

**SUPPORTING STATEMENT  
GEAR-MARKING REQUIREMENTS FOR ATLANTIC LARGE WHALE TAKE  
REDUCTION PLAN  
OMB CONTROL NO.: 0648-0364**

**A. JUSTIFICATION**

**1. Explain the circumstances that make the collection of information necessary.**

The purpose of this collection of information is to enable the National Marine Fisheries Service (NMFS) to finalize, via Final Rule RIN 0648-AS01, regulations to modify the Atlantic Large Whale Take Reduction Plan (ALWTRP). The ALWTRP was developed under section 118 of the Marine Mammal Protection Act (MMPA) to reduce the mortality and serious injury (bycatch) of endangered North Atlantic right whales, humpback whales, and fin whales caught incidentally in U.S. fishing gear. Multiple commercial fisheries throughout the ranges (Maine to Florida) of these stocks are known to cause incidental mortality and serious injury at levels that exceed these stock's potential biological removal (PBR) levels. Under the MMPA, take reduction plans (TRPs) are required to reduce, within six months of implementation, the incidental mortality and serious injury of marine mammals taken in the course of commercial fishing operations to levels below a stock's PBR. Within five years of implementation, TRPs are required to reduce incidental mortality and serious injury of marine mammals to insignificant levels approaching a zero mortality and serious injury rate taking into account the economics of the fishery, the availability of existing technology, and existing State or regional fishery management plans. For Northern right whales (right whales) these goals are essentially the same because PBR has been defined as zero.

In 1996, pursuant to section 118 of the MMPA, NMFS established and convened an Atlantic Large Whale Take Reduction Team (ALWTRT) to assist in the development of the ALWTRP. During this process, the ALWTRT provided NMFS with recommended measures designed to reduce serious injury and mortality to right, humpback, and fin whales from incidental interactions with commercial fishing gear. To address the continued entanglement of large whales in commercial fishing gear, NMFS has reconvened the ALWTRT several times and is now in the process of modifying the ALWTRP to include additional measures to reduce serious injury and mortality from entanglement. One of these modifications would require marking fishing gear to collect important information on the type of gear involved in the incidental mortality and serious injury of entangled whales. Specifically, the final modifications to the ALWTRP will require fishers to mark surface buoys to identify the vessel registration number, vessel documentation number, Federal permit number, or whatever positive identification marking is required by the vessel's home port state. The final modifications will also extend the current gear marking scheme of one 4" mark midway along the buoy line to all fishers regulated under the ALWTRP. The Southeastern U.S. Atlantic shark gillnet fishery will mark only buoy lines greater than 4 ft (1.2 m) in length. Existing ALWTRP regulations already require one mark per line for a substantial number of lobster trap/pot and gillnet vessels. This submission includes these previously regulated fisheries, along with newly regulated fisheries.

Under the MMPA, NMFS is required to publish in the *Federal Register* any proposed changes with an explanation of these changes, and ultimately, promulgate regulations to implement and/or modify the TRP. The most recent proposed changes to the ALWTRP were published on June 21, 2005 (70 FR 35894).

**2. Explain how, by whom, how frequently, and for what purpose the information will be used. If the information collected will be disseminated to the public or used to support information that will be disseminated to the public, then explain how the collection complies with all applicable Information Quality Guidelines.**

Gear-marking requirements will assist NMFS in obtaining detailed information about which fisheries or specific parts of fishing gear are responsible for the incidental mortality and serious injury of right, humpback, and fin whales. Generally, only a portion of gear is recovered from an entangled whale and it is almost impossible to link that portion of gear to a particular fishery. Therefore, requiring fishermen to mark surface buoys and the buoy line will provide NMFS with an additional source of information, which could then be used to determine the gear responsible for and the location of the entanglement event. Furthermore, information tracing incidental mortality and serious injury of marine mammals back to specific gear types, gear parts, locations, and fishermen will assist NMFS and the ALWTRT in focusing future management measures on specific problem areas and issues, which may avoid unnecessarily regulating fisheries with overly broad measures. Gear marking will not reduce bycatch in and of itself, but is expected to facilitate monitoring of entanglement rates and assist in designing future bycatch reduction measures. The frequency of information use will be primarily correlated with the occurrence of entangled whales and/or the recovery of entangled gear.

NMFS seeks to implement the gear-marking requirements in as simple a manner as possible and as compatibly with other state or federal fishery management plans and TRPs as possible. NMFS developed the final gear-marking requirements with the assistance of its fishing industry liaisons, feedback from ALWTRT members, and public comments received on a proposed rule. Because fishery-related mortality has been difficult to determine and assess, gear-marking requirements may not only assist in obtaining valuable gear interaction information from future entanglement events, but may also be a useful tool for measuring compliance.

