

REGULATORY ASSESSMENT

1989 NPRM (Draft Evaluation)

The Coast Guard has conducted a detailed evaluation of the costs and benefits of the proposed changes affecting small passenger vessel owners, the public, and the Coast Guard. The average annual cost to the small passenger vessel industry of the proposed changes is estimated to be \$8.5 million per year in 1987 dollars. Included in the total average annual cost are increased costs from proposed requirements as well as monetary benefits primarily due to cost savings from:

1. Reduced fire damage due to increased fire protection equipment;
2. Extended drydocking intervals
3. Reduced structural fire protection requirements;
4. Greater flexibility in the choice of structural fire protection materials and piping materials; and
5. Reduced insurance premiums from fixed total flooding fire extinguishing systems, fire detecting systems and smoke detecting systems.

The proposed regulations would result in an overall increased cost, for the initial purchase and outfitting of a new, small passenger vessel, of approximately \$1500 to \$94,000 per vessel depending upon the vessel's operation and number of passengers permitted to be carried. The total net present value of the proposed changes is \$85 million.

Time phasing and discounting were used to determine the Net Present Value (NPV) and Average Annual Cost (AAC). Discounting recognizes that future costs or benefits are not worth the same amount at the present time, and that the relationship between monetary values at different points in time is the interest rate or discount factor. The NPV is the total value of all insured costs and benefits from this proposal on the effective date of the regulations. To calculate the NPV the regulations were assumed to be effective for a planning period of 100 years. Each year's expected yearly cost was multiplied by a discount factor and summed over all years of the planning period. The AAC is the NPV discounted over all the years of the planning period, producing equal annual costs. For the evaluation the average life of a small passenger vessel was estimated to be twenty-five years.

More than 70 individual changes from the existing regulations were identified in this proposal as being monetary cost/benefit items. The most significant of these items were:

1. Liferafts and inflatable buoyant apparatus (\$5.6 million AAC)
2. Passenger/crew lists (\$1.04 million AAC);
3. Category 1 EPIRBs for vessels on oceans and coastwise routes (\$0.4 million AAC); and
4. Fixed total flooding fire extinguishing systems in machinery spaces (\$0.37 million AAC)

A discussion of the individual cost or monetary benefit of many proposed changes is included in the Discussion of Proposed Regulations. Tables listing the primary changes proposed in this notice, which would result in a cost or monetary benefit to a small passenger vessel owner, are also included below. For the convenience of the reader, a cost and monetary benefit table is provided for four sample small passenger vessels which vary by length, passenger capacity, route, and accommodation type. The

estimated cost of the proposed changes, which are listed in the tables, are based on information from small passenger vessel owners, builders, equipment vendors, and marine equipment catalogs, and include estimated initial outfitting costs and the annual recurring costs. Outfitting costs include the initial purchase price and installation charge for new equipment. Recurring costs include annual maintenance and service cost, annual labor cost for making passenger and crew lists, and an annual pro rata replacement cost for the cited equipment based on a ten year life expectancy, minus any quantifiable monetary benefit from annual cost savings due to reduced insurance premiums, reduced material costs, reduced number of drydockings, etc. Estimated increased costs are listed without parentheses; cost savings are placed within parentheses. Comments are requested on the costs stated throughout this preamble.

TABLE OF COSTS AND MONETARY BENEFITS FOR A NEW VESSEL OF NOT MORE THAN 65 FEET IN LENGTH CARRYING 23 PASSENGERS WITHOUT OVERNIGHT ACCOMMODATIONS ON A OCEANS ROUTE

| Cite 46 CFR and Requirement | Outfitting Cost (Benefit) | Recurring Cost (Benefit) |
|---|------------------------------|-----------------------------|
| 176.600 Drydock | | (\$60) |
| 178.320 Simplified stability test | \$200 | |
| 180.64 Category 1 EPIRB | 1,150 | 115 |
| 180.202 Liferaft | 8,595 | 540 |
| 181.400 Fixed extinguishing in machinery space. | 1,150 | ¹ (309) |
| 181.610 Fire buckets | 30 | 3 |
| 182.430 Wet exhaust | (200) | (20) |
| 182.440 Independent tank baffles | (100) | (10) |
| 182.455 Flexible hose | (30) | (3) |
| 182.520 Submersible bilge pump | (150) | (15) |
| 182.530 Bilge alarm | 200 | ¹ 0 |
| 184.506 Broadcast placard | 10 | 1 |
| 184.610 PA system | 100 | 10 |
| 184.710 First aid kit | 65 | 7 |
| 185.502 Passenger/crew list | | 205 |
| 185.516 Lifejacket placard | 10 | 1 |
| 185.604 Retroreflective tape | 24 | 2 |
| Totals | 11,054 | 467 |

¹ Value includes estimated annual monetary benefit from insurance savings and a decrease in fire or flooding damage

TABLE OF COSTS AND MONETARY BENEFITS FOR A NEW VESSEL OF MORE
 THAN 65 FEET IN LENGTH CARRYING 310 PASSENGERS WITHOUT
 OVERNIGHT ACCOMMODATIONS ON A LAKE, BAY, AND SOUND ROUTE

| Cite 46 CFR and Requirement | Outfitting Cost (Benefit) | Recurring Cost (Benefit) |
|---|------------------------------|-----------------------------|
| 171.050 Rail crowding criteria | \$35 | |
| 171.080 Damage stability survival | 5,000 | |
| 176.600 Drydock | | (\$100) |
| 177.430 Fire boundaries, load | (11,132) | (1,113) |
| 180.206 Inflatable buoyant apparatus | 40,600 | 3,100 |
| 181.300 80 GPM fire pump | 200 | 20 |
| 181.400 Fixed extinguishing in machinery space. | 5,906 | ¹ (608) |
| 181.400 Galley grease extraction hood | 4,000 | 400 |
| 181.400 Accommodations smoke detector | 6,344 | ¹ (491) |
| 182.430 Wet exhaust | (200) | (20) |
| 182.455 Flexible hose | (30) | (3) |
| 182.500 Subchapter F bilge requirement | 400 | 40 |
| 182.530 Bilge alarm | 400 | ¹ 20 |
| 182.610 Steering requirement | 150 | 15 |
| 184.404 Radar | 3,000 | 300 |
| 184.408 Fathometer | 200 | 20 |
| 184.506 Broadcast placard | 10 | 1 |
| 184.610 PA system | 500 | 50 |
| 184.710 First aid kit | 65 | 7 |
| 185.514 Station bill | 20 | 2 |
| 185.516 Lifejacket placard | 10 | 1 |
| 185.602 Markings | 80 | 8 |
| 185.604 Retroreflective tape | 24 | 2 |
| Totals | 55,582 | 1,651 |

¹ Value includes estimated annual monetary benefit from insurance savings and a decrease in fire or flooding damage

TABLE OF COSTS AND MONETARY BENEFITS FOR A NEW VESSEL OF NOT MORE THAN 65 FEET IN LENGTH CARRYING 57 PASSENGERS WITHOUT OVERNIGHT ACCOMMODATIONS ON A RIVER ROUTE

| Cite 46 CFR and Requirement | Outfitting Cost (Benefit) | Recurring Cost (Benefit) |
|---|------------------------------|-----------------------------|
| 176.600 Drydock | | ¹ \$60 |
| 181.300 50 PSI fire pump | \$200 | 20 |
| 181.400 Fixed extinguishing in machinery space. | 1,150 | ² (159) |
| 181.610 Fire buckets | 30 | 3 |
| 182.430 Wet exhaust | (200) | (20) |
| 182.440 Independent tank baffles | (100) | (10) |
| 182.455 Flexible hose | (30) | (3) |
| 182.520 Submersible bilge pump | (150) | (15) |
| 182.530 Bilge alarm | 200 | ² 0 |
| 184.506 Broadcast placard | 10 | 1 |
| 184.610 PA system | 100 | 10 |
| 184.710 First aid kit | 65 | 7 |
| 185.516 Lifejacket placard | 10 | 1 |
| 185.604 Retroreflective tape | 24 | 2 |
| Totals | 1,459 | (88) |

¹ Increased costs listed is for a wooden vessel due to the decrease in the drydock interval from 5 years to 2 years. Vessels with other hull types would not incur any cost or benefit since their required drydock interval for fresh water operations would remain 5 years.

² Value includes estimated annual monetary benefit from insurance savings and a decrease in fire or flooding damage

TABLE OF COSTS AND MONETARY BENEFITS FOR A NEW VESSEL OF MORE THAN 65 FEET IN LENGTH CARRYING 310 PASSENGERS WITHOUT OVERNIGHT ACCOMMODATIONS ON A LAKE, BAY, AND SOUND ROUTE

| Cite 46 CFR and Requirement | Outfitting Cost (Benefit) | Recurring Cost (Benefit) |
|---|------------------------------|-----------------------------|
| 171.080 Damage stability survival | \$5,000 | |
| 176.600 Drydock | | (\$170) |
| 180.64 Category 1 EPIRB | 1,450 | 145 |
| 180.110 Embarkation ladder | 900 | 90 |
| 180.206 Inflatable buoyant apparatus | 0 | ¹ 0 |
| 181.300 80 GPM fire pump | 200 | 20 |
| 181.400 Fixed extinguishing in machinery space. | 13,440 | ² (3,230) |
| 181.400 Galley grease extraction hood | 4,000 | 400 |
| 181.400 Interior fire detection/alarm | 30,000 | ² (1,500) |
| 182.200 Overspeed trip | 1,000 | 100 |
| 182.430 Wet exhaust | (200) | (20) |
| 182.455 Flexible hose | (30) | (3) |
| 182.530 Bilge alarms | 400 | ² 20 |
| 182.610 Steering requirement | 150 | 15 |
| 184.404 Radar | 0 | ¹ 0 |
| 184.408 Fathometer | 0 | ¹ 0 |
| 184.506 Broadcast placard | 10 | 1 |
| 184.610 PA system | 500 | 50 |
| 184.710 First aid kit | 65 | 7 |
| 185.514 Station bill | 20 | 2 |
| 185.516 Lifejacket placard | 10 | 1 |
| 185.602 Hull markings | 80 | 8 |
| 185.604 Retroreflective tape | 24 | 2 |
| Totals | 57,019 | (3,155) |

¹ No cost listed for item since it is presently installed on all applicable vessels or is required under existing § 175.05-15

² Value includes estimated annual monetary benefit from insurance savings and a decrease in fire or flooding damage

The small passenger vessel would incur a direct average annual cost of \$8.5 million as a result of this rulemaking. Although the direct cost may be considered large, the need for and benefits of the proposed regulations justify the cost.

