

**SUPPORTING STATEMENT FOR THE
INFORMATION COLLECTION REQUIREMENTS OF THE
STANDARD ON POWERED INDUSTRIAL TRUCKS (29 CFR 1910.178)¹
OFFICE OF MANAGEMENT AND BUDGET (OMB)
CONTROL NO. 1218-0242 (May 2008)**

JUSTIFICATION

1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection. Attach a copy of the appropriate section of each statute and regulation mandating or authorizing the collection of information.

The main purpose of the Occupational Safety and Health Act (“the OSH Act” or “the Act”) is to “assure so far as possible every working man and woman in the Nation safe and healthful working conditions and to preserve our human resources” (29 U.S.C. 651). To achieve this objective, the OSH Act specifically authorizes “the development and promulgation of occupational safety and health standards” (29 U.S.C. 651). The Act states further that “[t]he Secretary . . . shall prescribe such rules and regulations as [he/she] may deem necessary to carry out [his/her] responsibilities under this Act, including rules and regulations dealing with the inspection of an employer’s establishment” (29 U.S.C. 651).

The Act authorizes the Occupational Safety and Health Administration (“OSHA” or “the Agency”) to issue standards that “prescribe the use of labels or other appropriate forms of warning as are necessary to insure that employees are apprized of all hazards to which they are exposed . . .” (29 U.S.C. 655). Additionally, the OSH Act mandates that “[e]ach employer shall make, keep and preserve, and make available to the Secretary . . . such records . . . as the Secretary . . . may prescribe by regulation as necessary or appropriate for the enforcement of this Act . . .” (29 U.S.C. 657).

Under the authority granted by the OSH Act, the Agency published a standard regulating powered industrial trucks (29 CFR 1910.178; “the Standard”). The Standard contains several information collection requirements addressing truck design, construction, and modification, as well as certification of training and evaluation for truck operators. Items 2 and 12 below describe in detail the specific information collection requirements of the Standard.

2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate the actual use the Agency has made of the information received from the current collection.

Paragraph (a)(4) of the Standard requires that employers obtain the manufacturer’s written approval before modifying a truck in a manner that affects its capacity and safe operation; if the

¹The purpose of this Supporting Statement is to analyze and describe the burden hours and costs associated with provisions of this standard that contain paperwork requirements; this Supporting Statement does not provide information or guidance on how to comply with, or how to enforce, the standards.

manufacturer grants such approval, the employer must revise capacity, operation, and maintenance instruction plates, tags, and decals accordingly. For front-end attachments not installed by the manufacturer, paragraph (a)(5) mandates that employers provide a marker on the trucks that identifies the attachment, as well as the weight of both the truck and the attachment when the attachment is at maximum elevation with a laterally centered load. Paragraph (a)(6) specifies that employers must ensure that the markers required by paragraphs (a)(3) through (a)(5) remain affixed to trucks and are legible.

Paragraphs (l)(1) through (l)(6) of the Standard contain the paperwork requirements necessary to certify the training provided to powered industrial truck operators. Accordingly, these paragraphs specify the following requirements for employers:

- Paragraph (l)(1)--Ensure that trainees successfully complete the training and evaluation requirements of paragraph (l) prior to operating a truck without direct supervision.
- Paragraph (l)(2)--Allow trainees to operate a truck only under the direct supervision of an individual with the knowledge, training, and experience to train operators and to evaluate their performance, and under conditions that do not endanger other employees. The training program must consist of formal instruction, practical training, and evaluation of the trainee's performance in the workplace.
- Paragraph (l)(3)--Provide the trainees with initial training on each of 22 specified topics, except on topics that the employer demonstrates do not apply to the safe operation of the truck(s) in the employer's workplace.
- Paragraphs (l)(4)(i) and (l)(4)(ii)--Administer refresher training and evaluation on relevant topics to operators found by observation or formal evaluation to have operated a truck unsafely, been involved in an accident or near-miss incident, or been assigned to operate another type of truck, or if the employer identifies a workplace condition that could affect safe truck operation.
- Paragraph (l)(4)(iii)--Evaluate each operator's performance at least once every three years.
- Paragraph (l)(5)--Train rehires only in specific topics that they performed unsuccessfully during an evaluation and that are appropriate to the employer's truck(s) and workplace conditions.
- Paragraph (l)(6)--Certify that each operator meets the training and evaluation requirements specified by paragraph (l). This certification must include the operator's name, the training date, the evaluation date, and the identity of the individual(s) who performed the training and evaluation.

