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104TH CONGRESS
1ST SESSION

H. R. 348

To authorize the Secretary of Transportation to use available amounts to make grants to qualified ship repair yards to pay 75 percent of the cost of acquiring advanced ship repair technology and modern ship repair technology.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 4, 1995

Mr. PICKETT introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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A BILL

To authorize the Secretary of Transportation to use available amounts to make grants to qualified ship repair yards to pay 75 percent of the cost of acquiring advanced ship repair technology and modern ship repair technology.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. QUALIFIED SHIP REPAIR YARD MODERNIZATION ASSISTANCE.

(a) GRANT AUTHORITY.—The Secretary of Transportation may use available amounts to make grants to quali-

fied ship repair yards to pay 75 percent of the cost of acquiring advanced ship repair technology and modern ship repair technology.

(b) CONDITION OF ASSISTANCE.—As a condition of receiving a grant under this section, the Secretary shall require that a qualified ship repair yard provide, in cash contributions, 25 percent of the costs incurred in acquiring advanced ship repair technology and modern ship repair technology with the grant.

(c) PRIORITY.—In making grants under this section, the Secretary shall give priority to qualified ship repair yards for which assistance under this section will permit the performance of ship repairs more efficiently and in a manner that is more competitive with foreign ship repair yards.

(d) DEFINITIONS.—For purposes of this section:

(1) ADVANCED SHIP REPAIR TECHNOLOGY.—The term ''advanced ship repair technology'' includes—

(A) numerically controlled machine tools, robots, automated process control equipment, computerized flexible manufacturing systems, associated computer software, and other technology for improving ship repair and related in-

dustrial production which advance the state-of-the-art; and

(B) novel techniques and processes designed to improve ship repair quality, productivity, and practice, and to promote sustainable development, including engineering design, quality assurance, concurrent engineering, continuous process production technology, energy efficiency, waste minimization, design for recyclability or parts reuse, inventory management, upgraded worker skills, and communications with customers and suppliers.

(2) MODERN SHIP REPAIR TECHNOLOGY.—The term ''modern ship repair technology'' means the best available proven technology, techniques, and processes appropriate to enhancing the productivity of ship repair yards.

(3) QUALIFIED SHIP REPAIR YARD DEFINED.—The term ''qualified ship repair yard'' means a shipyard located in the United States that meets the eligibility qualification requirements for obtaining and retaining a Master Ship Repair Agreement with the United States Navy.

(e) AUTHORIZATION OF APPROPRIATIONS.—For grants under this section there are authorized to be appro-

priated to the Secretary of Transportation $17,500,000 for fiscal year 1996, to remain available until expended.

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