The primary benefit of the proposed regulations is that they are expected to reduce the number of lives lost, and injuries and property damage sustained as a result of

casualties involving small passenger vessels. This primary benefit can not be readily calculated in monetary terms. Some of the requirements proposed by this rulemaking for which the full monetary benefit of the requirement can not be easily quantified include liferafts and inflatable buoyant apparatus, EPIRBs, fixed total flooding fire extinguishing systems, fire detecting systems and passenger and crew lists

Based on available small passenger vessel casualty data from 1981 to 1986, the proposed requirements for inflatable liferafts and buoyant apparatus are expected to save two lives per year. The proposed requirement that passengers be required to wear lifejackets under certain conditions is also expected to save two lives per year. The valuation of human life is quite difficult and often undesirable. However, to compare the benefit of the proposed requirements for liferafts and inflatable buoyant apparatus, and the wearing of lifejackets under certain conditions, to the average annual cost of this rulemaking, the value of a human life must be estimated. Economists have estimated the value of a human life ranges from a minimum of \$1 million to \$11 million. If a human life is estimated to have a monetary value of at least \$2.125 million, the benefit to cost ratio of the proposed requirements would be one. The average annual cost of this rulemaking would be reduced from \$8.5 million to no cost due to the four lives expected to be saved per year from these lifesaving equipment requirements alone.

Fortunately, a United States small passenger vessel carrying a large number of passengers has not been involved to date in a major casualty resulting in a significant number of injuries or deaths. As available statistics indicate, the average size of small passenger vessels is increasing. As the average size increases, the risk of having a catastrophic casualty also increases.

The existing regulations do not adequately address the continual increase in the number of persons being carried on small passenger vessels today. This continual increase emphasizes the need for the proposed regulations. One casualty involving a small passenger vessel carrying a large number of passengers which involves a large fire, or results in passengers entering the water, would dramatically increase the number of lives saved by equipment and procedures required by the proposed regulations. The number of lives saved by the proposed regulations for survival craft and the donning of lifejackets alone would be much more than the estimated average, based on recent casualty data, of four lives per year.

The proposals for liferafts and inflatable buoyant apparatus are based on the recognition of the potential for a tragic accident involving a large number of passengers as well as the number of deaths which have occurred in the past. Because of the high cost of survival craft, alternatives to the proposed requirements were extensively considered. The proposed regulations for survival craft were determined to be the best balance of number of persons at risk, the threat due to hypothermia, and cost.

The proposal to require Category 1 EPIRBs on all small passenger vessels presently required to have EPIRBs, as well as on vessels on coastwise routes within 20 miles of a harbor of safe refuge, is based upon the improved signals that the new Category 1 EPIRBs transmit and recognition that many casualties occur close to shore without an adequate distress signal being transmitted. The proposed requirement: for Category 1 EPIRBs would improve rescue response by reducing delays and increasing the accuracy of the signal location. The costs to search and rescue units would be decreased because such units would have to spend less time responding and also because of an expected

reduction in the number of false alarms which must be tracked down. False alarms from Category 1 EPIRBs are less likely and easier to trace than from the presently required Class A EPIRBs. These benefits of the proposed requirement for Category 1 EPIRBs are difficult to quantify.

The proposal that fixed total flooding fire extinguishing systems be installed in enclosed machinery spaces on all vessels was based upon the large number of casualties involving machinery space fires and the relatively inexpensive cost of these systems for most small passenger vessels. The monetary benefit of such systems due to reduced fire damage and insurance premiums, which can be quantified, has been included in the average annual cost. Some insurance industry estimates indicate that fixed total flooding fire extinguishing systems actually "pay for themselves" in three to ten years due to reduced insurance premiums. Smoke detecting systems also result in reduced insurance premiums.

Smoke detecting systems are considered essential for ensuring early detection of a fire, which leads to more organized and effective firefighting and evacuation responses. Organized and effective responses are of particular concern for the vessels subject to the proposed requirement for smoke detecting systems which includes vessels carrying more than 150 passengers, because of the large numbers of people at risk. The installation of these detecting systems also considered necessary in order to allow reduced structural fire protection. A monetary benefit from smoke detecting systems due to reduced fire damage can not be determined. However, a rapid response to one fire detected by smoke detecting systems aboard a small passenger vessel carrying more than 150 passengers would justify the expense of such systems.

The proposed regulations for passenger and crew lists stem from requirements in the law. The need for such lists is bolstered by recommendations from NTSB and Coast Guard casualty reports. The lists will provide search and rescue personnel with the number and identity of persons missing in the event of a casualty. Often in such situations these details are difficult to determine with any degree of certainty which makes it difficult to determine when to suspend a search. The monetary benefit of such lists is difficult to estimate but such lists would reduce the time it takes for search and rescue personnel to determine how many persons are missing and result in more efficient use of resources.

A draft evaluation has been prepared and placed in the rulemaking docket. The evaluation contains information on the methodology and data sources used in determining costs and benefits, details on the costs and benefits of each change, alternatives to proposed changes, costs for sample small passenger vessels, and a profile of the small passenger fleet and its casualty history. For information concerning inspecting and copying the draft evaluation, refer to ADDRESSES above. Copies may also be received by contacting the person listed under FOR FURTHER INFORMATION CONTACT.

Based on the draft evaluation, the proposed regulations are considered to be non-major under Executive Order 12291 and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034, February 26, 1979).

1994 SNPRM

This document has been reviewed under Executive Order 12866, "Regulatory Planning and Review," and is considered a significant regulatory action under the "Department of Transportation Regulatory Policies and Procedures" (44 FR 11040; February 26, 1979).

In conjunction with the NPRM, the Coast Guard conducted a detailed assessment of the costs and benefits of the proposed changes affecting small passenger vessel owners, the public, and the Coast Guard. The average annual cost to the small passenger vessel industry of the proposed changes in the NPRM was estimated to be \$8.44 million per year in 1987 dollars. The NPRM preamble included an explanation of how the cost was determined, details of some of the more expensive cost items, and an analysis of the anticipated impact. Many responses to the NPRM focused on a few key issues, which are discussed in the following paragraphs.

The prices used for new equipment proposed in the NPRM reflected the minimum cost that would be incurred by a vessel owner or operator to meet the regulations. This is not necessarily the equipment of choice for most vessels. Many vessel owners and operators presently use equipment proposed by this SNPRM because they recognize the need for such equipment. In doing so, they have voluntarily installed high quality, expensive equipment based on factors such as reliability, serviceability, and superior performance. Thus, while an inexpensive fathometer installed on a transom mount would meet the letter of the regulation and save the cost of drydocking, most owners would install a more expensive device, with a through-hull transducer, in order to gain reliability. Owners have pointed out that inexpensive equipment does not stand up to the rigors of commercial use and may cost more than quality equipment in the long run, because the failure of a device may prevent a vessel from operating and earning revenue.

In order to more accurately reflect the impact of this regulatory package, the Coast Guard has increased the assumed cost of many add-on items based upon responses to the NPRM. For example, the assumed cost of a radar has been increased from \$3,000 to \$6,000 based upon industry comments. Further, to more accurately reflect the costs experienced by industry in maintaining and eventually replacing equipment, the annual maintenance cost has been assumed as 20 percent of the initial procurement and installation cost.

Other comments stated that the interest rate assumed in the analysis (10 per cent annually) and the period over which costs were annualized (25 years) were grossly misrepresentative of the financing that is available to the industry in terms of interest rates and repayment period.

The Coast Guard was not attempting to model actual interest rates and loan periods when choosing the values used in the analysis. Rather, the Coast Guard was relying on guidance provided by the Office of Management and Budget (OMB) through Executive Order 12291. That order specifies that a time value of money of ten percent be used and suggests an analysis period of 30-35 years, beyond which the impact of a constant cash flow becomes negligible in terms of present value. In the analysis which accompanied the NPRM, the Coast Guard assumed a time value of money of 10 per cent and extended the analysis over a period of 100 years to determine the cost of the rulemaking. For the SNPRM, the latest OMB direction requires the Coast Guard to assume a time value of

money of 7 per cent. Additionally, the Coast Guard has limited the evaluation cost of the rulemaking to a 30 year period instead of 100 years.

It is apparent that some confusion was caused by the Coast Guard's use of four sample vessels to quantify the impact. As a matter of simplification, the Coast Guard chose to use a period of 25 years, the assumed life of a small passenger vessel, when quantifying the impact on the sample vessels. These examples have not been used in this SNPRM.

Several comments pointed out that, on the basis of fleet size and number of passengers carried, the small passenger vessel fleet has an exemplary safety record, particularly when compared to other transportation modes, and recommended that the Coast Guard compare the safety records of different transportation modes before proceeding with the rulemaking.

The Coast Guard reviewed safety data from different transportation modes and found no common basis for comparison. Further compounding the complexity of the issue is the variety of reasons involved with choice of transportation modes. For example, travel via scheduled airlines is generally recognized to involve some degree of risk. However, millions of people travel by air annually, at a relatively high monetary cost, because of a need to travel a large distance in a short period of time. With the exception of some ferry operations, passengers are generally not driven to travel on small passenger vessels by some need which outweighs the perceived risk. Rather, most small passenger vessel travel is done for pleasure under a perception of minimal risk, if any.

Several comments suggested that the cost of the other regulations and policies which have been promulgated recently or are expected to be published, such as alcohol and drug regulations and manning policies, should be considered a part of the evaluation for the subchapter T proposal because the costs will all impact upon the same small passenger vessel operator. The Coast Guard recognizes the industry's concern about multiple regulatory projects which cumulatively increase the operational costs of a small passenger vessel. This concern is addressed in Executive Order 12291 and DOT Order 2100.5, which require that each regulatory project must be justifiable on its own merits in terms of balancing costs and benefits.

The analysis for this SNPRM is a revision of the analysis completed for the NPRM, with changes made to reflect industry comments and inputs. Because several comments from the insurance industry stated that little or no saving in insurance premiums would accrue to vessel owners for improvements such as fixed fire extinguishing systems, these savings have not been included in the evaluation of this SNPRM.

This SNPRM proposed several changes in the small passenger vessel regulations which will decrease the operating costs of the fleet overall. These decreased costs will primarily be due to:

1. Reduced fire damage due to increased fire protection equipment;
2. Extended drydocking intervals for non wood-hulled vessels;
3. Reduced structural fire protection requirements; and
4. Greater flexibility in the choice of structural fire protection materials and piping materials.

The regulations proposed in this SNPRM would result in an overall increased cost, for the initial purchase and outfitting of a new, small passenger vessel, of approximately \$1,500 to \$94,000 per vessel depending upon the vessel's operation and number of

passengers permitted to be carried. The total net present value of the cost of the proposed changes is \$102.7 million.

Time phasing and discounting were used to determine the Net Present Value (NPV) and Average Annual Cost (AAC). Discounting recognizes that future costs or benefits are not worth the same amount at the present time, and that the relationship between monetary values at different points in time is the interest rate or discount factor. The NPV is the total value of all future costs and benefits from this proposal on the effective date of the regulations. To calculate the NPV of the regulations as proposed in this SNPRM, the regulations were assumed to be effective for a planning period of 30 years, instead of 100 years as used in the NPRM. Each year's expected yearly cost was multiplied by a discount factor and summed over all years of the planning period. The AAC is the NPV discounted over all the years of the planning period, producing equal annual costs. For the evaluation the average life of a small passenger vessel was estimated to be 25 years.

More than 70 individual changes from the existing regulations were identified in this proposal as being monetary cost/benefit items. The most significant of these items were:

1. Liferafts or inflatable buoyant apparatus for certain vessels (\$4.87 million AAC);
2. Passenger/crew lists (\$1.03 million AAC); and
3. Fixed total flooding fire extinguishing systems in machinery spaces (\$1.96 million AAC).

