AMENDMENT TO RULES COMMITTEE PRINT 117–13

OFFERED BY MR. CARL OF ALABAMA

At the end of subtitle B of title XXXV, insert the following:

SEC. 35___. REPORT ON TANKER SECURITY PROGRAM.

Not later than 120 days after the date of the enactment of this Act, the Administrator of the Maritime Administration shall submit to the Committees on Armed Services of the Senate and House of Representatives a report that includes an analysis of the economic, cost, and market analysis of the tanker product and vessel market, as well as vessel size, to guide implementation of the Tanker Security Program. The goal of the report shall be to determine if future legislative changes to the program are necessary to improve its effectiveness. Such report shall include each of the following:

(1) An evaluation of the availability of short-term commercial tanker cargo, and corresponding per diem foreign commerce charter rates, over the most recent two year period.

(2) The availability of United States flag government preference tanker cargo, and corresponding
per diem government preference rates, over the most recent two year period.

(3) An analysis of the competitive dynamic among Tanker Security Program enrolled companies for short-term tanker preference cargoes.

(4) An evaluation of the likely range of per vessel revenues to be earned by Tanker Security Program enrolled companies based on short-term tanker commercial charter rates, and revenue from the competitive government procurement of short-term preference cargoes.

(5) A comparative analysis of the likely range of per vessel revenues and operating costs to be earned and incurred by Tanker Security Program companies with the per vessel authorized stipend rate.

(6) The extent to which Tanker Security Program-enrolled vessels will be placed on geographic or temporal trading restrictions in order to be available to carry military cargoes in strategically important theatres.

(7) Government limitations on the type of products that may be carried on such vessels while operating in the commercial market.
(8) The extent to which specialized equipment, including for refueling at sea, and associated crew training will be required, along with an estimate of their costs.

(9) The sufficiency of the number of enrolled vessels and per vessel stipend amount in ensuring program effectiveness in meeting national defense sealift needs for tanker products.