To amend title 46, United States Code, to exempt old vessels that only operate within inland waterways from the fire-retardant materials requirement if the owners of such vessels make annual structural alterations to at least 10 percent of the areas of the vessels that are not constructed of fire-retardant materials.

IN THE SENATE OF THE UNITED STATES

JULY 8, 2015

Mr. Brown (for himself, Mr. Portman, Mrs. McCaskill, Mr. Boozman, Mr. Vitter, and Mr. Cotton) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To amend title 46, United States Code, to exempt old vessels that only operate within inland waterways from the fire-retardant materials requirement if the owners of such vessels make annual structural alterations to at least 10 percent of the areas of the vessels that are not constructed of fire-retardant materials.

1 Be it enacted by the Senate and House of Representa-
2 tives of the United States of America in Congress assembled,
3 SECTION 1. FIRE-RETARDANT MATERIALS EXEMPTION.
4 Section 3503 of title 46, United States Code, is
5 amended—
(1) in subsection (a), by striking “2008, this section” and inserting “2028, this subsection”; and

(2) in subsection (b)(1)—

(A) in the matter preceding subparagraph (A), by striking “this section” and inserting “subsection (a)”;

(B) in subparagraph (A), by inserting “and crew” after “prospective passengers”;

(C) in subparagraph (B), by inserting “or crew member” after “passenger”;

(D) in subparagraph (C), by striking “and” at the end; and

(E) by striking subparagraph (D) and inserting the following:

“(D) the owner or managing operator of the vessel shall—

“(i) make annual structural alterations to not less than 10 percent of the areas of the vessel that are not constructed of fire-retardant materials;

“(ii) provide advance notice to the Coast Guard regarding the alterations made pursuant to clause (i); and
“(iii) comply with any noncombustible material requirements prescribed by the Coast Guard; and

“(E) the requirements referred to in subparagraph (D)(iii) shall, to the extent practicable, be consistent with the preservation of the historic integrity of the vessel in areas carrying or accessible to passengers or generally visible to the public.”.