The estimated cost of the proposed changes are based on information from small passenger vessel owners, builders, equipment vendors, and marine equipment catalogs, and include estimated initial outfitting costs and the annual recurring costs. Outfitting costs include the initial purchase price and installation charge for new equipment. Recurring costs include annual maintenance and service cost, annual labor cost for making passenger and crew lists, and an annual pro rata replacement cost for the cited equipment based on a ten year life expectancy, minus any quantifiable monetary benefit from annual cost savings due to items such as reduced insurance premiums, reduced material costs, and reduced number of drydockings. A discussion of the individual cost or monetary benefit of many proposed changes is included in the "Discussion of Proposed Regulations" in this preamble. Comments are requested on the costs stated throughout this preamble.

The small passenger vessel industry would incur a direct, average annual cost of \$9.71 million as a result of this SNPRM. Although the direct cost may be considered large, the need for and benefits of the proposed regulations justify the cost.

The primary benefit of the proposed regulations is that they are expected to reduce the number of lives lost, and injuries and property damage sustained, as a result of casualties involving small passenger vessels. This primary benefit can not be readily calculated in monetary terms. Some of the requirements proposed by this rulemaking for which the full monetary benefit of the requirement can not be easily quantified include: liferafts and inflatable buoyant apparatus, EPIRBs, fixed total flooding fire extinguishing systems, fire detecting systems, and passenger and crew lists.

Based on available small passenger vessel casualty data, the proposed requirements for inflatable liferafts and buoyant apparatus are expected to save two lives per year. The requirement that lifejackets be worn in hazardous situations is estimated to save an additional life per year.

Concerning the requirement for fixed fire extinguishing systems in machinery spaces, the Coast Guard estimates that this requirement will prevent \$0.3 million in property damage each year.

The Department of Transportation General Counsel's memorandum of January 8, 1983, noted that \$2.5 million per statistical life saved is a reasonable estimate of people's willingness to pay for safety. Injuries are calculated at varying fractions of this amount depending on the severity of the injury. Considering the three lives per year estimated to be saved by the implementation of these proposed regulations, the Coast Guard estimates that this rulemaking will produce an annual benefit of at least \$7.5 million in lives saved and injuries prevented alone.

Additionally, the Coast Guard estimated that these proposed regulations will produce other unquantified savings. The revised format of these regulations alone, with the creation of subchapter K, will make them generally easier to use. EPIRBs will reduce the number of search and rescue false alarms and reduce search time. Passenger lists and voyage plans will further reduce Coast Guard search and rescue resources expended in offshore searches. EPIRBs and inflatable primary lifesaving equipment will also reduce the number of cold water related injuries. When considered collectively, the Coast Guard believes these unquantified benefits, as well as the estimated savings in the deployment of search and rescue resources will easily produce an additional benefit of \$2 million annually.

Based on an estimated 3 lives saved (liferafts and lifejackets) and other unquantified benefits, the equivalent of an additional life saved or one severe injury prevented would be required for the regulation, taken as a whole, to be fully cost-effective. The Coast Guard has considered a range of options in structuring this proposed rule, and has tried to structure the components of this rule in as cost-effective a way as possible. In some cases, quantifiable benefits may not appear to fully justify the costs. The Coast Guard will continue to evaluate how to weigh costs and quantify benefits in making decisions as this rulemaking progresses. In evaluating the proposed requirements, final decisions are critically dependent on the treatment of low probability, high consequence events. To what extent, for example, is there adequate justification to support a conclusion that fires, occurring in machinery spaces not otherwise protected by the provisions in this proposed rule, could lead to the loss of the equivalent of 20 lives over the 30 year life of this rule? The Coast Guard specifically seeks comment on such potential costs and benefits.

Fortunately, a United States small passenger vessel carrying a large number of passengers has not been involved, to date, in a major casualty resulting in a significant number of injuries or deaths. As available statistics indicate, the average size of small passenger vessels is increasing. As the average size increases, the risk of having a catastrophic casualty also increases. A low probability, high consequence accident is difficult to predict using casualty statistics. The historical lack of a small passenger vessel accident resulting in a large loss of life can not be used as an argument to say that such an incident will not happen in the future.

The existing regulations do not adequately address the continuing increase in the number of persons being carried on small passenger vessels today. This continuing increase emphasizes the need for the proposed regulations. One casualty involving a small passenger vessel carrying a large number of passengers, which involves a large fire or results in passengers entering the water, would dramatically increase the number of

lives saved by equipment and procedures required by the proposed regulations. The number of lives saved by the proposed regulations for survival craft alone would be much more than the estimated average, based on recent casualty data, of two lives per year.

The proposals for liferafts and inflatable buoyant apparatus are based on the recognition of the potential for a tragic accident involving a large number of passengers as well as the number of deaths which have occurred in the past. Because of the high cost of survival craft, alternatives to the proposed requirements were extensively considered. The proposed regulations for survival craft were determined to be the best balance of number of persons at risk, the threat due to hypothermia, and cost.

The proposal to require Category 1 satellite EPIRBs on all small passenger vessels presently required to have EPIRBs, as well as on vessels on coastwise routes and Great Lakes routes more than three miles from shore, is based upon: (1) The improved signals that the new Category 1 satellite EPIRBs transmit; and (2) recognition that many casualties occur close to shore without an adequate distress signal being transmitted. The proposed requirements for Category 1 satellite EPIRBs would improve rescue response by reducing delays and increasing the accuracy of the signal location. The costs to search and rescue units would be decreased because such units would have to spend less time responding and also because of an expected reduction in the number of false alarms which must be tracked down. False alarms from Category 1 satellite EPIRBs are less likely and easier to trace than from the presently required Class A or Class C EPIRBs. The benefits of the proposed requirement for Category 1 satellite EPIRBs are difficult to quantify.

The proposal that fixed total flooding fire extinguishing systems be installed in enclosed machinery spaces on all vessels was based upon the large number of casualties involving machinery space fires and the relatively inexpensive cost of these systems for most small passenger vessels. The monetary benefit of such systems due to reduced fire damage and insurance premiums, which can be quantified, has been included in the average annual cost. Some insurance industry estimates indicate that fixed total flooding fire extinguishing systems actually “pay for themselves” in three to ten years due to reduced insurance premiums. However, as comments to the NPRM stated that this would not be the case for many vessels, these potential benefits were not included in the analysis.

Smoke detecting systems do result in reduced insurance premiums and are considered essential for ensuring early detection of a fire, which leads to more organized and effective firefighting and evacuation responses. Organized and effective response is of particular concern for vessels carrying more than 150 passengers because of the large numbers of people at risk. These vessels would be subject to the requirements for smoke detecting systems in this SNPRM. The installation of these detecting systems is also considered necessary in order to allow reduced structural fire protection. A monetary benefit from smoke detecting systems due to reduced fire damage can not be determined. However, a rapid response to one fire detected by smoke detecting systems aboard a small passenger vessel carrying more than 150 passengers would justify the expense of such systems.

The proposed regulations for passenger and crew lists stem from requirements in the law. The need for such lists is bolstered by recommendations from NTSB and Coast Guard casualty reports. The lists will provide search and rescue personnel with the

number and identity of persons missing in the event of a casualty. Often in such situations these details are difficult to determine with any degree of certainty which makes it difficult to determine when to suspend a search. The monetary benefit of such lists is difficult to estimate but such lists would reduce the time it takes for search and rescue personnel to determine how many persons are missing and result in more efficient use of resources.

A revised draft regulatory assessment has been prepared and placed in the rulemaking docket. The assessment contains information on the methodology and data sources used in determining costs and benefits, details on the costs and benefits of each change, alternatives to proposed changes, costs for sample small passenger vessels, and a profile of the small passenger fleet and its casualty history. For information concerning inspecting and copying the draft assessment, refer to "ADDRESSES" above. Copies may also be received by contacting the person listed under "FOR FURTHER INFORMATION CONTACT".

1996 IFR

This IFR is a significant regulatory action under section 3(f) of Executive order 12866 and has been reviewed by the Office of Management and Budget under that order. It is significant under the regulatory policies and procedures of the Department of Transportation (44 FR 11040; February 26, 1979). A draft regulatory evaluation was prepared for the SNPRM based on comments to the NPRM and placed in the rulemaking docket. The evaluation contained information on the methodology and data sources used in determining costs and benefits, details on the costs and benefits of over 70 changes, alternatives to proposed changes, costs for sample small passenger vessels, and a profile of the small passenger fleet and its casualty history. The Coast Guard received several comments criticizing the draft evaluation for containing outdated costs, the risk assessment methodology, and cost/benefit analysis.

The SNPRM identified the three most significant monetary cost/benefit items of this rulemaking as:

1. Liferafts or inflatable buoyant apparatus for certain vessels;
2. Passenger/crew lists; and
3. Fixed fire extinguishing systems in machinery spaces.

As a result of the comments received on the draft evaluation and the SNPRM as a whole, the Coast Guard has significantly reduced the cost of this rulemaking by incorporating the following changes in the IFR:

1. Reducing the number of vessels required to carry inflatable survival craft; and
2. Revising passenger and crew list requirements.

In addition, the Coast Guard has made other significant changes in the IFR that will result in reduced costs to the small passenger vessel industry. For example:

1. Providing more options to meet structural fire protection requirements;
2. Eliminating the requirement to install overspeed trip devices for main propulsion engines and generators; and
3. Deleting the requirement to have wooden vessels more than 20 years old drydocked annually.

In order to address the impact these changes have had on the cost to this rulemaking, the Coast Guard has included an addendum to the draft regulatory evaluation addressed

in the SNPRM. The addendum updates the changes in cost associated with the elimination of some of the inflatable lifesaving equipment and requirements to maintain passenger and crew list for certain vessels. In order to provide consistency, the Coast Guard retained the methods of calculating the total and Average Annual Cost (AAC) of the requirements from the draft assessment. However, the information used to calculate the number of vessels affected and the cost of required equipment were updated to provide an accurate estimate.

The Coast Guard believes that by adopting these changes, it is reducing the overall costs to the industry of this rule by 63%. The draft regulatory assessment estimated that the small passenger vessel industry would incur an AAC of \$9.71 million as a result of the SNPRM. Based upon the addendum to the draft regulatory assessment, the Coast Guard estimates the small passenger vessel industry will incur a direct, average annual cost of \$3.59 million as a result of this IFR. As stated above, the most significant cost reductions can be found in the revisions to the lifesaving equipment and passenger and crew list requirements.

By significantly reducing the number of small passenger vessels required to install and maintain inflatable lifesaving equipment, this IFR will reduce estimated costs to the industry for this equipment by 61% from that proposed in the SNPRM. The draft regulatory assessment calculated that under the requirements in the SNPRM, the AAC for installation and maintenance of liferafts and inflatable buoyant apparatus was \$4.87 million. The addendum to the draft regulatory assessment calculates the AAC for this equipment to be \$1.90 million. The reduction in cost is directly attributed to the decrease in the number of vessels required to carry inflatable survival craft. For example: the requirement for inflatable liferafts (the highest cost inflatable survival craft) proposed in the SNPRM would have affected an estimated 1,300 vessels. In contrast, the requirements in the IFR for inflatable liferafts affect less than ten existing vessels.