Requiring labels (markings) of modified equipment notifies employees of the conditions under which they can safely operate powered industrial trucks, thereby preventing such hazards as fires and explosions caused by poorly designed electrical systems, rollovers/tipovers that result from exceeding a truck's stability characteristics, and falling loads that occur when loads exceed the lifting capacities of attachments. Certification of training and evaluation provides a means of informing employers that their employees received the training, and demonstrated the performance necessary to operate a truck within its capacity and control limitations. Therefore, by ensuring that employees operate only trucks that are in proper working order, and do so safely, employers prevent possible severe injury or death of truck operators and other employees who are in the vicinity of the trucks. Finally, these paperwork requirements are the most efficient means for an OSHA compliance officer to determine that an employer properly notified employees regarding the design and construction of, and modifications made to, the trucks they are operating, and that an employer provided them with the required training.

3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses, and the basis for the decision for adopting this means of collection. Also describe any consideration of using information technology to reduce burden.

Employers may use improved information technology, including electronic recording, when establishing or maintaining records.

4. Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purpose(s) described in 2 above.

The information collection requirements in the Standard are specific to each employer and employee involved, and no other source or agency duplicates the requirements or can make the required information available to OSHA (i.e., the required information is available only from, or applies only to, the employers covered by the Standard).

5. If the collection of information impacts small businesses or other small entities (Item 5 of OMB Form 83-1), describe the methods used to reduce the burden.

The information collection requirements specified by the Standard do not have a significant impact on a substantial number of small entities.

6. Describe the consequence to Federal program or policy activities if the collection is or is not conducted less frequently, and any technical or legal obstacles to reducing the burden.

The Agency believes that the information collection frequencies required by the Standard are the minimum frequencies necessary to fulfill its mandate "to assure so far as possible every working man and woman in the Nation safe and healthful working conditions and to preserve our human resources" as specified by the OSH Act at 29 U.S.C. 651. Accordingly, if employers do not perform the required information collections, or delay in providing this information, employees may be at risk of serious injuries or death while operating powered industrial trucks.

7. Explain any special circumstances that would cause an information collection to be conducted in a manner:

- **Requiring respondents to report information to the Agency more often than quarterly;**
- **Requiring respondents to prepare a written response to a collection of information in fewer than 30 days after receipt of it;**
- **Requiring respondents to submit more than an original and two copies of any document;**
- **Requiring respondents to retain records, other than health, medical, government contract, grant-in aid, or tax records for more than three years;**
- **In connection with a statistical survey that is not designed to produce valid and reliable results that can be generalized to the universe of study;**
- **Requiring the use of statistical data classification that has not been reviewed and approved by OMB;**
- **That includes a pledge of confidentiality that is not supported by authority established in statute or regulation that is not supported by disclosure and data security policies that are consistent with the pledge, or which unnecessarily impedes sharing of data with other agencies for compatible confidential use; or**
- **Requiring respondents to submit proprietary trade secret, or other confidential information unless the Agency can prove that it has instituted procedures to protect the information's confidentiality to the extent permitted by law.**

No special circumstances exist that require employers to collect information using the procedures specified by this item. The requirements of the Standard are within the guidelines set forth in 5 CFR 1320.5.