The information collected will be disseminated to the public or used to support publicly disseminated information. As explained in the preceding paragraphs, the information gathered has utility. NMFS will retain control over the information and safeguard it from improper access, modification, and destruction, consistent with National Oceanic and Atmospheric Administration (NOAA) standards for confidentiality, privacy, and electronic information. See response #10 of this Supporting Statement for more information on confidentiality and privacy. The information collection is designed to yield data that meet all applicable information quality guidelines. Prior to dissemination, the information will be subjected to quality control measures and a pre-dissemination review pursuant to Section 515 of Public Law 106-554.

**3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological techniques or other forms of information technology.**

There is no use of automated or electronic or other technological techniques associated with the gear-marking scheme.

**4. Describe efforts to identify duplication.**

Presently, gear marking (lobster trap/pots, gillnets, and associated surface gear) is required under several Federal and state fishery management plans. NMFS is implementing this requirement to complement existing Federal or state fishery management plans and TRPs.

**5. If the collection of information involves small businesses or other small entities, describe the methods used to minimize burden.**

The most recent information collection (2005) affected the following fisheries: Cape Cod Bay Restricted Area lobster and gillnet fisheries; Great South Channel lobster and gillnet fisheries; Stellwagen Bank/Jeffreys Ledge Restricted Area lobster and gillnet fisheries; Northern Nearshore lobster fisheries; Southern Nearshore lobster fisheries; Offshore lobster fisheries; and Other Northeast gillnet fisheries. In addition to the fisheries listed above, this collection of information will affect the following newly regulated fisheries: Northern Inshore and Lobster Management Area (LMA) 6 lobster trap/pot fisheries; Atlantic blue crab trap/pot fisheries; Atlantic mixed species trap/pot fisheries targeting crab (red, Jonah, and rock), hagfish, finfish (black sea bass, scup, tautog, cod, haddock, pollock, redfish, and white hake), conch/whelk, and shrimp; Northeast driftnet; Northeast anchored float gillnet; Mid/South-Atlantic gillnet; and Southeast Atlantic gillnet. These fisheries are composed almost entirely of small businesses. NMFS minimized the burden on fishermen by evaluating the existing state/federal gear-marking requirements and developing new, non-duplicative regulations that will allow for the continued use of the previous marking requirements without promulgating new requirements where they previously existed. For example, the majority of fishermen already mark their buoys with their vessel or permit number; therefore, NMFS assumes that this final action places no additional burden on fishermen.

**6. Describe the consequences to the Federal program or policy activities if the collection is not conducted or is conducted less frequently.**

The final gear-marking requirements are designed to help NMFS improve the quality of information concerning the taking of endangered right, humpback, and fin whales incidental to commercial fishing operations. Specifically, information collected through gear marking will help NMFS and the ALWTRT identify commercial fisheries that interact with federally protected marine mammals and may result in mortality and serious injury. Accordingly, this information will be used to tailor management measures to reduce the risk of mortality and serious injury of marine mammals incidental to commercial fishing operations.

Without the information provided by the final gear-marking requirements regarding where entanglements occur and what type of gear is involved, future management measures may be overly broad and affect more individuals than necessary. Therefore, knowing which geographic

areas and fisheries pose the greatest risk to large whales will minimize the economic impact to fishermen while maximizing the benefits for these species.

**7. Explain any special circumstances that require the collection to be conducted in a manner inconsistent with OMB guidelines.**

There are no special circumstances associated with this final rule that would require the collection of information to be conducted in a manner inconsistent with Office of Management and Budget (OMB) guidelines.

**8. Provide a copy of the PRA Federal Register notice that solicited public comments on the information collection prior to this submission. Summarize the public comments received in response to that notice and describe the actions taken by the agency in response to those comments. Describe the efforts to consult with persons outside the agency to obtain their views on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format (if any), and on the data elements to be recorded, disclosed, or reported.**

NMFS solicited public comments on both the Draft Environmental Impact Statement (DEIS) (70 FR 9306, February 25, 2005; 70 FR 15315, March 25, 2005) and proposed rule (70 FR 35894, June 21, 2005; 70 FR 40301, July 13, 2005) through several different means including written comment. The public also had the opportunity to provide oral comments at 13 public hearings held in the states of Maine, Massachusetts, Rhode Island, New Jersey, Maryland, Virginia, North Carolina, and Florida.