By significantly reducing the number of small passenger vessels required to comply with the passenger and crew list requirements, this IFR will reduce estimated costs to the industry for maintaining these lists by 84% from the requirements proposed in the SNPRM. The draft regulatory assessment calculated that the AAC for maintaining a list of all passengers and crew on vessels operating on coastwise or oceans routes to be \$1.03 million. The addendum to the draft regulatory assessment calculates the AAC for this requirement to be \$0.16 million. Those vessels not required to keep a passenger and crew list need only maintain a count of all passengers and crew onboard. As stated in the draft regulatory evaluation, the Coast Guard believes the legislatively mandated requirement to maintain a passenger and crew count does not impose a significant cost.

The Coast Guard believes that the overall cost reduction measures contained in this IFR will not have a substantial effect on the benefits calculated in the draft assessment. The Coast Guard has significantly reduced the cost of this rulemaking by focusing the requirements for high cost items such as inflatable lifesaving equipment strictly to vessels operating in cold water offshore with a large number of passengers, and vessel types involving the greatest number of casualties. In doing so, the Coast Guard maintains that an average of 3 lives per year will be saved because of the requirements contained in this IFR. In addition, the Coast Guard believes that the \$0.3 million cost benefit due to the installation of fixed fire extinguishing systems, and the \$2.0 million cost benefit due to

unquantified savings in areas such as search and rescue and injuries prevented are still valid in light of the changes to the requirements proposed in the SNPRM.

The Department of Transportation General Counsel's memorandum of March 14, 1995, noted that \$2.7 million per fatality averted is a reasonable estimate of society's willingness to pay for reduced risk of fatalities and injuries. Based upon this figure and the previously stated cost benefits, the Coast Guard estimates this rulemaking will produce an annual benefit of \$10.4 million in lives and property saved, and injuries prevented.

The Coast Guard does not believe that the areas it is seeking additional comments, discussed previously under "SOLICITATION FOR COMMENTS," will have a significant impact on the regulatory evaluation and addendum. Therefore, the Coast Guard adopted the regulatory evaluation with the addendum as its final regulatory evaluation.

The addendum to the draft regulatory assessment has been prepared and placed in the rulemaking docket for inspection or copying where indicated under "ADDRESSES."

1997 Final Rule

This Final Rule is a significant regulatory action under section 3(f) of Executive order 12866 and has been reviewed by the Office of Management and Budget (OMB) under that Order. It is significant under the regulatory policies and procedures of the Department of Transportation (44 FR 11040; February 26, 1979). A regulatory evaluation, with addendum, is available in the docket for inspection and copying where indicated under ADDRESSES.

A draft regulatory evaluation was prepared for the SNPRM based on comments to the NPRM and placed in the rulemaking docket. The evaluation contained information on the methodology and data sources used in determining costs and benefits, details on the costs and benefits of over 70 changes, alternatives to proposed changes, costs for sample small passenger vessels, and a profile of the small passenger fleet and its casualty history. The Coast Guard received several comments stating that the draft evaluation for contained outdated costs and objecting to the risk-assessment methodology used and the cost/benefit analysis.

The SNPRM identified the three most significant monetary cost/benefit items of this rulemaking as--

1. Liferafts or inflatable buoyant apparatus for certain vessels;
2. Passenger/crew lists; and
3. Fixed fire extinguishing systems in machinery spaces.

As a result of the comments received on the draft evaluation and the SNPRM as a whole, the Coast Guard significantly reduced the cost of the rulemaking by incorporating the following changes in the IFR:

1. Reduced the number of vessels required to carry inflatable survival craft.
2. Revised the passenger and crew list requirements.

In addition, the Coast Guard made other significant changes in the IFR that resulted in reduced costs to the small passenger vessel industry. For example, the IFR--

1. Provided more options to meet structural fire protection requirements;
2. Eliminated the requirement to install overspeed trip devices for main propulsion engines and generators; and

3. Deleted the requirement to have wooden vessels more than 20 years old drydocked annually.

In order to address the impact these changes, the Coast Guard provided an addendum to the draft regulatory evaluation prepared for the SNPRM. The addendum updated the changes in cost associated with the elimination of some of the inflatable lifesaving equipment and of the requirements to maintain passenger and crew list for certain vessels. In order to provide consistency with the draft evaluation, the addendum used the same methods of calculating the total and Average Annual Cost (AAC) of the requirements. However, the information used to calculate the number of vessels affected and the cost of required equipment were updated to provide an accurate estimate.

The Coast Guard determined that by adopting these changes, the overall costs of this rule to the industry was reduced by 63 percent. The comments from industry on the IFR confirmed the significant cost reductions and applauded the Coast Guard's efforts.

The Coast Guard has determined that the changes made by this final rule, including the elimination of the K' threshold, will not change the impact of this rule significantly. As a result, no further changes were made to the final regulatory evaluation adopted in the IFR.

Small Entities

1989 NPRM (Regulatory Flexibility Act)

Under the Regulatory Flexibility Act (5 U.S.C. 601 through 612), the Coast Guard must consider whether this rule is likely to have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses which are not dominant in their field and which would otherwise qualify as "small business concerns" under section 9 of the Small Business Act (15 U.S.C. 632).

A large percentage of small passenger vessels are owned or managed by small entities. The annual costs per passenger capacity (using the maximum number of passengers permitted to be carried as indicated on a vessel's Certificate of Inspection) ranges from \$5 for a vessel of not more than 65 feet in length carrying more than 49 passengers on a river route to \$70 for a vessel of more than 65 feet in length, which has overnight accommodations for more than 49 passengers, on a coastwise route. As the passenger capacity increases on each type of vessel, the cost per passenger decreases. Existing vessels have lower costs since they need not comply with some proposed regulations and are allowed delayed retrofitting of equipment required by other proposed regulations.

To evaluate the impact the proposed regulations would have on an owner of a small passenger vessel, the increase in ticket prices that an owner would have to charge for trips on four sample vessels, which are most representative of the small passenger fleet, was determined. An owner of the following sample vessels could recover the cost of the proposed regulations by increasing the passenger ticket price by the indicated amount if the vessel made 100 trips per year at 50% capacity:

| Vessel | Price increase |
|---|----------------|
| 1. Not more than 65 feet in length, carrying 57 passengers, on a river route | \$0.03 |
| 2. More than 65 feet, carrying 310 passengers, on a lakes, bays, and sounds route | 0.65 |
| 3. Not more than 65 feet in length, carrying 23 passengers on a oceans route | 1.90 |

The owner of an average "very large" small passenger vessel of more than 65 feet in length having overnight accommodations for 102 passengers, on a coastwise route, could recover the costs of the proposed regulations by increasing the charge to a passenger by \$1.93 if the vessel made 32 trips per year at 50% capacity. The estimated cost of a ticket for a 1 week trip on such vessels is more than \$700 per week.

Small passenger vessel owners would need to increase the charge to each passenger carried on a voyage a minimal amount to recover the costs of these proposed regulations. The three cents ticket price increase for the vessel on a rivers route is considered to be insignificant. The ticket price increase of a \$1.90 for the vessel on an oceans route and of \$0.65 for the vessel on a lakes, bays, and sounds route is also considered to be insignificant since the existing ticket price for a trip on such a vessel may be as much as \$25 for a day trip. The estimated per ticket price increases for the average vessel on an oceans route is expected to be less than 8% of the present ticket price. Ninety percent

(\$1.72) of the cost increase for a vessel on an oceans route is due to the proposed requirement for liferafts alone. The estimated per ticket price increase for the average vessel on a lakes, bays, and sounds route is expected to be less than 5% of the present ticket price. The average vessel on an oceans route or a lakes, bays, and sounds route usually operates at a higher usage level than the 100 trips per year at 50% capacity, which was assumed for the price increase calculations. The increase in ticket price for the average vessel on a coastwise route, which does not carry more than 49 passengers in overnight accommodations will be less than the price increase for a similar vessel on an ocean route. The \$1.93 ticket price increase for the vessel carrying 102 passengers in overnight accommodations is also considered insignificant since the price increase is estimated to be less than 1% of the average ticket price for a trip on such a vessel.

In addition to the four sample vessels, the effect of the proposed regulations on other vessel categories was also considered to determine which type of small passenger vessel the regulations would have the greatest impact on. The type of vessel for which the regulations would have the greatest cost impact are vessels on oceans or coastwise routes which are permitted to carry only a few more passengers than the maximum of six which may be carried on uninspected vessels. This group of vessels is primarily composed of sport fishing vessels, which carry passengers on chartered trips. Some of these are only operated on a part time basis. The owners of vessels operated part time would be impacted the most since such vessels make only a limited number of trips from which they can recover the cost of the proposed regulations. The exact number of sport fishing vessels operated on a part time basis is unknown but estimated to be small.

The reason that the sport fishing vessels are impacted the most by the regulations is because approximately 80 percent of the cost increase for a vessel operating on an oceans, coastwise, or Great Lakes route is due to the proposed requirement for liferafts and inflatable buoyant apparatus. The per passenger impact of the requirement for inflatable survival craft increases as the passenger capacity of a vessel decreases.

Smaller capacity survival craft, which would be installed on a sport fishing vessel, cost more on a per person basis than large capacity survival craft. To estimate the cost impact of the proposed regulations on a sport fishing vessel, which is operated only part time, a vessel was assumed to make only 40 trips per year with an average of 8 passengers per trip. Based on these assumptions, the owner of a sport fishing vessel operated on a part time basis, could recover the cost of the proposed regulations by increasing the individual passenger ticket price by \$3.50 or the vessel charter price by \$28 per trip. Sport fishing vessels commonly charge \$350 to \$400 for each trip chartered. An increase of \$28 would be a 7% increase; an amount which should not have a significant impact on the owners of sport fishing vessels.

Based on the minimal amount an owner of a small passenger vessel would have to increase a passenger ticket price to recover the cost of the proposed regulations, as discussed above, the Coast Guard has determined that this proposed rulemaking will not have a significant economic impact on a substantial number of small entities.

1994 SNPRM

Under the Regulatory Flexibility Act (5 U.S.C. 601 through 612), the Coast Guard must consider whether this rule is likely to have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and

operated small businesses which are not dominant in their field and which would otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632).

A large percentage of small passenger vessels are owned or managed by small entities. In order to reduce the impact of the proposed regulations on these vessels, alternatives have been proposed which are intended to reduce the cost. These alternatives include route restrictions (i.e., less than one mile from shore) and recognition that a vessel with subdivision is less likely to sink. Further, requirements for existing vessels to be retrofitted to meet the new standards were limited to those areas where the greatest benefits may be realized.

The type of vessel for which the regulations would have the greatest cost impact are vessels on oceans or coastwise routes which are permitted to carry only a few more passengers than the maximum of six which may be carried on uninspected vessels. This group of vessels is primarily composed of sport fishing vessels which carry passengers on chartered trips. Some of these are only operated on a part time basis. The owners of vessels operated part time would be affected the most since such vessels make only a limited number of trips from which they can recover the cost of the proposed regulations. The number of vessels in this category is unknown but is estimated to be so small as to have a negligible effect on the cost of this rulemaking.

