



**CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE**

June 23, 2000

S. 1510

United States Cruise Vessel Act

*As ordered reported by the Senate Committee on Commerce, Science, and Transportation
on June 15, 2000*

Under current law, cruise vessels that were not built in the United States are not eligible to receive coastwise endorsements, which allow ships to serve the domestic trade. S. 1510 would authorize the Secretary of Transportation to issue certificates of documentation with temporary coastwise endorsements for these cruise vessels under certain conditions. In order to receive the temporary endorsements, cruise ship operators would have to enter into contracts with U.S. shipyards to construct new cruise vessels. The Secretary would have to oversee an operator's choice of cruise routes to ensure that operators of vessels built in the United States are not adversely affected by the entry of foreign-built ships.

CBO estimates that implementing S. 1510 would have no significant impact on the federal budget because the costs of issuing vessel documents and overseeing the cruise ship market as required by the bill would be minimal. The bill would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply.

The bill contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no costs on state, local, or tribal governments.

The CBO staff contact for this estimate is Deborah Reis. This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.