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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 128 pages. Original publisher: Washington: U. S. G. P. O. , 2008. LC Number: KF31 . C69 2008a OCLC Number: (OCoLC)191957579 Subject: United States -- Appropriations and expenditures, 2007. Excerpt: . . . 13 pliance, if any, would depend upon the future actions of the Sec-retary, about which information is not available, CBO cannot esti-mate the costs of this mandate. Extension of Financial Responsibility. The bill would require owners and operators of tank vessels weighing between 100 gross tons and 300 gross tons to establish evidence of financial responsi-bility for any future oil spill. According to the Coast Guard, such evidence is usually established through an insurance guarantee. In effect, this provision would require owners and operators to show proof of insurance that they are required to carry under current law. According to industry sources, few entities own or operate tank vessels weighing less than 300 gross tons. Consequently, CBO estimates that the cost to comply with this requirement would be small relative to the annual threshold established by UMRA. Year-Round Response Tug. The bill would require a tugboat that is capable of providing rapid assistance and towing capability to disabled vessels to be stationed in the entry to the Strait of Juan de Fuca at Neah Bay year-round. A rescue tug is currently avail-able (and funded) only during the winter months. Tank vessels that are required to have an emergency response plan could be required to share the costs of funding the response tug year-round. Based on information from the Coast Guard, CBO expects that the costs of complying with the mandate would be small relative to the an-nual threshold. Other impacts The bill also would benefit state and local governments as well as public...



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