The reason that the sport fishing vessels are affected the most by the regulations is because approximately 80 percent of the cost increase for a vessel operating on an oceans, coastwise, or Great Lakes route is due to the proposed requirement for liferafts and inflatable buoyant apparatus. The per passenger impact of the requirement for inflatable survival craft increases as the passenger capacity of a vessel decreases.

This SNPRM will also have an impact on wood hulled vessels of more than 10 years of age operated on ocean routes. Some operators of wood hulled vessels in marginal condition may find that they have to alter the scope of their vessel operation, either by carrying fewer passengers or by operating on a more restricted route, in order to remain financially sound. Because these vessels account for the majority of casualties which result in the total loss of a vessel at sea, the impact on the industry at large will be reduced by the continuing decline in the number of wood hulled vessels. In 1987 there were 1,535 wood hulled vessels, comprising 32 per cent of the fleet. By 1991 this number was reduced to 1,417 and represented only 25 per cent of the fleet. Wood is being used in only 8 per cent of the new vessels being constructed.

Based on the discussion above, the Coast Guard has determined that this proposed rulemaking will not have a significant economic impact on a substantial number of small entities.

1996 IFR

Under the Regulatory Flexibility Act (5 U.S.C. 601 through 612), the Coast Guard must consider whether this rule is likely to have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that would otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632).

Small passenger vessel operators comprise firms in the Standard Industrial Code

(SIC) categories 4482 and 4489, which are, respectively, ferries and water transportation of passengers, not elsewhere specified. According to 13 CFR 121, the size standard of small businesses in these categories is less than 500 employees. About 92% of small passenger vessel operators fall into the small business category. The total number of small passenger vessels affected by this rulemaking is initially 5,564, many of which are owned or managed by small entities. There are currently 405 vessels that carry more than 150 passengers and are subject to higher cost requirements such as structural fire protection measures. The Coast Guard believes that few small entities operate this group of vessels. The Coast Guard also believes that the average annual cost of this rulemaking is skewed upward because of these vessels. In order to reduce the impact of the regulations on vessels owned or managed by small entities, alternatives have been proposed that are intended to reduce the cost. These alternatives include route restrictions (i.e., vessels choosing to operate less than one mile from shore) and recognition that a vessel with subdivision is less likely to sink. As stated previously under "COMMENTS ON PARTICULAR PROVISIONS OF THE SNPRM" and "REGULATORY EVALUATION" the Coast Guard has significantly reduced the cost of this rulemaking by focusing the requirements for high cost items such as inflatable lifesaving equipment strictly to high risk vessels and vessel types involving the greatest number of casualties. Requirements for existing vessels to be retrofitted to meet the new standards were limited to those areas where the greatest benefits may be realized based upon available casualty data.

The type of vessel which the Coast Guard believes is likely to be operated by a small entity and on which the regulations would have the greatest cost impact, are vessels on oceans or coastwise routes that are permitted to carry only a few more passengers than the maximum of six that may be carried on uninspected vessels. This group of vessels is primarily composed of sport fishing vessels carrying passengers on chartered trips. Some of these are only operated on a part-time basis. The owners of vessels operated part-time would be affected the most, since such vessels make only a limited number of trips from which they can recover the cost of the proposed regulations. These vessels may opt to drop certification and operate as uninspected passenger vessels as an alternative to compliance with this rulemaking. The number of vessels in this category is estimated to be less than 170 vessels.

This IFR will also have an impact on wood hulled vessels operated on an ocean or coastwise route in cold water [areas where the average mean low water temperature is below 15 degrees Celsius (59 degrees Fahrenheit)]. As stated previously under "COMMENTS ON PARTICULAR PROVISIONS OF THE SNPRM," these vessels account for 90% of small passenger vessel casualties involving the loss of life or loss of the vessel. The bulk of the cost to these operations will be the purchase and servicing of inflatable buoyant apparatus, or the often lower one-time cost of installing watertight bulkheads. Some operators of wood hulled vessels may find that they have to alter the scope of their vessel operation, either by carrying fewer passengers or by operating on a more restricted route, in order to remain financially sound. The Coast Guard estimates that the number of wooden vessels affected makes up not more than 320 vessels, or less than 6% of the inspected passenger vessel fleet.

The Coast Guard estimates that about 490 small passenger vessels operated by small entities, or about 9% of the small entities affected by this regulation are expected to

experience significant costs.

Based on the discussion above, and previous discussions on the cost reductions contained in this IFR, the Coast Guard has determined that this proposed rulemaking will not have a significant economic impact on a substantial number of small entities.

1997 Final Rule

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this rule will have a significant economic impact on a substantial number of small entities. “Small entities” include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

As discussed at length in Small Entities section of the preamble to the IFR (61 FR 883), this rule will affect the operators of small passenger vessels. These firms come under the Standard Industrial Code (SIC) categories 4489 (Water Transportation of Passengers) and 4482 (Ferries), both of which are considered small entities if they have 500 or less employees.

The Coast Guard received numerous comments pointing out an error in the Small Entities section in the IFR. The comments disagreed with the statement that few small entities operate the 405 vessels carrying more than 150 passengers. In fact, nearly all owners and operators of small passenger vessels, including vessels carrying more than 150 passengers, constitute small entities under the SIC. Owners and operators of vessels carrying more than 150 passengers are subject to higher costs than other small passenger vessels due to additional requirements, such as structural fire protection. The Coast Guard contends that, despite these additional requirements, this rule still should not have a significant economic impact on owners and operators vessels carrying more than 150 passengers because of the size of their operations and volume of their business.

As very likely all of the entities affected by this rulemaking are small entities, the entire regulatory evaluation prepared for this rulemaking is applicable to small entities. For a discussion of the impacts of this rulemaking, see the Regulatory Evaluation section in this preamble.

The only potential impact that the changes to the IFR will have results from the removal of the K¹ category. The requirement for stairtowers landing areas is restored for vessels having overnight accommodations for more than 49 passengers. However, because this type of vessel was built to the guidelines in NVIC 11-83, which required stairtower landing areas in accordance with subchapter H, this change will have no affect on existing vessels. In addition, it will provide consistency for boat builders who have built this type of vessel for the past 13 years. Therefore, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this final rule will not have a significant economic impact on a substantial number of small entities.

Assistance for Small Entities

1997 Final Rule

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), the Coast Guard will answer questions by small entities concerning information on, and advice about, compliance with statutes and regulations, interpreting and applying the law to specific sets of facts supplied by the small entity. For questions concerning this rule, contact the Vessel Compliance Division (G-MOC-2) at 202-267-1464.

Collection of Information

1996 IFR

This rule contains collection-of-information requirements. The Coast Guard submitted the requirements contained in the SNPRM to the Office of Management and Budget (OMB) for review under section 3504(h) of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), and OMB approved them.

As a result of changes to the SNPRM based upon comments and a Coast Guard review of record keeping requirements, several deletions and additions have been made to the collection of information requirements. The Coast Guard believes that the logbook and recordkeeping requirements contained in 122.260(a)(2), 122.304(c), 122.315, 122.335, 185.260(a)(2), 185.315, and 185.335 of the SNPRM did not contribute to the overall safety of the vessel, and therefore removed them from the IFR. However, as previously discussed in "COMMENTS ON SNPRM CITING PARTICULAR PROVISIONS," the Coast Guard has added recordkeeping requirements to 122.420, 122.520, 122.524, 122.728, 185.420, 185.520, 185.524, and 185.728 in order to easily verify compliance with crew training and equipment testing requirements contained in the IFR. The Coast Guard believes that most professional operators presently conducting crew training and drills are already documenting the training in some form. Further, marginal operators will be more inclined to comply with the crew training requirements if they are required to provide documentation to the Coast Guard inspector during annual inspections. The Coast Guard submitted a revised Information Collection Budget (ICB) request to OMB for approval. The new ICB requested 13,294 fewer hours than the 418,902 approved by OMB for the SNPRM. The decrease in requested burden hours is the net result of (1) the revisions to the crew and passenger list requirements (-12,397 hours annually) and the navigation underway sections (-2,720 hours annually) and (2) the addition of crew training and drill log requirements (1,823 hours annually) previously discussed in "COMMENTS ON SNPRM CITING PARTICULAR PROVISIONS." Overall, the new ICB request represents an increase of 126,904 burden hours over the 278,704 hours approved by OMB prior to the publication of the SNPRM in 1994.

This IFR contains collection of information requirements in the following sections of 46 CFR: 115.105(a), 115.202, 115.204, 115.302, 115.306, 115.310, 115.500(a), 115.612, 115.700, 115.704, 115.710, 115.810(b), 115.920(c), 115.930, 116.202, 116.330, 116.340, 116.610(e), 118.610, 119.460(e), 120.220(d), 120.320(d) and (e), 121.420, 121.506, 122.202, 122.206, 122.208, 122.220, 122.230, 122.280, 122.282, 122.340(c), 122.402, 122.420, 122.502, 122.503, 122.504, 122.506, 122.510, 122.514, 122.515, 122.516, 122.518, 122.520, 122.524, 122.602, 122.604, 122.606, 122.608, 122.610, 122.612, 122.702, 122.704(c), 122.728(c), 176.105(a), 176.202, 176.204, 176.302, 176.306, 176.310, 176.500(a), 176.612, 176.700, 176.704, 176.710, 176.810(b), 176.920(c), 176.930, 177.202, 177.330, 177.340, 178.210, 178.220, 178.230, 181.610, 182.460(e), 182.610(f), 183.220(d), 183.320(d) and (e), 184.420, 184.506, 185.202, 185.206, 185.208, 185.220, 185.230, 185.280, 185.340(c), 185.402, 185.420, 185.502, 185.503, 185.504, 185.506, 185.510, 185.514, 185.516, 185.518, 185.520, 185.524, 185.602, 185.604, 185.606, 185.608, 185.610, 185.612, 185.702, 185.704(c), and 185.728(c).

The corresponding control numbers are displayed in 114.900 and 175.900 of this IFR.

Persons desiring to comment on any of these information collection requirements

should submit their comments both to the OMB and to the Coast Guard where indicated under "**ADDRESSES**".

1997 Final Rule

This final rule provides for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.). As required by 5 U.S.C. 3507(d), the Coast Guard submitted a copy of this rule to the Office of Management and Budget (OMB) for review of the collection of information. OMB has approved the collection. The sections providing for a collection are listed in the discussion of collection of information in the preamble to the interim final rule (61 FR 884). The corresponding approval number from OMB is OMB Control Number 2115-0578, which expires on August 13, 1999. The collections concern the inspection and certification of vessels, including the preparation and submittal of applications and plans for certificates and the marking vessels and equipment.

Persons are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Federalism

1989 NPRM

This proposed rulemaking has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that this proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

1997 Final Rule

The Coast Guard has analyzed this final rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient implications for federalism to warrant the preparation of a Federalism Assessment.

Environment

1989 NPRM

This rulemaking has been thoroughly reviewed by the Coast Guard and it has been determined to be categorically excluded from further environmental documentation in accordance with section 2B2c and 2.B.2.1 of Commandant Instruction (COMDTINST) M16475.1B. A categorical Exclusion Determination statement has been prepared and has been placed in the rulemaking docket.