8. If applicable, provide a copy and identify the date and page number of publication in the Federal Register of the Agency's notice, required by 5 CFR 1320.8(d), soliciting comments on the information collection before submission to OMB. Summarize public comments received in response to that notice and describe actions taken by the Agency in response to those comments specifically address comments received on cost and hour burdens.

As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3506(c)(2)(A)), OSHA published a notice in the *Federal Register* on March 7, 2008 (73 FR 12468, Docket No. OSHA-2008-0003) requesting public comment on its proposed extension of the information collection requirements contained in the Standard on Powered Industrial Trucks (29 CFR 1910.178). This notice was part of a preclearance consultation program intended to provide those interested parties the opportunity to comment on OSHA's request for an extension by the Office of Management and Budget (OMB) of a previous approval of the information collection requirements found in the above Standard. The Agency received no comments in response to its notice.

9. Explain any decision to provide any payments or gift to respondents, other than reenumeration of contractors or grantees.

The Agency will not provide payments or gifts to the respondents.

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

No such assurance is necessary because the paperwork requirements specified by the Standard do not involve confidential information.

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. This justification should include the reasons why the Agency considers the questions necessary, the specific uses to be made of the information, the explanation to be given to persons from whom the information is requested, and any steps to be taken to obtain their consent.

None of the information collection provisions of the Standard ask for sensitive information.

12. Provide estimates of the hour burden of the collection of information. The statement should:

- **Indicate the number of respondents, frequency of response, annual hour burden, and an explanation of how the burden was estimated. Unless directed to do so, agencies should not conduct special surveys to obtain information on which to base hour burden estimates. Consultation with a sample (fewer than 10) of potential respondents is desirable. If the hour burden on respondents is expected to vary widely because of differences in activity, size, or complexity, show the range of estimated hour burden, and explain the reasons for the variance. Generally, estimates should not include burden hours for customary and usual business practices.**
- **If this request for approval covers more than one form, provide separate hour burden estimates for each form and aggregate the hour burdens in Item 13 of OMB Form 83-I.**
- **Provide estimates of annualized cost to respondents for the hour burdens for collections of information, identifying and using appropriate wage-rate categories.**

Burden Hour and Cost Determinations

In 1998, OSHA published a final rule in which it revised the operator-training requirements specified by paragraph (l) of the Standard (see 63 FR 66238). As part of this rulemaking, the Agency performed a Final Economic Analysis (FEA) (see 63 FR 66262). Using data from the FEA for the burden hour and cost estimates described below, OSHA finds that the Standard applies to employers using an estimated 1,134,699 powered industrial trucks operated by about 1,702,048 employees.² There are approximately 4.8 million establishments in NAICS codes where such trucks are used; however, the actual number of establishments using such trucks is

²Source: County Business Patterns Survey, U.S. Census Bureau, 2005. This value reflects the overall 10.5% increase in employment across all industries from 1997 to 2005 (1,540,315 x 1.105). Additionally, the FEA estimated that each powered industrial truck was used by an average 1.5 operators; to determine the current number of powered industrial trucks in use, OSHA divided the estimated number of employees covered by the Standard by 1.5 (i.e., 1,702,048 ÷ 1.5).

substantially smaller.³ In addition, the Agency uses the following wage rates in determining the cost of the information collection requirements specified by the Standard.

Supervisory Manufacturing Worker (Supervisor):	\$30.82 ⁴
Manufacturing Worker:	\$24.68 ⁵
Clerical/Secretary:	\$21.44 ⁶

(A) Notification of Truck Modifications (§ 1910.178(a)(4))

Based on a public comment received on a previous ICR,⁷ most of the truck modifications involve attachments covered by paragraph (a)(5) of the Standard. OSHA assumes that each year, employers obtain manufacturers' written approval to modify 0.2 percent of the powered industrial trucks in a manner that affects their capacity and safe operation. For the purpose of estimating the paperwork burden for this provision, OSHA estimates that the time involved in seeking approval is the only collection of information (paperwork) burden involved with this provision since the burden to affix new data plates or markings would be a usual and customary practice by the firm that undertakes the modification or addition. OSHA estimates the approval process takes approximately one hour. Accordingly, the annual burden hours and cost of this paperwork requirement are:

