

112TH CONGRESS
1ST SESSION

S. 1620

To ensure the icebreaking capabilities of the United States and for other purposes.

IN THE SENATE OF THE UNITED STATES

SEPTEMBER 22, 2011

Mr. BEGICH (for himself and Ms. CANTWELL) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To ensure the icebreaking capabilities of the United States and for other purposes.

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. SHORT TITLES.**

4 This Act may be cited as the “Preserve Our Large
5 Arctic Response Capability Act” or as the “POLAR-C
6 Act”.

7 **SEC. 2. FINDING; SENSE OF CONGRESS.**

8 (a) FINDING.—Congress finds that the United States
9 priorities for maritime transportation in the polar regions
10 set out in the National Security Presidential Directive 66

1 and Homeland Security Presidential Directive 25 dated
2 January 9, 2009 are—

- 3 (1) to facilitate safe, secure, and reliable navi-
4 gation;
- 5 (2) to protect maritime commerce; and
- 6 (3) to protect the environment.

7 (b) SENSE OF CONGRESS.—It is the sense of Con-
8 gress that the United States should maintain domestic
9 heavy and medium duty icebreaker assets to meet United
10 States Coast Guard statutory requirements and priorities
11 for maritime transportation and that maintaining less
12 than a sufficient number of heavy duty icebreaking assets
13 jeopardizes national security, law enforcement, maritime
14 safety, environmental protection, disaster response, sci-
15 entific research, and natural resource protection in the
16 polar regions and Alaska.

17 **SEC. 3. ICEBREAKING CAPABILITY.**

18 (a) DEFINITIONS.—In this section:

- 19 (1) COVERED VESSELS.—The term “covered
20 vessels” means—
 - 21 (A) Coast Guard Cutter POLAR SEA
22 (WAGB 11); and
 - 23 (B) the Coast Guard Cutter POLAR
24 STAR (WAGB 10).

1 (2) INACTIVE STATUS.—The term “inactive sta-
2 tus” includes a status of—

3 (A) out of commission, in reserve;

4 (B) out of service, in reserve; or

5 (C) pending placement out of commission.

6 (3) SUBMISSION DATE.—The term “submission
7 date” means—

8 (A) October 15, 2011; or

9 (B) if this Act is enacted after October 15,
10 2011, the date that is 1 day after the date of
11 the enactment of this Act.

12 (b) SUBMISSION OF BUSINESS CASE ANALYSIS.—Not
13 later than the submission date, the Commandant of the
14 United States Coast Guard shall submit to the Committee
15 on Commerce, Science, and Transportation of the Senate
16 and the Committee on Transportation and Infrastructure
17 of the House of Representatives the polar icebreaker busi-
18 ness case analysis prepared by the Coast Guard.

19 (c) MAINTENANCE OF EXISTING VESSELS.—Until
20 the date that is 2 years after the date the Commandant
21 of the United States Coast Guard makes the submission
22 required by subsection (b)—

23 (1) the Commandant may not—

24 (A) transfer, relinquish ownership of, dis-
25 mantle, or recycle the covered vessels;

1 (B) change the homeport of either of the
2 covered vessels;

3 (C) expend any funds—

4 (i) for any expenses directly or indi-
5 rectly associated with the decommissioning
6 of either of the covered vessels, including
7 expenses for dock use or other goods and
8 services;

9 (ii) for any personnel expenses di-
10 rectly or indirectly associated with the de-
11 commissioning of either of the covered ves-
12 sels, including expenses for decommis-
13 sioning officer; or

14 (iii) for any expenses associated with
15 a decommissioning ceremony for either of
16 the covered vessels;

17 (D) appoint a decommissioning officer to
18 be affiliated with either of the covered vessels;
19 or

20 (E) place either of the covered vessels in
21 inactive status; and

22 (2) the Administrator of the Maritime Adminis-
23 tration may not receive, maintain, dismantle, or re-
24 cycle either of the covered vessels.

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