Many commenters expressed support for the marking of commercial fishing gear, as the action would provide more information about entanglements, enhance mitigation efforts, and be useful as a research and monitoring tool. However, they did not support the expanded gear marking strategy for buoy lines as proposed by NMFS. Commenters were opposed to the proposed scheme (e.g., one 4-inch mark every 10 fathoms) for various reasons and requested NMFS to devise a better gear marking strategy. Some felt that marking buoy lines every 10 fathoms would be too time-consuming and also excessive as buoys and traps are already marked under current lobster fishing rules. Others stated that the proposed scheme would be burdensome and potentially dangerous to implement while at sea, especially in unfavorable sea states or in deep waters. Several commenters felt the strategy would be impracticable and costly as fishermen are constantly replacing fouled lines and marks become less visible over time due to algal growth and basic wear and tear. Many commenters noted the inadequacies of the proposed gear marking scheme for buoy lines, stating that it did not require all parts of the gear to be marked, would not identify specific regions or fisheries, and would provide limited information that could be tracked and evaluated. Several commenters also noted that the gear marking strategy should be more consistent with schemes implemented by other protected species' Take Reduction Plans, Regional Fishery Management Councils, or other NMFS Fishery Management Plans. Lastly, gear marking provides no direct risk reduction to whales, thus some commenters felt that this, coupled with the increase in marking increments, may cause reluctance among fisherman to comply with the new regulations.

Based on these comments, NMFS is not finalizing the proposed scheme of marking buoy lines with one, colored 4-inch mark every 10 fathoms. Instead, NMFS will require all previously and

newly regulated fisheries to mark gear with one, colored 4-inch mark mid-way on the buoy line (i.e., status quo for previously regulated fisheries). Additionally, all surface buoys will be required to identify the vessel registration number, vessel documentation number, Federal permit number, or whatever positive identification marking is required by the vessel's home-port state. NMFS will continue to discuss gear marking strategies and whether any future changes are needed with the ALWTRT at future meetings.

In addition to the comment period on the proposed rule and DEIS noted above, NMFS has provided numerous other opportunities for the public to comment on the gear marking requirements. In April 2003, NMFS convened the ALWTRT to provide management recommendations to NMFS for reducing the risk of serious injury and mortality of right, humpback, and fin whales incidental to commercial fishing operations. NMFS asked the ALWTRT for feedback on gear marking. Subsequently, NMFS held several subgroup meetings during the spring and summer of 2003 to solicit recommendations from ALWTRT members by region or gear type. Additionally, NMFS held six public scoping meetings from Maine to Florida to seek input from interested stakeholders on issues including gear marking in order to develop alternatives for a DEIS that would analyze modifications to the ALWTRP. The public also had the opportunity to submit written comments throughout the scoping period. NMFS provided a scoping document to the public that included gear-marking options and asked for comment from the public on these and any suggested management measures for modifying the ALWTRP.

**9. Explain any decisions to provide payments or gifts to respondents, other than remuneration of contractors or grantees.**

There is no provision to provide any payment or gift to participants in the gear-marking scheme contained in this final rule.

**10. Describe any assurance of confidentiality provided to respondents and the basis for assurance in statute, regulation, or agency policy.**

Information collected from the gear is considered confidential by NMFS, in accordance with Confidentiality of Statistics of the Magnuson-Stevens Fishery Conservation and Management Act; 50 CFR 229.11, Confidential fisheries data; and NOAA Administrative Order 216-100 - Protection of Confidential Fisheries Statistics. The agency will not release this information in any format that could allow the public to identify any fisherman individually. In general, the information collected during this rulemaking action falls under the types of statistics covered under 50 CFR 600.405. Specifically, the analysis of the final rule required information regarding the types and quantity of fishing gear used, the areas in which fishing occurred, and the time of fishing. Information and data, including statistics that may be considered as confidential were used in the analysis of impacts associated with the final action. This information was necessary to assess the biological, social, and economic impacts of the final action as required under the National Environmental Protection Act (NEPA) and Regulatory Flexibility Act (RFA). Under 50 CFR 229.11 and NOAA Administrative Order 216-100, proprietary information collected, including information or data identifiable with an individual fisherman, was not disclosed except as authorized by the enumerated exceptions provided under sections 229.11(a)(1)-(5) and

600.415(b)(1)-(5). In addition, the information made available to the public was done so in aggregate, summary, or other such form that does not disclose the identity or business of any person in accordance with NOAA Administrative Order 216-100.