Burden hours: 1,134,699 trucks x .002 x 1 hour = 2,269 hours
Cost: 2,269 hours x \$24.68 = \$55,999

(B) Notification of Front-End Attachments (§ 1910.178(a)(5))

OSHA has no information regarding the number of powered industrial trucks that have front-end attachments installed by employers. Based on the previous public comment received, OSHA believes that few, if any, employers have trucks that require modification to the nameplates and markings provided by the manufacturer with the original truck. OSHA estimates that 0.1 percent

³The previous ICR estimated that there were approximately 4.4 million establishments in SIC codes where such trucks are used, compared to 6.9 million total establishments found in the 1997 County Business Patterns survey. This ratio was applied to data obtained from the 2005 County Business Patterns Survey.

⁴Source: *Employer Costs for Employee Compensation, Supplementary Table 2*. U.S. Department of Labor, Bureau of Labor Statistics, September 2007. Class – All workers in manufacturing. Wage rate includes benefits of 29.4 percent.

⁵Source: *Employer Costs for Employee Compensation, Supplementary Table 2*, U.S. Department of Labor, Bureau of Labor Statistics, September 2007. Class – Production, transportation, and material moving – Production. Wage rate includes benefits of 29.4 percent.

⁶Source: *Employer Costs for Employee Compensation*, U.S. Department of Labor, Bureau of Labor Statistics, September 2007. Class – Office and administrative support. Wage rate includes benefits of 29.4 percent.

⁷See ICR-1218-0242(2001), Ex. 2-1.

of all trucks in use are subject to the provision in (a)(5) of the Standard, and that a manufacturing worker takes 30 minutes (.50 hour) to obtain the new information, prepare, and attach the data plate. Accordingly, the annual burden hours and cost of this paperwork requirement are:

Burden hours: $1,134,699 \text{ trucks} \times .001 \times .50 \text{ hour} = 567 \text{ hours}$
Cost: $567 \text{ hours} \times \$24.68 = \$13,994$

(C) Inspection of Markers (§ 1910.178(a)(6))

Employers incur a burden to obtain the information to replace data plates or approval markings required by paragraphs (a)(3) through (a)(5) of the Standard, if, for example, the original labels/markings are destroyed or otherwise become illegible. Based on a public comment received on a previous ICR, OSHA estimates that about 20 percent (226,940) of all trucks fall into the category of an “approved” truck and of those trucks, perhaps 1 percent require a new data plate or marking for the reasons described above. OSHA estimates that a manufacturing worker takes 5 minutes (.08 hour) to affix the new plates/markings. Accordingly, the annual burden hours and cost of this paperwork requirement are:

Burden hours: $226,940 \text{ trucks} \times .01 \times .08 \text{ hour} = 182 \text{ hours}$
Cost: $182 \text{ hours} \times \$24.68 = \$4,492$

(D) Operator Training (§ 1910.178(l)(1) through (l)(3), (l)(4)(i), (l)(4)(ii), and (l)(5))

The Agency concludes that operators who require training consist of new hires, rehires (i.e., received previous operator training from the same or a different employer), and other operators who need refresher training. The following sections describe the burden hour and cost determinations for each type of training.

