

and (b) which established, and defined the functions and purpose of, the Navigation Safety Advisory Council.

Subsec. (d). Pub. L. 111-281, §621(f)(2), substituted “September 30, 2020” for “September 30, 2010”.

2004—Subsec. (d). Pub. L. 108-293 substituted “September 30, 2010” for “September 30, 2005”.

2002—Subsec. (d). Pub. L. 107-295 substituted “September 30, 2005” for “September 30, 2000”.

1996—Pub. L. 104-324, §304(g), which directed the general amendment of the “section heading for section 5(d) of the Inland Navigational Rules Act of 1980 (33 U.S.C. 2073)”, was executed by inserting section catchline, to reflect the probable intent of Congress.

Par. (d). Pub. L. 104-324, §304(a), substituted “September 30, 2000” for “September 30, 1995”.

1989—Par. (a). Pub. L. 101-225, §105(a)(1)(A), substituted “Navigation Safety Advisory Council” for “Rules of the Road Advisory Council”.

Par. (b). Pub. L. 101-225, §105(a)(1)(B), amended par. (b) generally. Prior to amendment, par. (b) read as follows: “The Council shall advise, consult with, and make recommendations to the Secretary on matters relating to any major proposals for changes to the Inland Rules. The Council may recommend changes to the Inland Rules and International Regulations to the Secretary. Any advice or recommendation made by the Council to the Secretary shall reflect the independent judgment of the Council on the matter concerned. The Council shall meet at the call of the Secretary, but in any event not less than once during each calendar year. All proceedings of the Council shall be public, and a record of the proceedings shall be made available for public inspection. The Council is authorized to make available to Congress any information, advice, and recommendations which the Council is authorized to give to the Secretary.”

Par. (d). Pub. L. 101-225, §105(a)(1)(C), substituted “September 30, 1995” for “September 30, 1990”.

1984—Par. (c). Pub. L. 98-557, §16(b)(2)(A), struck out provisions authorizing members who are not officers or employees of the United States to receive compensation at a rate not exceeding the daily equivalent of the current rate of basic pay for GS-18 of the General Schedule under section 5332 of title 5.

Par. (d). Pub. L. 98-557, §16(b)(2)(B), substituted “on September 30, 1990” for “5 years from the date of enactment of this Act”.

1982—Par. (a). Pub. L. 97-322, §118(c)(1), directed Secretary, not less often than once a year, to publish notice in Federal Register for solicitation of nominations for membership on Council.

Par. (b). Pub. L. 97-322, §118(c)(2), authorized Council to make available to Congress any information, advice, and recommendations which Council is authorized to give to Secretary.

Par. (c). Pub. L. 97-322, §118(c)(3), struck out “or while otherwise engaged in the business of the Council” after “meetings of the Council”, and “, including traveltime” after “section 5332 of title 5”.

#### REFERENCES IN OTHER LAWS

Pub. L. 101-225, title I, §105(a)(2), Dec. 12, 1989, 103 Stat. 1910, provided that: “Each reference to the Rules of the Road Advisory Council in a law, regulation, order, document, record, or paper of the United States is deemed to be a reference to the Navigation Safety Advisory Council.”

### CHAPTER 35—ARTIFICIAL REEFS

Sec.	
2101.	Congressional statement of findings and purpose.
2102.	Establishment of standards.
2103.	National artificial reef plan.
2104.	Permits for construction and management of artificial reefs.
2105.	Definitions.
2106.	Savings clauses.

### § 2101. Congressional statement of findings and purpose

(a) The Congress finds that—

(1) although fishery products provide an important source of protein and industrial products for United States consumption, United States fishery production annually falls far short of satisfying United States demand;

(2) overfishing and the degradation of vital fishery resource habitats have caused a reduction in the abundance and diversity of United States fishery resources;

(3) escalated energy costs have had a negative effect on the economics of United States commercial and recreational fisheries;

(4) commercial and recreational fisheries are a prominent factor in United States coastal economies and the direct and indirect returns to the United States economy from commercial and recreational fishing expenditures are threefold; and

(5) properly designed, constructed, and located artificial reefs in waters covered under this chapter can enhance the habitat and diversity of fishery resources; enhance United States recreational and commercial fishing opportunities; increase the production of fishery products in the United States; increase the energy efficiency of recreational and commercial fisheries; and contribute to the United States and coastal economies.

(b) The purpose of this chapter is to promote and facilitate responsible and effective efforts to establish artificial reefs in waters covered under this chapter.

(Pub. L. 98-623, title II, § 202, Nov. 8, 1984, 98 Stat. 3394.)

#### REFERENCES IN TEXT

This chapter, referred to in text, was in the original “this title”, meaning title II of Pub. L. 98-623, which in addition to enacting this chapter also enacted section 1220d of Title 16, Conservation, and amended sections 1220, 1220a, 1220b, and 1220c of Title 16.

#### SHORT TITLE

Pub. L. 98-623, title II, § 201, Nov. 8, 1984, 98 Stat. 3394, provided that: “This title [enacting this chapter and section 1220d of Title 16, Conservation, and amending sections 1220 to 1220c of Title 16] may be cited as the ‘National Fishing Enhancement Act of 1984’.”

### § 2102. Establishment of standards

Based on the best scientific information available, artificial reefs in waters covered under this chapter shall be sited and constructed, and subsequently monitored and managed in a manner which will—

(1) enhance fishery resources to the maximum extent practicable;

(2) facilitate access and utilization by United States recreational and commercial fishermen;

(3) minimize conflicts among competing uses of waters covered under this chapter and the resources in such waters;

(4) minimize environmental risks and risks to personal health and property; and

(5) be consistent with generally accepted principles of international law and shall not