**11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.**

Not applicable.

**12. Provide an estimate in hours of the burden of the collection of information.**

According to the information collection renewal request filed in 2005, the current number of responses already employed by vessels is 257,216 annually.<sup>1</sup> In addition, the renewal request estimated that vessels currently incur a burden of 2,572 hours per year to mark gear. It is important to note that the methods and assumptions employed in the 2005 renewal request are different than those employed for this supporting statement. A brief description of the differences between the approaches is provided in #15.

This gear-marking scheme is presented in the Final Environmental Impact (FEIS) under Alternative 6 Final (Preferred). The labor and materials burden associated with the gear marking requirements is based on the number of marks each vessel would need to install.

To demonstrate the methodology used to estimate labor and material costs, we present the following analysis of a typical hagfish pot vessel fishing in northern nearshore waters, as regulated under Alternative 6 Final (Preferred). The burden hours and costs estimated in the following example are immediate; i.e., incurred within six months of publication of the rule.

Average number of trawls per vessel = 25 trawls  
Average number of buoy lines per trawl = 2 buoy lines  
Average number of buoy lines per vessel = 25 \* 2 = 50 buoy lines  
Average number of marks per vessel = 50 marks

Time to install a single buoy line mark = 5 minutes  
Hours burden per vessel = 5 minutes \* 50 marks = 250 minutes = 4 hours and 10 minutes.

The process described above is repeated for each model vessel affected by Alternative 6 Final (Preferred). These estimates of hourly burden and material costs are then multiplied by the estimated number of vessels represented by each model vessel.

The resulting values for all vessel groups are then summed to estimate the total impact of the new and current gear marking provisions of the ALWTRP. Under Alternative 6 Final (Preferred), the estimated number of vessels newly affected by the gear marking provisions is

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<sup>1</sup> A response or mark, in this instance, is a four inch mark midway along the length of each buoy line. The majority of fishermen already mark their buoys with the vessel number or permit number; therefore, we assume this provision places no additional costs on fishermen.

2,699. The estimated number of vessels currently affected by the gear marking provisions is 1,571, resulting a combined total of 4,270 vessels.

Averaged over the first three years after the publication of the final rule, the newly affected vessels will employ 162,837 responses annually, while currently affected vessels will employ 40,908 responses annually, resulting in a total of 203,745 responses per year. The average annual burden over the first three years will be 13,567 hours for newly affected vessels and 3,408 for currently affected vessels, resulting in a total of 16,975 burden hours per year. Attachment A provides hours burden estimates for the newly and currently affected model vessel groups by year.

**13. Provide an estimate of the total annual cost burden to the respondents or record-keepers resulting from the collection (excluding the value of the burden hours in #12 above).**

Exhibit 1 presents the average annual cost burden per vessel for the first three years after the publication of the final rule, under Alternative 6 Final (Preferred). The immediate average cost burden (for materials) for newly affected vessels is approximately \$6.61 per vessel, with the cost of a single buoy line mark being \$0.055. Over the first three years, the average reporting cost burden for newly affected vessels is \$3.32 per vessel. For currently affected vessels, the average reporting cost burden is \$1.43 per year.

Exhibit 1		
Estimated Annual Change in Costs Per Vessel Alternative 6 Final (Preferred) for Newly and Currently Affected Vessels		
Year	Costs (2007\$) for Newly Affected Vessels	Costs (2007\$) for Currently Affected Vessels
Year 1 <sup>a</sup>	\$6.61	\$1.43
Year 2 <sup>b</sup>	\$1.67	\$1.43
Year 3 <sup>b</sup>	\$1.67	\$1.43
Per Vessel Average <sup>c</sup>	\$3.32	\$1.43
Notes: <sup>a</sup> The Year 1 cost burden represents the immediate cost of marking all buoy lines, which is required within six months of publication of the rule. <sup>b</sup> Years 2 and 3 represent the second and third years after the publication of the final rule. <sup>c</sup> See consolidated burden table for calculations employed during this analysis.		

The annual cost burden over the first three years after publication of the final rule is estimated to be \$8,954 for newly affected vessels and \$2,249 for currently affected vessels, resulting in a total cost burden of \$11,203 per year. The consolidated burden table (see below) provides cost burden estimates for the newly affected model vessel groups by year.

**14. Provide estimates of annualized cost to the Federal government.**

Neither the current, ongoing gear-marking requirements nor the gear-marking requirement contained in this final rule are expected to have any annualized costs to the Federal government.

