal

This section repeals an inoperative section of title 46 that authorizes the Secretary of Commerce to encourage the use of mobile trade fairs.

Sec. 302. Donation of Historical Property

This section authorizes the Secretary of Transportation to donate historical property administered by the Maritime Administration to state and local governments or non-profit organizations.

Sec. 303. Small Shipyards

This section reauthorizes the Assistance to Small Shipyards Program through fiscal year 2017 at currently authorized levels. The program provides capital grants to small privately owned shipyards to expand shipbuilding capacity, efficiency, and competitiveness.

Sec. 304. Drug Testing Reporting

This section clarifies that federal agencies operating vessels are required to submit the results of failed drug tests administered to applicants for mariner positions on such vessels to the Coast Guard so the Coast Guard can take appropriate action with respect to the mariner's merchant mariner credential.

Sec. 305. Opportunities for Sea Service Veterans

In order to work on a commercial vessel in the United States, the Coast Guard requires individuals to prove they have the experience and know how to do so. Unfortunately, Coast Guard regulations ignore the years of sea service and vast knowledge our veterans gain from their time serving our nation in the armed forces. This creates a tremendous barrier for veterans seeking good paying jobs on our waterways. This section would reduce these regulatory impediments by enabling retired servicemembers to more easily demonstrate required sea service. The section also requires the Service to expeditiously provide retired Coast Guard servicemembers with the necessary paperwork documenting their sea service so these servicemembers can gain employment in the maritime sector. It further requires the Coast Guard to increase awareness among servicemembers of post-employment opportunities in the merchant marine. Finally, the section requires the Coast Guard to report to Congress on what steps it is taking to further help its servicemembers transition to jobs in the maritime sector.

Sec. 306. Clarification of High Risk Waters

This section clarifies the definition of High Risk Waters for the purposes of section 55305(e) of title 46, United States Code.

Sec. 307. Technical Corrections

This section makes technical corrections to titles 33 and 46, United States Code.

Sec. 308. Report

This section requires the Government Accountability Office to report to the Committee on the economic impacts of exporting LNG on U.S. flagged and built vessels.

Sec. 309. Fishing Safety Grant Programs

This section reauthorizes certain fishing vessel safety grants through fiscal year 2017 at currently authorized levels.

Sec. 310. Establishment of Merchant Marine Personnel Advisory Committee

This section codifies the existing Merchant Marine Personnel Advisory Committee.

Sec. 311. Travel and Subsistence.

Authorizes the Coast Guard to accept in-kind reimbursement for transportation, travel, and subsistence when conducting inspections in the United States under certain circumstances.

Sec. 312. Prompt Intergovernmental Notice of Marine Casualties

This section requires the Coast Guard to notify affected state and tribal governments of a major marine casualty within 24 hours of it being reported to the Coast Guard.

Sec. 313. Area Contingency Plans

This section clarifies that federally recognized Indian tribes may participate in area committees established to plan for responses to oil and hazardous material spills. It would also require that area contingency plans include a framework for advance planning and decision making regarding closing and re-opening of fishing ground following an oil spill.

Sec. 314. International Ice Patrol Reform

This section prohibits the Coast Guard from providing data on the location of icebergs in the North Atlantic to foreign flagged vessels whose registry nations fail to reimburse the Service for its costs. These nations are currently required to reimburse the United States for this service under an international treaty, but have failed to do so in over a decade. The Coast Guard has spent more than \$40 million over the last five years providing this service to foreign flagged vessels.

Sec. 315. Offshore Supply Vessel Third-Party Inspection

This section establishes a process for the Coast Guard to enable classification societies to inspect offshore supply vessels.

Sec. 316. Watches

This section updates section 8104 of title 46, United States Code, by eliminating references to obsolete categories of mariners such as coal passers and water tenders.

Sec. 317. Coast Guard Response Plan Requirements

This section requires that certain information in facility response plans filed by a mobile offshore drilling unit be included in vessel response plans filed with the Coast Guard.

Sec. 318. Regional Citizens Advisory Council

This section makes an inflationary adjustment to the funding provided for the Cook Inlet Regional Citizens Advisory Council.

Sec. 319. Uninspected Passenger Vessels in the Virgin Islands

This section enables U.S. owned uninspected passenger vessels operating in the U.S. Virgin Islands to carry up to 12 passengers provided the vessels meet certain safety requirements.

Sec. 320. Treatment of Abandoned Seafarers

This section enhances the government's ability to prosecute vessel operators that dump toxic substances in our waters and abandon their crews in the United States. Specifically, the section establishes a fund to repatriate abandoned foreign seafarers and pay the expenses of foreign seafarers that must remain in the United States to serve as material witnesses in federal criminal trials against vessel owners. The fund is capitalized by using some of the penalties imposed on vessel owners guilty of these crimes.

Sec. 321. Website

This section moves the administration of an Internet website concerning crimes on cruise vessels from the Coast Guard to the Department of Transportation. It also makes technical and clarifying changes to current law governing cruise vessel safety.

Sec. 322. Coast Guard Regulations

This section prohibits the Coast Guard from finalizing a rule establishing safety and environmental management system requirements for vessels engaged in Outer Continental Shelf activities until six months after the Coast Guard reports to Congress on the impact of such rules.

TITLE IV – FEDERAL MARITIME COMMISSION

Sec. 401. Authorization of Appropriations

This section would authorize the activities of the Federal Maritime Commission (FMC) at a level of \$24.7 million for fiscal year 2015.

