

**Supporting Statement
for
Display of Fire Control Plans for Vessels**

A. Justification

1) Circumstances which make the collection of information necessary.

The requirement for the display of certain vessel plans is part of the Coast Guard's Marine Safety Program in Title 46, Code of Federal Regulations (CFR). The Coast Guard requires the posting of general arrangement plans of the vessel noting the fire detection systems, manual alarms, fire-fighting equipment, fire doors, entries into different compartments, and ventilation systems. The need for ready availability of this information is particularly critical in the event of shipboard fire or flooding, to control damage. In the event an emergency occurs in which assistance is rendered from other vessels, the Coast Guard, or local shore side fire department, the information and its availability is crucial in minimizing danger to those on board, damage to the vessel, and the safety of the port and the environment. The Coast Guard authority to mandate such posting requirement is derived from 46 United States Code 3305 and 3306.

This information collection supports the following strategic goals:

Department of Homeland Security

- Prevention
- Protection

Coast Guard

- Maritime Safety
- Protection of the Natural Resources

Prevention Directorate (G-P)

- Reduce crewmember deaths and injuries on U.S. commercial vessels
- Reduce the risk of major loss of life on passenger vessels
- Reduce the amount of oil discharged into the marine environment
- Reduce the amount of chemicals entering the environment
- Reduce the consequences of pollution incidents

2) Purpose of the information collection.

The information contained on these plans will be used by shipboard personnel during routine duties, such as equipment and system maintenance or servicing, as well as under emergency conditions such as fire or flooding. In the event assistance is rendered from external sources, the plans allow rapid familiarization with the vessel and its systems. This material is also checked periodically by Coast Guard marine inspectors to help insure all information is correct and up-to-date. Without this requirement, vital safety-related information may not be available during emergency situations.

3) Considerations of the use of improved information technology to reduce the burden.

E-format is not possible for this collection. The need for ready availability of this information—in all possible vessel conditions including loss of power—is particularly critical in the event of shipboard fire or flooding to control damage. In the event an emergency occurs in which assistance is rendered from other vessels, the Coast Guard, or local shore side fire department, hard copy display of this information is crucial in minimizing danger to those on board, damage to the vessel, and the safety of the port and the environment.

4) Efforts to identify duplication. Why similar information available cannot be used.

The display of plans is also required for compliance with SOLAS chapter II-2, Regulation 20 for vessels engaged in international voyages.

5) Methods used to minimize the burdens to small business if involved.

Small entities typically have smaller and fewer vessels, thus the impact of this requirement would be reduced.

6) Consequences to the Federal program or policy if collection were conducted less frequently or not collected.

The failure to have the vessel plans available could be a major safety problem in the event of an emergency situation. This would be a glaring deficiency in the Coast Guard's efforts to maintain and promote maritime safety.

7) Special circumstances for information collection.

Information is collected in a manner that is consistent with the guidelines.

8) Consultation.

A request for comment was published in the Federal Register on July 17, 2006, (71 FR 40526). No comments were received.

9) Decision to provide any payment or gift to respondents.

No payments or gifts of any kind are provided to respondents.

10) Assurances of confidentiality provided to respondents.

No assurance of confidentiality is provided to respondents.

11) Additional justification for any questions of a sensitive nature.

There are no issues of a sensitive nature involved in this information collection.

12) Burden Hour and Annualized Cost Estimates.

- **The total annual respondents [and responses] are 1,718.**

The following table specifies the affected population by this requirement.

Table 1
Vessels Required to Display Fire Control Plans

46 CFR	Population Description	Population
35.10-3	Subchapter D Tank Vessels Tank Barge—(All with more than six persons aboard) 2 Tank Ships 114	116
78.45-1	Subchapter H: Passenger Vessels— 1,000 gt + 107 Others on international voyages (SOLAS) 42	149
97.36-1	Subchapter I: Cargo and Miscellaneous Vessels—(Barges and self propelled vessels) Freight Barges 2 Freight Ships 322 Industrial Vessels 102 Towboat/Tugboat 21	447
109.563	Subchapter I-A: MODUs—(All)	75
131.945	Subchapter L: Offshore Supply Vessels OSVs – (All)	874
169.853	Subchapter R: Nautical Schools—(Sailing School Vessels 100+ gt)	36
196.36	Subchapter U: Oceanographic Research Vessels— (All)	21
Total Vessels		1,718

The total population required to meet this collection is **1,718** vessels.

- **The estimated total annual burden hour is 859.**

It is estimated that each respondent will check the plans at intervals corresponding to the Coast Guard inspections of the vessels. In addition, there may be instances during the periods between inspections when material changes to the vessel must be posted on the display plans. For small changes, minor alterations to the plans will be necessary. These are typically pen and ink corrections. Large or substantial alterations to the vessels are reflected in new plans or drawings completed by naval architects. Changes of this magnitude require the posting of new plans. It is assumed that this posting requirement involving the checks and minor corrections of posted plans each take approximately 30 minutes annually (**1,718 vessels X 0.5 = 859 recordkeeping hours per year**).

- **The estimated total annual cost burden is \$67,861.**

It is assumed that an employee with an equivalent salary rate of a LT would conduct the work and would earn approximately \$79 per hour (enclosure (2) to COMDTINST 7310.1I).

Therefore, the annual cost burden is **859 burden hours X \$79/hour = \$67,861.**

13) Total annual cost burden (capital and start-up).

There are no annualized capital and start-up costs.

14) Estimates of annualized cost to the Federal Government.

Estimates of cost to the Federal Government is **\$24,510**. This figure is based on Coast Guard Marine Inspectors (LTs/LTJGs/CWOs) spending .25 hours/vessel/year with an average hourly cost of \$57/hour, for a total of 399 hours checking the display plans for the **1,718** respondent vessels. **(1,718 vessels X .25 hours/vessel = 430 hours; 430 hours X \$57/hour = \$24,510)**

15) Reasons for change in the burden.

The change in burden is an ADJUSTMENT due to the decreases in most of the vessel population numbers. Increases were seen in OSVs and Nautical School vessels.

16) Plans for tabulation, statistical analysis and publication.

There is no plan to use statistical analysis or to publish this information.

17) Approval for not explaining the expiration date for OMB approval.

There are no forms associated with this collection.

18) Exception to the certification statement.

There are not exceptions to the certification statement.

B. Collection of Information Employing Statistical Methods

This information collection does not employ statistical methods.