**15. Explain the reasons for any program changes or adjustments reported in Items 13 or 14 of the OMB 83-I.**

The changes in Item 13 and Item 14 of the OMB 83-I form are the result of adjustments to the estimates provided in the Information Collection Request (ICR) renewal filed in 2005, and the new requirements (program changes) being finalized under Alternative 6 Final (Preferred) of the FEIS and final rule.

As stated in questions 12 of this supporting statement, the methods and assumptions employed in the 2005 ICR renewal are different than those employed for this supporting statement. These adjustments include:

- The 2005 renewal request estimates that approximately 4,500 vessels are affected by the information collection. This information collection, based on data employed during FEIS economic analysis, estimates that 1,571 vessels are currently affected by ALWTRP gear marking requirements.
- The 2005 renewal request assumed that all fishermen mark all of their buoy lines on an annual basis. For this information collection, we assume fisherman that are currently required to mark their gear will only mark new buoy lines employed to replace those that have been worn out. Consistent with the FEIS economic analysis, we assume the replacement schedule for buoy line ranges from every three to four years based on the type of buoy line employed and geographic area fished.
- The 2005 renewal request assumed that all vessels within a fishery operate using the same gear configuration, whereas the current analysis assigns different gear configurations (and thus a different number of buoy line marks) by model vessel. Each model vessel represents a group of vessels that face similar regulatory requirements and operate with a similar quantity and configuration of gear.
- The 2005 renewal request assumed that fisherman would install a buoy line mark by painting a four-inch mark mid-way along the buoy line, which was estimated to take 0.6 minutes (36 seconds) per mark. However, this information collection assumes, based on recommendations of NMFS gear specialist, that fisherman will thread a colored “whip” mid-way along the buoy line to create the mark, and it is estimated to take 5 minutes to install each whip. The latter approach is a more conservative estimate that is consistent with the assumptions employed in the FEIS economic analysis.

Exhibit 2, below, presents the changes in burdens resulting from adjustments to the methodology and changes to the program being finalized under Alternative 6 Final (Preferred) of the FEIS and final rule. The number of annualized responses will decrease from 257,216 to 203,746.

Currently affected vessels will employ 40,908 responses annually, which represents a decrease of 216,308 responses from the previous estimate found in the 2005 renewal request. Newly affected vessels will employ 162,837 responses annually. The annualized burden hours will



increase from 2,572 hours to 16,975 hours. Currently affected vessels will incur an annual burden of 3,408 hours, which represents an increase of 836 hours from the estimate found in the 2005 renewal request. Newly affected vessels will incur an annual burden of 13,567 hours. The annualized cost burden will decrease from \$15,433 to \$11,204. Currently affected vessels will incur a cost burden \$2,249, which represents a decrease in cost burden of \$13,184 from the estimate found in the 2005 ICR renewal. Newly affected vessels will incur an annual cost burden of \$8,954.

<b>Exhibit 2</b>					
<b>Changes to Burden Estimates Resulting from Adjustments to Methodology and Changes to ALWTRP Gear Marking Program</b>					
	<b>Estimate According to 2005 ICR Renewal</b>	<b>Estimate Using Methodology Employed in the FEIS</b>	<b>Difference Between 2005 ICR Renewal and FEIS Methodology</b>	<b>Newly Affected Vessels Resulting from Program Changes</b>	<b>Total Burden</b>
<b>Calculation</b>	<b>(A)</b>	<b>(B)</b>	<b>(B-A)</b>	<b>(C)</b>	<b>(B+C)</b>
<b>Annualized Number of Responses</b>	257,216	40,908	-203,745	162,837	203,745
<b>Annualized Hours Burden (hours)</b>	2,572	3,408	836	13,567	16,975
<b>Annualized Cost Burden (dollars)</b>	\$15,433	\$2,249	-13,184	\$8,954	\$11,203

**16. For collections whose results will be published, outline the plans for tabulation and publication.**

There are no plans to publish the results of this collection per se. Information about gear and areas involved in entanglements might be published as part of some broader report or analysis, such as regularly published Marine Mammal Stock Assessment Reports. No information on the identity of individual fishers, if available, will be published. Any such broader report or analysis will be subject to quality control measures and pre-dissemination review pursuant to Section 515 of Public Law 106-554 prior to dissemination.

**17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons why display would be inappropriate.**

Not applicable.

**18. Explain each exception to the certification statement identified in Item 19 of the OMB 83-I.**

There are no exceptions.