1997 Final Rule

The Coast Guard considered the environmental impact of this final rule and concluded that, under paragraphs 2.B.2.e.(34)(c) through (e) of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. This rule concerns the inspection, certification, and equipping of vessels and the training of maritime personnel. A “Categorical Exclusion Determination” is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects

46 CFR Parts 114 and 175

Incorporation by reference, Marine safety, Passenger vessels, Reporting and recordkeeping requirements.

46 CFR Parts 115 and 176

Fire prevention, Marine safety, Passenger vessels, Reporting and recordkeeping requirements.

46 CFR Parts 116, 117, 119, 171, 178, 179, 180, and 182

Marine safety, Passenger vessels.

46 CFR Parts 118 and 181

Fire prevention, Marine safety, Passenger vessels.

46 CFR Parts 120 and 183

Electric power, Marine safety, Passenger vessels.

46 CFR Parts 121 and 184

Communications equipment, Marine safety, Navigation (water), Passenger vessels.

46 CFR Parts 122 and 185

Alcohol and alcoholic beverages, Drugs, Hazardous materials, Marine safety, Navigation (water), Passenger vessels, Reporting and recordkeeping requirements.

46 CFR Part 170

Marine safety, Reporting and recordkeeping requirements, Vessels.

46 CFR Part 173

Marine safety, Vessels.

46 CFR Part 177

Marine safety, Passenger vessels, Reporting and recordkeeping requirements.

Derivative Table

The following is a derivative table of the NEW and corresponding OLD regulations in subchapters S and T. In the left column, designated “New Section”, are the new paragraphs, sections, and subparts of the Final Rule. In the middle column, designated “Old Section”, is the paragraph, section, or subpart of subchapters S and T where the regulation listed in the left column was published in “Old T”. If the word “Revised” is included, it indicates a change in the old rule other than a minor change involving grammar, format, elimination of archaic language, or authority and reference citations which do not affect the basic requirements of the section. For certain new sections there are no corresponding existing sections because a new requirement was proposed during the rulemaking. These sections and subparts have the word “New” listed in the “Old Section” column. The right column, “Reference”, lists sources used in developing the new regulations. The list of references is not all inclusive. It does not contain internal policy letters and investigation reports. Sources listed in the right column are abbreviated as follows:

- (1) “CGD” means Coast Guard Regulatory Docket;
- (2) “NVIC” means U.S. Coast Guard Navigation and Vessel Inspection Circular;
- (3) “MSM” means the U.S. Coast Guard Marine Safety Manual;
- (4) “IMO” means the International Maritime Organization's Code of Safety for Dynamically Supported Craft;
- (5) “SOLAS” means the International Convention for the Safety of Life at Sea, 1974, as amended; and
- (6) “Subch.” means the specified subchapter from Chapter I of Title 46 of the Code of Federal Regulations.

Other abbreviations include references listed in Sec. 175.600 of the proposed regulations. Individual numbers listed refer to specific sections in Title 46 of the Code of Federal Regulations unless preceded by another title designation.

| Subchapter S | | |
|----------------------|-------------|-----------------|
| New section | Old section | Reference |
| 170.055(h)(1) | New. | |
| 170.055(v) | New. | 46 U.S.C. 2101. |
| 170.010(e), (m), (o) | New. | 46 U.S.C. 2101. |

| Subchapter K | | |
|--------------|---------------------------------|----------------------|
| New section | Old section | Reference |
| 114.100 | 175.01-1(a), Revised. | |
| 114.110 | 175.05-1; 175.05-3, Revised. | 46 U.S.C. 3301-3303. |

| New section | Old section | Reference |
|-----------------|---|--|
| 114.112 | 175.05-5(d), Revised. | |
| 114.120 | 175.05-1(c). | |
| 114.122 | 175.07-1 | 46 U.S.C. 5102. |
| 114.200 | 175.05-15 | |
| 114.400 | 175.10, Revised | 46 U.S.C. 2101; IMO; Subch. F, H, J, S. |
| 114.540 | 175.15-1 | |
| 114.550 | 175.25-1 | |
| 114.560 | 175.30-1 | |
| 114.600 | 175.27-1, Revised. | |
| 114.800 | 175.10-1; 175.10-2; 181.05-1, Revised. | |
| 114.900 | 175.01-3 | |
| 115.100 | 176.01-1; 176.01-3, Revised. | 46 U.S.C. 3311, 3313. |
| 115.103 | 176.01-5, Revised. | |
| 115.105 | 176.01-10 | |
| 115.107 | 176.01-15, Revised | 46 U.S.C. 3307. |
| 115.110 | 176.01-20, Revised | IMO. |
| 115.112 | New. | |
| 115.113 | 176.01-25, Revised | IMO. |
| 115.114 | New. | |
| 115.120 | 176.01-35 | |
| 115.202 | 176.01-27 | 46 U.S.C. 3313. |
| 115.204 | 176.01-30.. | 46 U.S.C. 2113. |
| 115.302 | 176.01-40; 176.01-27(d); 176.35-25. | |
| 115.306 | 185.12-1 | |
| 115.310 | 176.01-45 | |
| 115.400(a).. | 176.05-1 | |
| 115.400(b), (c) | 175.20-1 | |
| 115.402 | 176.05-5, Revised. | 46 U.S.C. 3305. |
| 115.402(e)(8).. | New. | IMO. |
| 115.404 | 176.05-10 | |
| 115.500 | 176.10-1 | |
| 115.502 | 176.10-5 | |
| 115.600 | 176.15-1, Revised. | |
| 115.610 | 176.15-5, Revised. | |
| 115.612(a), (b) | 176.15-10 | |
| 115.612(c). | New. | |
| 115.630 | New. | |
| 115.670 | 176.15-1(a). | |

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| 115.700(a), (b).. | 176.20-1, Revised. | NVIC 11-83; 78.33. |
| 115.700(c).. | New. | |
| 115.700(d).. | 176.20-5 | |
| 115.702 | New. | |
| 115.704 | New | NVIC 11-83; 78.33. |
| 115.710 | New. | |
| 115.800 | 176.25-1, Revised. | |
| 115.801 | 175.20-5 | |
| 115.802 | 176.25-5, Revised. MSM. | |
| 115.804 | 176.25-10, Revised | |
| 115.806 | 176.25-15, Revised | |
| 115.808 | 176.25-20; 176.25-22, Revised. | |
| 115.810 | 176.25-25, Revised | |
| 115.812 | 176.25-30; 176.25-32, Revised. | |
| 115.814 | 176.25-35, Revised | |
| 115.816 | 176.25-40 | |
| 115.818 | 176.25-45 | |
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| 115.840 | 176.30-1 | |
| 115.900(a), (b) | 176.35-1(a), (b).. | |
| 115.910 | 176.35-15; 176.35-30, Revised. | |
| 115.920(a), (b) | 176.35-1(c), (d), (e), Revised. | |
| 115.920(c), (d) | 176.35-20, Revised | |
| 115.930 | New. | SOLAS Ch. 1, Reg. 5, MSM II-9.I.1. |
| 116.100 | 177.01-5 | |
| 116.115 | New. | |
| 116.202 | 177.05-1; 177.05-3, Revised. | IMO; Subch. H. |
| 116.210 | 177.05-5, Revised. | |
| 116.300 | 177.10-1(a), Revised. | |
| 116.330 | 177.10-1(a), Revised. | 169.309(b), (c). |
| 116.340 | 177.10-1(b), Revised. | |
| 116.400 | New. | NVIC 11-83. |
| 116.405(a).. | 177.10-5(a). | |
| 116.405(b).. | 177.10-5(b), Revised. | |
| 116.405(c).. | 182.35-1, Revised. | ABYC A-3-70, NFPA 701. |
| 116.405(d).. | 177.10-5(c). | |

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| 116.405(e).. | New. | |
| 116.405(f).. | 177.30-7(d), Revised. | |
| 116.405(g).. | New. | |
| 116.405(h).. | 177.30-7(b), Revised. | |
| 116.405(i).. | New. | |
| 116.415 | New. | Subch. H. |
| 116.420 | New. | Subch. H, NVIC 6-80. |
| 116.422 | New. | Subch. H, NVIC 6-80. |
| 116.423 | New. | Subch. H, NVIC 6-80. |
| 116.425 | New. | Subch. H, NVIC 6-80. |
| 116.427 | New. | Subch. H, NVIC 6-80. |
| 116.430 | New. | Subch. H, NVIC 6-80. |
| 116.433 | New. | Subch. H. |
| 116.435 | New. | Subch. H, NFPA 436. |
| 116.438 | New. | Subch. H. |
| 116.439 | New. | NFPA 101. |
| 116.440 | New. | IMO/MSC Circular 526. |
| 116.500 | 177.15-1; 177.30-7(c), Revised. | IMO 4.3, NFPA 101. |
| 116.510 | New. | |
| 116.520 | New. | |
| 116.530 | New. | |
| 116.600 | 177.20-1; 177.20-5; 181.20-35; 182.15-45, Revised. | 72.05-50(i). |
| 116.610 | New. | Subpart 72.15, NVIC 6-80. |
| 116.620 | New. | |
| 116.700 | 177.25-1, Revised. | |
| 116.710 | New. | |
| 116.730 | New. | Subch. H; NVIC 11- 83. |
| 116.800(a), (b), (c). | 177.30-7(a), Revised. | |
| 116.800(d), (e) | New. | IMO 4.1. |
| 116.800(f).. | New. | NVIC 11-83; 72.25-10. |
| 116.800(g).. | New. | |
| 116.810(a).. | New. | |
| 116.810(b), (c), (d). | 177.30-7(b), Revised. | |
| 116.820 | 177.30-1, Revised. | IMO 4.2. |
| 116.900 | 177.35-1, Revised. | MSM II-10.A.6, SOLAS. |
| 116.920 | 177.35-5, Revised. | |
| 116.940 | 177.35-10, Revised | |

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| 116.970 | New. | |
| 116.1010 | New | IMO 4.14, 14.6 |
| 116.1020 | New. | |
| 116.1030 | New. | IMO 14.2.1. |
| 116.1110 | New. | 171.140. |
| 116.1120 | New. | 171.145. |
| 116.1130 | New. | 171.150. |
| 116.1140 | New. | 171.155. |
| 116.1150 | New. | 171.145; 171.150. |
| 116.1160 | New. | 171.124. |
| 116.1200 | New. | 170.235. |
| 117.10. | New. | SOLAS; NVIC 11-83. |
| 117.15. | New. | |
| 117.25(a) | 180.05-5(a). | |
| 117.25(b) | New. | |
| 117.64. | 180.40-1, Revised. | |
| 117.68. | 180.35-1; 180.35-5 | 180.35-10, Revised. |
| 117.70. | 180.30-1; 180.30-5 | 180.30-10, Revised. |
| 117.71. | 180.25-1; 180.25-5; Revised. | 180.25-10; 180.25-20. |
| 117.72. | New. | |
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| 117.78. | 180.25-10, Revised | |
| 117.110 | New. | |
| 117.130 | 180.20-1, Revised. | |
| 117.137 | 180.20-1, Revised. | |
| 117.150 | New. | Subch. H. |
| 117.175 | 180.15-1; 180.15-5; 180.15-10; 180.20-1. | Subch. H. |
| 117.200 | 180.10-30, Revised | |
| 117.202 | 180.10-5, Revised. | |
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| 117.208 | 180.10-25, Revised | |
| 117.209 | New. | |
| 117.210 | 180.10-35, Revised | |
| 118.115 | 181.01-1(b), Revised. | |
| 118.120 | 181.05-5, Revised. | |
| 118.300(a), (b), (c), (d), (e), Revised. | 181.10-1(a),(b),(c),(d), | |
| 118.300(e).. | New. | |