Sec. 402. Award of Reparations

This section clarifies that in actions filed with the FMC alleging a violation of law pertaining to ocean shipping, the prevailing party in the proceeding may be awarded reasonable attorney fees.

Sec. 403. Terms of Commissioners

This section prohibits a commissioner from serving more than one year after the five year term expires. It also imposes a term limit of two terms. These changes are applicable to commissioners appointed after the date of enactment of this act. Finally, this section codifies current conflict of interest prohibitions on the actions of commissioners.

TITLE V – ARCTIC MARITIME TRANSPORTATION

Sec. 501. Arctic Maritime Transportation

This section formally codifies language that was enacted in 2010 to ensure safe and secure maritime shipping in the Arctic, including the availability of aids to navigation, vessel escorts, spill response capability, and maritime search and rescue.

Sec. 502. Arctic Maritime Domain Awareness

This section authorizes the Commandant of the Coast Guard to take certain steps to improve Arctic Maritime Domain Awareness, including through the promotion of interagency cooperation and coordination regarding information about the Arctic maritime domain.

Sec. 503. IMO Polar Code Negotiations

This section requires the Secretary of Homeland Security to report to the Committee on the status of negotiations on the Polar Code at the International Maritime Organization and the impacts the implementation of the Code will have on coastal communities in the Arctic.

Sec. 505. Icebreakers

This section requires the Coast Guard to provide Congress with a strategy to maintain icebreaking capabilities in the Polar Regions that includes an analysis of the cost effectiveness of acquiring or leasing new icebreaker assets. The section also prohibits the Coast Guard from spending any of its funds to pay for the capabilities of a new Polar Class icebreaker that are requested by other federal agencies. The Coast Guard is authorized to use funds transferred from other agencies pursuant to an agreement to address such requests. Finally, the section authorizes the Coast Guard to conduct a service life extension of the POLAR SEA after it provides a previously mandated report to Congress concerning the icebreaker.

Sec. 506. Icebreaking in Polar Regions

This section ensures that Coast Guard statutory missions are included as priorities when the administration budgets for activities in the Polar Regions.

TITLE VI - MISCELLANEOUS

Sec. 601. Distant Water Tuna Fleet

This section eliminates requirements on U.S. flagged distant water tuna fleet vessels that are inconsistent with the requirements the Coast Guard places on all other U.S. flagged commercial fishing vessels. As such, this section requires distant water tuna fleet vessels to pass a Coast Guard administered vessel safety examination every five years. It also removes the requirement that these vessels call on certain U.S. ports at least once each year.

Sec. 602. Extension of Moratorium

This section extends for an additional three years the moratorium for owners of commercial fishing vessels and commercial vessels less than 79 feet without ballast tanks from EPA permits governing certain incidental discharges such as rain water runoff, deck wash, and condensation from air conditioners. This section does not impact the regulation of ballast water discharges by the Coast Guard, EPA, or state governments.

Sec. 603. National Maritime Strategy

This section requires the Secretary of Transportation to provide the Committee with a national maritime strategy that includes recommendations on ways to reduce regulatory burdens on U.S. flagged vessel owners, improve the competitiveness of the U.S. flagged fleet, increase the use of short seas shipping, and enhance U.S. shipbuilding capacity.

Sec. 604. Waivers

This section removes the requirement that any master of the Valley View Ferry be licensed by the Coast Guard if the Commonwealth of Kentucky implements a similar licensing requirement. The section also authorizes the Coast Guard to issue a coastwise endorsement to a wooden hull fishing tender vessel built in the United States and owned by a U.S. citizen, but which was temporarily registered in Canada.

Sec. 605. Competition by United States Flagged Vessels

This section authorizes the National Academy of Sciences (NAS) to conduct an assessment of Coast Guard regulations governing the inspection of vessels to determine what impact such regulations have on the competitiveness of U.S. flagged vessels in the international trade. It also authorizes NAS to conduct an assessment of all factors that impact U.S. flagged vessel competitiveness.

Sec. 606. Vessel Requirements for Notices of Arrival and Departure and Automatic Identification System

This section requires the Secretary of Homeland Security to notify Congress of the status of the final rule implementing the proposed rule “Vessel Requirements for Notice of Arrival and Departure, and Automatic Identification System.”

Sec. 607. Conveyance of Coast Guard Property in Rochester, New York

This section authorizes the Coast Guard to convey property under its administrative control to the City of Rochester, NY at fair market value.

Sec. 608. Conveyance of Coast Guard Property in Gig Harbor, Washington

Authorizes the Secretary of Interior to convey certain public lands, upon relinquishment by the Coast Guard, to the City of Gig Harbor, WA at fair market value.

Sec. 609. Vessel Determination

This section deems the build date of a vessel rebuilt after being lost in a fire as the date on which the rebuilt vessel was delivered.

Sec. 610. Safe Vessel Operation in Thunder Bay

This provision would bar the Coast Guard and the Environmental Protection Agency from prohibiting a vessel operating in the Thunder Bay National Marine Sanctuary from ballasting to allow for safe and efficient vessel operation.

Sec. 611. Parking Facilities

This section would make unused parking spots at the Department of Homeland Security St. Elizabeths Campus available to Coast Guard personnel until other personnel from the Department are transferred to the Campus.

###