## **B. COLLECTIONS OF INFORMATION EMPLOYING STATISTICAL METHODS**

The collection of information does not employ statistical methods.

**ATTACHMENT A: CONSOLIDATED BURDEN TABLE - GEAR-MARKING REQUIREMENTS FOR THE ATLANTIC LARGE WHALE TAKE REDUCTION PLAN (ALWTRP)**

A		B		C		D		E		F		G		H		I		J		K		L		M		N	
	Estimated Number of Affected Vessels	Number of Marks Per Model Vessel	Year 1 Responses	Annual Responses in Years 2 & 3	Responses in Years 2 & 3 Combined	TOTAL Responses Years 1-3 Combined	Year 1 Cost Burden	Annual Cost Burden in Years 2 & 3	Cost Burden in Years 2 & 3 Combined	TOTAL Cost Burden in Years 1-3 Combined	Year 1 Time Burden (hours)	Annual Time Burden in Years 2 & 3	Time Burden in Years 2 & 3 Combined (hours)	Year 1 Time Burden (hours)	Annual Time Burden in Years 2 & 3	Time Burden in Years 2 & 3 Combined (hours)	TOTAL Time Burden in Years 1-3 Combined (hours)										
<b>Estimated Burden for Vessels Newly Required to Mark Gear Under the ALWTRP</b>																											
Lobster	5	160	776	194	388	1,165	\$427.1	\$10.68	\$21.35	\$64.06	64.7	16.2	32.4				97.1										
	4	93	343	86	171	514	\$18.86	\$4.71	\$9.43	\$28.29	28.6	7.1	14.3				42.9										
	74	300	22,194	5,548	11,097	33,291	\$1,220.66	\$305.16	\$610.33	\$1,830.98	1,849.5	462.4	924.7				2,774.2										
	74	60	4,439	1,110	2,219	6,658	\$244.13	\$61.03	\$122.07	\$366.20	369.9	92.5	184.9				554.8										
	75	300	22,369	5,592	11,184	33,553	\$1,230.28	\$307.57	\$615.14	\$1,845.43	1,864.1	466.0	932.0				2,796.1										
	75	60	4,474	1,118	2,237	6,711	\$246.06	\$61.51	\$123.03	\$369.09	372.8	93.2	186.4				559.2										
	2	60	140	47	93	233	\$7.70	\$2.57	\$5.13	\$12.83	11.7	3.9	7.8				19.4										
	4	60	247	82	165	412	\$15.58	\$4.53	\$9.06	\$22.64	20.6	6.9	13.7				34.3										
	552	300	165,590	41,398	82,795	248,386	\$9,107.47	\$2,276.87	\$4,553.74	\$13,661.21	13,799.2	3,449.8	6,899.6				20,698.8										
	552	60	33,118	8,280	16,559	49,677	\$1,821.49	\$455.37	\$910.75	\$2,732.24	2,759.8	690.0	1,380.0				4,139.8										
78	300	23,373	5,843	11,686	35,059	\$1,285.49	\$321.37	\$642.75	\$1,928.24	1,947.7	486.9	973.9				2,921.6											
78	60	4,675	1,169	2,337	7,012	\$257.10	\$64.27	\$128.55	\$385.65	389.5	97.4	194.8				584.3											
Gilnet	564	12	6,510	2,170	4,340	10,850	\$358.06	\$119.35	\$238.71	\$596.77	542.5	180.8	361.7				904.2										
	42	12	486	162	324	810	\$26.75	\$8.92	\$17.83	\$44.58	40.5	13.5	27.0				67.5										
	1	12	6	2	4	10	\$0.32	\$0.11	\$0.21	\$0.53	0.5	0.2	0.3				0.8										
	77	9	683	228	455	1,138	\$37.57	\$12.52	\$25.04	\$62.61	56.9	19.0	37.9				94.9										
	9	12	102	34	68	169	\$2.80	\$0.93	\$1.86	\$4.66	4.2	1.4	2.8				7.1										
	3	4	12	4	8	20	\$0.66	\$0.22	\$0.44	\$1.10	1.0	0.3	0.7				1.7										
	1	4	4	1	3	7	\$0.22	\$0.07	\$0.15	\$0.37	0.3	0.1	0.2				0.6										