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| 118.310(a). | 181.15-1; 181.15-5(a),(b). | |

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| 118.310(b).. | 181.15-5(c), Revised. | |
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| 118.400(a)(2).. | 181.20-5(b), Revised. | |
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| 118.400(c).. | New. | |
| 118.400(d).. | New. | |
| 118.400(e).. | New. | NVIC 11-83. |
| 118.400(f).. | 181.25-1, Revised. | |
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| 118.410(e).. | New. | |
| 118.410(f).. | 181.20-10; 181.20-25. | |
| 118.410(g).. | New. | NVIC 6-72. |
| 118.420 | New. | |
| 118.425 | New. | |
| 118.430 | 181.25-5, Revised. | |
| 118.460 | New. | |
| 118.465 | New. | |
| 118.470 | New. | |
| 118.500 | 181.30-1; 181.30-5, Revised. | |
| 118.500(d).. | 181.30-12 | |
| 118.520 | 181.30-10(a),(b).. | |
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| 118.610 | 181.10-5, Revised. | |
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| 119.115 | 182.01-1, Revised. | |
| 119.200(a).. | 182.05-1 | |

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| 119.200(b).. | New. | IMO 9.2.3. |
| 119.220 | 182.05-5 | |
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| 119.415 | 182.15-7, Revised. | |
| 119.420 | 182.15-10; 182.15-20; 182.20-10, Revised. | MSM II 10.A.j; ABYC P-10. |
| 119.422 | New. | 56.60-96. |
| 119.423 | New. | |
| 119.425 | 182.15-15; 182.20-15, Revised. | ABYC P-2. |
| 119.430 | 182.15-20; 182.20-20, Revised. | |
| 119.435 | 182.20-22 | |
| 119.440 | 182.15-25; 182.20-25, Revised. | |
| 119.445 | 182.15-30; 182.20-30, Revised. | |
| 119.450 | 182.15-35; 182.20-35, Revised. | |
| 119.455 | 182.15-40; 182.20-40, Revised. | |
| 119.458 | New. | ABYC H-25-86. |
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| 119.465 | 182.20-45, Revised | |
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| 119.520 | 182.25-10, Revised | NVIC 11-83. |
| 119.530 | New. | |
| 119.540 | 182.25-15, Revised | |

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| 119.600 | 182.30-1; 182.30-5; Revised. | NVIC 11-83. |
| 119.700 | New. | |
| 119.710 | 182.40-5, Revised. | |

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| 119.720 | Subpart 182.40, Revised. | NVIC 11-83. |
| 119.730 | New. | 56.60-20. |
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| 120.312 | New. | 111.10; NVIC 11-83. |
| 120.320 | 183.05-5; 183.05-10; 183.10-5, Revised. | |
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| 120.324 | New. | 111.05. |
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| 120.352 | New. | 111.15. |
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| 120.380 | 183.05-25; 183.05-30; 183.10-25; 183.10-35; 183.10-40, Revised. | |
| 120.390 | 183.10-50, Revised | |
| 120.392 | 183.05-25(a), Revised | |
| 120.410 | 183.05-35; 183.10-20(j), Revised. | |
| 120.420 | New. | Navigation Rules. |
| 120.430 | 184.30-1, Revised. | |
| 120.432 | 184.30-5, Revised. | NVIC 11-83. |
| 120.434 | New. | 111.75-16; NVIC 11-83. |
| 120.520 | New. | |
| 120.530 | New. | 33 CFR 183. |
| 120.540 | New. | |

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| 120.550 | New. | NVIC 11-83; 113.25. |
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| 121.115 | New. | |
| 121.200 | 184.05-1(a), Revised. | |
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| 121.210 | 183.10-45(a), Revised | |
| 121.220 | 183.10-45(b), Revised | |
| 121.240 | 184.05-1(d), Revised. | OGD 83-013. |
| 121.300 | 184.10-1 | IMO 6. |
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| 121.408 | New. | |
| 121.410 | New. | |
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| 121.620 | New. | |
| 121.702 | New. | |
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| 121.710 | New. | |
| 122.100 | 185.01-5 | |
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| 122.202 | New. | 4.05-1. |
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| 122.206 | New. | 4.05-10. |
| 122.208 | New. | NVIC 11-83; 78.33. |
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| 122.220 | New. | 4.05-15. |
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| 122.250 | 185.19-1, Revised. | 46 U.S.C. 2303, 2304. |
| 122.260 | New. | Subpart 4.04, 46 U.S.C. 2306. |
| 122.280 | New. | NVIC 11-83; 46 U.S.C. 11301; Subpart 78.37. |
| 122.282 | New. | 78.37-3(c); NVIC 11-83. |
| 122.304 | New. | 33 CFR 164.11. |

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| 122.306 | New. | 78.10-1. |
| 122.310 | 185.20-1 | |
| 122.315 | New. | OGD 89-037. |
| 122.320 | 185.20-10, Revised | |
| 122.330 | 185.20-15, Revised | NVIC 11-83; 78.15. |
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| 122.420 | 185.25-10, Revised | IMO 17.2. |
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| 122.503 | New. | 46 U.S.C. 3502 |
| 122.504 | New. | 46 U.S.C. 3502. |
| 122.506 | 185.25-1(d), Revised. | |
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| 122.516 | New. | NVIC 11-83; 78.47-47. |
| 122.518 | 185.25-7, Revised. | 160.051. |
| 122.520 | 185.25-10 | NVIC 11-83; 78.17-50. |
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| 122.700 | New. | |
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| 122.702 | New. | |
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| 122.720 | New. | |
| 122.722 | New. | |
| 122.724 | New. | |
| 122.726 | 185.25-20(b), Revised | |
| 122.728 | 185.25-20, Revised | |

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| 122.740 | New. | 160.062. |
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| 176.402 | 176.05-5, Revised. | 46 U.S.C. 3305. |
| 176.402(e)(8).. | New. | IMO. |
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| 176.600 | 176.15-1, Revised. | |

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| 176.610 | 176.15-5, Revised. | |
| 176.612(a), (b) | 176.15-10 | |
| 176.612(c).. | New. | |
| 176.630 | New. | |
| 176.670 | 176.15-1(a). | |
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| 176.700(c).. | New. | |
| 176.700(d).. | 176.20-5 | |
| 176.702 | New. | |
| 176.704 | New. | NVIC 11-83; 78.33. |
| 176.710 | New. | |
| 176.800 | 176.25-1, Revised. | |
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| 176.802 | 176.25-5, Revised. | MSM. |
| 176.804 | 176.25-10, Revised | |
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| 176.920(c), (d) | 176.35-20, Revised | |
| 176.930 | New. | SOLAS Ch.1, Reg. 5, MSM II-9.I.1. |
| 177.100 | 177.01-5 | |
| 177.115 | New. | |
| 177.202 | 177.05-1; 177.05-3, Revised. | IMO; Subch. H. |
| 177.210 | 177.05-5, Revised. | |
| 177.300 | 177.10-1(a), Revised. | |
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| 177.330 | 177.10-1(a), Revised. | 169.309(b), (c). |
| 177.340 | 177.10-1(b), Revised. | |
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| 177.405(e). | New. | |
| 177.405(f).. | 177.30-7(d), Revised. | |
| 177.405(g).. | New. | |
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| 177.410(c), (d) | New. | NVIC 8-87; policy. |
| 177.430 | New. | Subch. H, NVIC 6-80. |
| 177.500 | 177.15-1; 177.30-7(c), Revised. | IMO 4.3, NFPA 101. |
| 177.600 | 177.20-1; 177.20-5; 181.30-35; 182.15-45, Revised. | 72.05-50(i). |
| 177.620 | New. | |
| 177.700 | 177.25-1, Revised. | |
| 177.710 | New. | |
| 177.800(a), (b), (c). | 177.30-7(a), Revised. | |
| 177.800(d), (e) | New. | IMO 4.1. |
| 177.800(f).. | New. | NVIC 11-83; 72.25-10. |
| 177.800(g).. | New. | |
| 177.810(a).. | New. | |
| 177.810(b), (c), (d). | 177.30-7(b), Revised. | |
| 177.820 | 177.30-1, Revised. | IMO 4.2. |
| 177.900 | 177.35-1, Revised. | MSM II-10.A.6, SOLAS. |
| 177.920 | 177.35-5, Revised. | |
| 177.940 | 177.35-10, Revised | |
| 177.960 | 177.35-15, Revised | |
| 177.970 | New. | |
| 177.1010 | New. | IMO 4.1.4, 14.6. |
| 177.1020 | New. | |
| 177.1030 | New. | IMO 14.2.1. |
| 178.115 | New. | 170.001; 171.001. |
| 178.210 | New. | 170.110; 170.120; NVIC 10-83. |
| 178.220 | New. | 170.110. |

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| 178.230 | New. | 170.120. |
| 178.310 | New. | 171.020. |
| 178.320 | New. | 171.030. |
| 178.325 | New. | 171.035. |
| 178.330 | New. | 171.030. |
| 178.340 | New. | MSM IV-6.D.3.b. |
| 178.410 | New. | 171.140. |
| 178.420 | New. | 171.145. |
| 178.430 | New. | 171.150. |
| 178.440 | New. | 171.155. |
| 178.450 | New. | |
| 178.510 | New. | 170.235. |
| 179.115 | New. | 170.001. |
| 179.210 | New. | 171.040; 171.060. |
| 179.212 | New. | 171.040; 171.060. |
| 179.220 | New. | 171.043. |
| 179.230 | New. | 171.080. |
| 179.240 | New. | 170.245. |
| 179.310 | New. | 171.040; 171.085. |
| 179.320 | New. | 171.040(e); 171.114. |
| 179.330 | New. | 170.255; 170.270; 171.114; MSM IV-6.I. |
| 179.340 | New. | 171.113. |
| 179.350 | New. | 171.119. |
| 179.360 | New. | 171.124. |
| 180.10. | New. | SOLAS; NVIC 11-83. |
| 180.15. | New. | |
| 180.25(a) | 180.05-5(a). | |
| 180.25(b) | New. | |
| 180.64. | 180.40-1, Revised. | |
| 180.68. | 180.35-1; 180.35-5; 180.35-10, Revised. | |
| 180.70. | 180.30-1; 180.30-5; 180.30-10, Revised. | |
| 180.71. | 180.25-1; 180.25-5; 180.25-10; 180.25-20, Revised. | |
| 180.72. | New. | |
| 180.75. | 180.25-20 | |
| 180.78. | 180.25-10, Revised | |
| 180.110 | New. | |
| 180.130 | 180.20-1, Revised. | |

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| 180.137 | 180.20-1, Revised. | |