	2	50	110	28	55	166	\$6.07	\$1.52	\$3.04	\$9.11	9.2	2.3	4.6				13.8										
	-1	150	50	13	25	75	\$2.75	\$0.69	\$1.38	\$4.13	4.2	1.0	2.1				6.3										
OTP	2	25	42	11	21	64	\$2.33	\$0.58	\$1.17	\$3.50	3.5	0.9	1.8				5.3										
	-1	75	25	6	13	38	\$1.38	\$0.34	\$0.69	\$2.06	2.1	0.5	1.0				3.1										
	2	50	116	29	58	174	\$6.36	\$1.59	\$3.18	\$9.55	9.6	2.4	4.8				14.5										
	2	83	190	48	95	286	\$10.48	\$2.62	\$5.24	\$15.71	15.9	4.0	7.9				23.8										
	4	50	190	48	95	286	\$10.48	\$2.62	\$5.24	\$15.71	15.9	4.0	7.9				23.8										
	24	100	2,362	590	1,181	3,543	\$129.90	\$32.48	\$64.96	\$194.86	196.8	49.2	98.4				295.2										
	133	50	6,639	1,660	3,319	9,958	\$365.14	\$91.29	\$182.57	\$547.71	553.2	138.3	276.6				829.9										
	53	150	8,008	2,002	4,004	12,011	\$440.41	\$110.10	\$220.21	\$660.62	667.3	166.8	333.6				1,000.9										
	26	50	1,294	324	647	1,941	\$71.18	\$17.79	\$35.59	\$106.77	107.8	27.0	53.9				161.8										
	1	50	33	8	17	50	\$1.83	\$0.46	\$0.92	\$2.75	2.8	0.7	1.4				4.2										
1	83	42	10	21	63	\$2.29	\$0.57	\$1.15	\$3.44	3.5	0.9	1.7				5.2											
8	25	195	49	98	293	\$10.74	\$2.69	\$5.37	\$16.11	16.3	4.1	8.1				24.4											
2	75	156	39	78	234	\$8.59	\$2.15	\$4.30	\$12.89	13.0	3.3	6.5				19.5											
2	50	75	19	38	113	\$4.15	\$1.04	\$2.08	\$6.23	6.3	1.6	3.1				9.4											
2	42	83	21	42	125	\$4.58	\$1.15	\$2.29	\$6.88	6.9	1.7	3.5				10.4											
2	25	58	15	29	88	\$3.21	\$0.80	\$1.60	\$4.81	4.9	1.2	2.4				7.3											
4	50	200	50	100	300	\$11.00	\$2.75	\$5.50	\$16.50	16.7	4.2	8.3				25.0											
-1	50	7	2	4	11	\$0.39	\$0.10	\$0.20	\$0.59	0.6	0.1	0.3				0.9											
1	50	33	8	17	50	\$1.83	\$0.46	\$0.92	\$2.75	2.8	0.7	1.4				4.2											
1	100	50	13	25	75	\$2.75	\$0.69	\$1.38	\$4.13	4.2	1.0	2.1				6.3											
-1	50	17	6	11	28	\$0.93	\$0.31	\$0.62	\$1.56	1.4	0.5	0.9				2.4											
-1	22	8	3	5	13	\$0.41	\$0.14	\$0.28	\$0.69	0.6	0.2	0.4				1.0											
-1	22	4	1	2	7	\$0.24	\$0.06	\$0.12	\$0.36	0.4	0.1	0.2				0.6											
-1	22	8	2	4	11	\$0.41	\$0.10	\$0.21	\$0.62	0.6	0.2	0.3				0.9											
6	50	289	96	192	481	\$15.88	\$3.97	\$7.94	\$23.66	24.1	6.0	12.0				36.1											
3	150	488	163	325	813	\$26.81	\$6.69	\$13.38	\$40.19	40.6	10.1	20.1				60.7											
2	22	41	14	27	68	\$2.23	\$0.74	\$1.49	\$4.72	3.4	1.1	2.3				5.6											
2	83	167	56	111	278	\$9.17	\$2.29	\$4.58	\$13.93	13.9	3.5	6.9				20.3											
2	8	12	4	8	20	\$0.66	\$0.22	\$0.44	\$1.10	1.0	0.3	0.7				1.7											
1	50	42	14	28	69	\$2.79	\$0.76	\$1.53	\$4.62	3.5	1.2	2.3				5.8											
2	8	12	4	8	20	\$0.66	\$0.22	\$0.44	\$1.10	1.0	0.3	0.7				1.7											
-1	25	4	1	3	7	\$0.23	\$0.08	\$0.16	\$0.39	0.4	0.1	0.2				0.6											
-1	22	3	1	2	5	\$0.17	\$0.06	\$0.12	\$0.29	0.3	0.1	0.2				0.4											
-1	22	3	1	2	5	\$0.17	\$0.06	\$0.12	\$0.29	0.3	0.1	0.2				0.4											
2	50	100	33	67	167	\$5.50	\$1.83	\$3.67	\$10.97	8.3	2.8	5.6				13.9											
-1	50	51	13	25	76	\$2.80	\$0.70	\$1.40	\$4.20	4.2	1.1	2.1				6.4											
-1	150	38	9	19	56	\$2.06	\$0.52	\$1.03	\$3.09	3.1	0.8	1.6				4.7											
1	83	83	21	42	125	\$4.58	\$1.15	\$2.29	\$6.88	6.9	1.7	3.5				10.4											
46	50	2,300	575	1,150	3,450	\$126.50	\$31.63	\$63.25	\$189.75	191.7	47.9	95.8				287.5											
46	110	5,059	1,265	2,529	7,588	\$278.24	\$69.56	\$139.12	\$417.36	421.6	105.4	210.8				632.4											
39	150	5,775	1,444	2,888	8,663	\$317.63	\$79.41	\$158.81	\$476.44	481.3	120.3	240.6				721.9											
5	103	543	136	271	814	\$29.84	\$7.46	\$14.92	\$44.76	45.2	11.3	22.6				67.8											
2	50	88	22	44	131	\$4.81	\$1.20	\$2.41	\$7.22	7.3	1.8	3.6				10.9											
<b>SUBTOTAL</b>	<b>2,699</b>	<b>324,633</b>	<b>81,939</b>	<b>163,879</b>	<b>488,512</b>	<b>\$17,852.01</b>	<b>\$4,505.73</b>	<b>\$9,011.47</b>	<b>\$26,863.48</b>	<b>27,048.5</b>	<b>6,826.9</b>	<b>13,653.7</b>	<b>40,702.2</b>														
Per Vessel Average	120	30	61	181	566.1	\$1.67	\$3.34	\$6.67	\$9.95	10.0	2.5	5.1	15.1														
<b>Estimated Burden for Vessels Currently Required to Mark Gear under the ALWTRP</b>																											
Lobster Current	20	93	476	146	292	439	\$8.04	\$2.01	\$4.02	\$12.06	12.2	3.0	6.0				18.2										
	6	93	146	146	292	439	\$8.04	\$2.01	\$4.02	\$12.06	12.2	3.0	6.0				18.2										
	10	93	227	227	454	681	\$12.49	\$3.12	\$6.24	\$18.75	18.9	4.7	9.4				28.3										
	200	93	4,676	4,676	9,353	14,029	\$257.21	\$257.21	\$514.41	\$771.62	389.7	389.7	779.4				1,169.1										
	4	93	83	83	166	249	\$4.57	\$4.57	\$9.15	\$13.72	6.9	6.9	13.9				20.8										
	395	93	9,216	9,216	18,432	27,648	\$506.88	\$506.88	\$1,013.76	\$1,520.64	768.0	768.0	1,536.0				2,304.0										
	68	300	5,126	5,126	10,252	15,379	\$281.94	\$281.94	\$563.89	\$845.83	427.2	427.2	854.4				1,281.6										
	68	60	1,025	1,025	2,050	3,075	\$56.39	\$56.39	\$112.78	\$169.17	85.4	85.4	170.8				256.3										
	52	300	3,907	3,907	7,814	11,721	\$214.89	\$214.89	\$429.78	\$644.67	325.6	325.6	651.2				976.8										
	52	60	781	781	1,563	2,344	\$42.98	\$42.98	\$85.96	\$128.93	65.1	65.1	130.2				195.4										
	2	60	36	36	71	107	\$1.96	\$1.96	\$3.92	\$5.89	3.0	3.0	5.9				8.9										
	-1	60	8	8	16	25	\$0.45	\$0.45	\$0.91	\$1.36	0.7	0.7	1.4				2.1										
	4	60	83	83	166	250	\$4.59	\$4.59	\$9.18	\$13.77	7.0	7.0	13.9				20.9										
	146	60	2,921	2,921	5,843	8,764	\$160.68	\$160.68	\$321.36	\$482.03	243.5	243.5	486.9				730.4										
	83	93	1,929	1,929	3,858	5,787	\$106.09	\$106.09	\$212.19	\$318.28	160.7	160.7	321.5				482.2										
	5	300	341	341	682	1,023	\$18.76	\$18.76	\$37.52	\$56.29	28.4	28.4	56.9				85.3										
	5	60	68	68	136	205	\$3.75	\$3.75	\$7.50	\$11.26																	