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| 180.150 | New. | Subch. H. |
| 180.175 | 180.15-1; 180.15-5; 180.15-10; 180.20-1. | Subch. H. |
| 180.200 | 180.10-30, Revised | |
| 180.202 | 180.10-5, Revised. | |
| 180.204 | 180.10-5; 180.10-15; 180.10-20, Revised. | |
| 180.206 | 180.10-5; 180.10-15, Revised. | |
| 180.207 | 180.10-20, Revised | |
| 180.208 | 180.10-25, Revised | |
| 180.209 | New. | |
| 180.210 | 180.10-35, Revised | |
| 181.115 | 181.01-1(b), Revised. | |
| 181.120 | 181.05-5, Revised. | |
| 181.300(a), (b), (c), (d), (d), (e), Revised. | 181.10-1(a), (b), (c), | |
| 181.300(e).. | New. | |
| 181.310(a).. | 181.15-1; 181.15-5(a), (b). | |
| 181.310(b).. | 181.15-5(c), Revised. | |
| 181.320(a).. | 181.15-10(a), (g), Revised. | |
| 181.320(b).. | 181.15-10(c), (d), Revised. | |
| 181.320(c).. | 181.15-10(b), (c), (d), Revised. | |
| 181.320(d).. | 181.15-10(d)(2), (e), (f), Revised. | |
| 181.400(a).. | 181.20-1(a), Revised. | |
| 181.400(a)(1).. | New. | |
| 181.400(a)(2).. | 181.20-5(b), Revised. | |
| 181.400(b).. | New. | |
| 181.400(c).. | New. | |
| 181.400(d).. | New. | |
| 181.400(e).. | New | NVIC 11-83. |
| 181.400(f).. | 181.25-1, Revised. | |
| 181.400(g).. | New. | |
| 181.410(a).. | 181.20-5, Revised. | NVIC 6-72. |
| 181.410(b).. | 181.20-15, Revised | |
| 181.410(c).. | 181.20-30, Revised | |

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| 181.410(d).. | 181.20-20, Revised | |
| 181.410(e).. | New. | |

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| 181.410(f).. | 181.20-10; 181.20-25, Revised. | |
| 181.410(g).. | New. | NVIC 6-72. |
| 181.420 | New. | |
| 181.425 | New. | |
| 181.430 | 181.25-5, Revised. | |
| 181.450 | New. | |
| 181.460 | New. | |
| 181.465 | New. | |
| 181.500 | 181.30-1; 181.30-5, Revised. | |
| 181.500(d).. | 181.30-12 | |
| 181.520 | 181.30-10(a), (b). | |
| 181.600 | 181.35-10 | |
| 181.610 | 181.10-5, Revised. | |
| 182.100 | 182.01-5 | |
| 182.115 | 182.01-1, Revised. | |
| 182.130 | New. | |
| 182.200(a).. | 182.05-1 | |
| 182.200(b).. | New. | IMO 9.2.3. |
| 182.220 | 182.05-5 | |
| 182.300 | 182.10-1 | |
| 182.310 | 182.10-5 | |
| 182.320 | New. | 54.01-5; 53-01-10. |
| 182.330 | 182.10-5(d). | |
| 182.400 | 182.15-1; 182.20-1 | |
| 182.405 | 182.15-5(c), Revised. | |
| 182.410(a), (c) | 182.15-5(a), (b); 182.20-5. | |
| 182.410(b), (d), (e), (f), (g). | New. | |
| 182.415 | 182.15-7, Revised. | |
| 182.420 | 182.15-10; 182.15-20; 182.20-10, Revised. | MSM II 10.A.j; ABYC P-10. |
| 182.422 | New. | 56.60-96. |
| 182.423 | New. | |
| 182.425 | 182.15-15; 182.20-15, Revised. | ABYC P-2. |
| 182.430 | 182.15-20; 182.20-20, Revised. | |
| 182.435 | 182.20-22 | |
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| 182.440 | 182.15-25; 182.20-25, Revised. | |
| 182.445 | 182.15-30; 182.20-30, | |

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| 182.450 | Revised. 182.15-35; 182.20-35, Revised. | |
| 182.455 | 182.15-40; 182.20-40, Revised. | |
| 182.458 | New. | ABYC H-25-86. |
| 182.460 | 182.15-45, Revised | |
| 182.460(1).. | 181.20-35; 182.15-45(h). | |
| 182.465 | 182.20-45, Revised | |
| 182.465(h).. | 181.20-35 | |
| 182.470 | 182.20-50, Revised | |
| 182.480 | New. | |
| 182.500 | 182.25-1, Revised. | NVIC 11-83. |
| 182.510 | 182.25-5, Revised. | |
| 182.520 | 182.25-10, Revised | |
| 182.530 | New. | |
| 182.540 | 182.25-15, Revised | |
| 182.600(a).. | New. | |
| 182.600(b).. | New. | NVIC 11-83. |
| 182.610(a).. | 182.30-1; Revised. | |
| 182.610(b)-(f). | New. | |
| 182.620(a), (b) | 182.30-5(a), Revised. | |
| 182.620(c).. | 182.30-5(b), Revised. | |
| 182.700 | New. | |
| 182.710 | 182.40-5, Revised. | |
| 182.715 | New. | NVIC 11-83. |
| 182.720 (a), (b), (c) | Subpart 182.40, Revised. | NVIC 11-83. |
| 182.720(d).. | 182.15-40; 182.20-40, Revised. | 33 CFR 183. |
| 182.730 | New. | 56.60-20. |
| 183.100 | 183.01-5, Revised. | |
| 183.115 | New. | |
| 183.130 | New. | |
| 183.200 | 183.01-5, Revised. | |
| 183.210 | 183.05-35 | |
| 183.220 | New. | |
| 183.310 | New. | |
| 183.320 | 183.05-5; 183.05-10; 183.10-5, Revised. | |

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| 183.322 | New. | |
| 183.324 | New. | 111.05. |
| 183.330 | 183.05-15; 183.10-15. | |
| 183.340 | 183.05-40; 183.05-45; | |

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| | 183.05-50; 183.10-20, Revised. | |
| 183.350 | 183.05-20, Revised | |
| 183.352 | New. | 111.15. |
| 183.354 | New. | 111.15. |
| 183.360 | New. | 111.33. |
| 183.370 | 183.05-50(d), 183.10-30, Revised. | |
| 183.380 | 183.05-25; 183.05-30; 183.10-25; 183.10-35; 183.10-40, Revised. | |
| 183.390 | 183.10-50, Revised | |
| 183.392 | 183.05-25(a), Revised | |
| 183.410 | 183.05-35; 183.10-20(j), Revised. | |
| 183.420 | New. | Navigation Rules. |
| 183.430 | 184.30-1, Revised. | |
| 183.432 | 184.30-5, Revised. | NVIC 11-83. |
| 183.520 | New. | |
| 183.530 | New. | 33 CFR 183. |
| 183.540 | New. | |
| 183.550 | New. | NVIC 11-83; 113.25. |
| 184.100 | 184.01-5 | |
| 184.115 | New. | |
| 184.200 | 184.05-1(a), Revised. | |
| 184.202 | 184.05-1(c). | |
| 184.210 | 183.10-45(a), Revised | |
| 184.220 | 183.10-45(b), Revised | |
| 184.240 | 184.05-1(d), Revised. | CGD 83-013. |
| 184.300 | 184.10-1 | IMO 6. |
| 184.402(a), (b) | 184.20-1, Revised. | |
| 184.402(c).. | New. | |
| 184.404 | New. | |
| 184.408 | New. | |
| 184.410 | New. | |
| 184.420 | 185.20-35 | |
| 184.502 | 184.25-1 | |
| 184.506 | New. | |

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| 184.602(a), (b), (d). | New. | |
| 184.602(c).. | 184.35-1 | |
| 184.610 | New. | |
| 184.620 | New. | |
| 184.702 | New. | |

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| 184.704 | New. | |
| 184.710 | New. | |
| 185.100 | 185.01-5 | |
| 185.115 | New. | |
| 185.202 | New. | 4.05-1. |
| 185.203 | New. | 33 CFR 160.216. |
| 185.206 | New. | 4.05-10. |
| 185.208 | New. | NVIC 11-83; 78.33. |
| 185.210 | New. | 4.05-12. |
| 185.212 | New. | Subpart 4.06. |
| 185.220 | New. | 4.05-15. |
| 185.230 | New. | 4.05-20. |
| 185.250 | 185.19-1, Revised. | 46 U.S.C. 2303, 2304. |
| 185.260 | New. | Subpart 4.04, 46 U.S.C. 2306. |
| 185.280 | New. | NVIC 11-83; 46 U.S.C. 11301; Subpart 78.37. |
| 185.304 | New. | 33 CFR 164.11. |
| 185.310 | 185.20-1 | |
| 185.315 | New. | CGD 89-037. |
| 185.320 | 185.20-10, Revised | |
| 185.330 | 185.20-15, Revised | NVIC 11-83; 78.15. |
| 185.335 | New. | CGD 89-037. |
| 185.340 | 185.20-20, Revised | |
| 185.350 | 185.20-25 | |
| 185.352 | 182.15-45(d), Revised | |
| 185.356 | 175.05-1(d). | |
| 185.360 | 185.20-30, Revised | |
| 185.370 | 185.17-1 | |
| 185.402 | 185.10-1 | |
| 185.410 | 185.22-1, Revised. | 46 U.S.C. 8102. |
| 185.420 | 185.25-10, Revised | IMO 17.2. |
| 185.502 | New. | 46 U.S.C. 3502. |
| 185.503 | New. | 46 U.S.C. 3502. |
| 185.504 | New. | 46 U.S.C. 3502. |
| 185.506 | 185.25-1(d), Revised. | |

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| 185.508 | New. | |
| 185.510 | 185.25-1(a), (b), (c) | |
| 185.512 | 185.25-5, Revised. | |
| 185.514 | New. | NVIC 11-83; 78.13. |
| 185.516 | New. | NVIC 11-83; 78.47-47. |
| 185.518 | 185.25-7, Revised. | 160.051. |

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| 185.520 | 185.25-10 | NVIC 11-83; 78.17-50. |
| 185.524 | 185.25-10 | NVIC 11-83; 78.17-50, IMO 17.5.3. |
| 185.530 | 185.25-15 | |
| 185.602(a), (b), (f). | 185.30-1 | |
| 185.602(c), (d), (e), (g). | New. | NFPA 101. |
| 185.604 | 185.30-5, 185.30-10, 185.30-30, 180.20-5, 180.25-15, 180.25-25, Revised. | |
| 185.606 | 185.30-15 | |
| 185.608 | 185.30-20 | |
| 185.610 | 185.30-25 | |
| 185.612(a), (c) | 181.20-15(d), Revised | 78.47-15. |
| 185.612(b), (d)-(h).. | New. | NVIC 11-83; 78.47. |
| 185.700 | New. | |
| 185.702 | New. | |
| 185.704 | New. | |
| 185.720 | New. | |
| 185.722 | New. | |
| 185.724 | New. | |
| 185.726 | 185.25-20(b), Revised | |
| 185.728 | 185.25-20, Revised | |
| 185.730 | New. | 160.051-6; 160.076; 160.07. 160.062. |
| 185.740 | New. | |
| 185.900 | 185.05-1(a). | |
| 185.910 | 185.05-1(b). | |