Initial Training (§ 1910.178(l)(1) through (l)(3))

As determined in the FEA, the annual turnover rate among operators is 15 percent, resulting in 255,307 new hires each year that require initial training. OSHA estimates that performing initial training takes a supervisor six hours and 10 minutes (6.17 hours), including one hour (1.00 hour) to prepare the training materials and five hours and 10 minutes (5.17 hours) to deliver the training; the Agency assumes that supervisors can deliver this training to groups consisting of eight trainees, for a total of 31,913 groups (i.e., $255,307 \text{ trainees} \div 8 \text{ trainees per group}$). Therefore, the estimated annual burden hours and cost of this requirement are:

Burden hours: $31,913 \text{ groups} \times 6.17 \text{ hours per group} = 196,903 \text{ hours}$
Cost: $196,903 \times \$30.82 = \$6,068,550$

Refresher Training (§ 1910.178(l)(4)(i) and (l)(4)(ii))

According to the FEA, about 5 percent (85,102) of the trainees are operators who need refresher training, require refresher training because they operated a truck unsafely, had an accident or near-miss incident, or must operate another type of truck, or the employer identified a workplace condition that could affect safe truck operation. The FEA data show that a supervisor requires two hours and 10 minutes (2.17 hours) to train these operators, including 30 minutes (.50 hour) to prepare the training materials and one hour and 40 minutes (1.67 hour) to deliver the training. Thus, the total estimated burden hours and cost for these requirements are:

Burden hours: 85,102 employees x 2.17 hours per employee = 184,671 hours
Cost: 184,671 hours x \$30.82 = \$5,691,560

Training New Hires Who Have Had Previous Training (Rehires) (§ 1910.178(l)(5))

The FEA determined that 15 percent (255,307) of the trainees are rehires who must receive an evaluation, followed by training on topics they performed unsuccessfully. Similar to refresher training, the FEA estimated a supervisor requires two hours and 10 minutes (2.17 hours) to train rehires, which includes 30 minutes (.50 hour) to prepare the training materials and one hour and 40 minutes (1.67 hour) to deliver the training to groups of eight trainees (for a total of 31,913 groups). Accordingly, the yearly estimated burden hours and cost resulting from this requirement are:

Burden hours: 31,913 groups x 2.17 hours per group = 69,251 hours
Cost: 69,251 hours x \$30.82 = \$2,134,316

(E) Operator Evaluation (§ 1910.178(l)(4)(iii) and (l)(5))

Triennial Evaluation (§ 1910.178(l)(4)(iii))

Based on data from the FEA, OSHA determined that supervisors evaluate one-third (567,349) of the operators each year, and that each evaluation takes 30 minutes (.50 hour) to perform. Therefore, the yearly burden hour and cost estimates for conducting these evaluations are:

Burden hours: 567,349 employees x .50 hour to perform evaluation =
283,675 hours
Cost: 283,675 hours x \$30.82 = \$8,742,864

Evaluating Rehires (§ 1910.178(l)(5))

OSHA estimates that a supervisor requires 10 minutes (.17 hour) each to evaluate the 255,307 rehires.⁸ Accordingly, the annual estimated burden hours and cost for this requirement are:

$$\begin{aligned} \text{Burden hours: } & 255,307 \text{ rehires} \times .17 \text{ hour} = 43,402 \text{ hours} \\ \text{Cost: } & 43,402 \text{ hours} \times \$30.82 = \$1,337,650 \end{aligned}$$

Certification Records of Evaluations and Training (§ 1910.178(l)(6))

(a) Initial Training (§ 1910.178(l)(1) through (l)(3))

OSHA estimates that a secretary takes three minutes (.05 hour) to develop and maintain each initial training certification record. The annual estimated burden hours and cost for this requirement are:

$$\begin{aligned} \text{Burden hours: } & 255,307 \text{ employees} \times .05 \text{ hour} = 12,765 \text{ hours} \\ \text{Cost: } & 12,761 \times \$21.44 = \$273,682 \end{aligned}$$

(b) Refresher Training (§ 1910.178(l)(4)(i) and (l)(4)(ii))

OSHA estimates that a secretary takes three minutes (.05 hour) to develop and maintain each refresher training certification record. The annual estimated burden hours and cost for this requirement are:

$$\begin{aligned} \text{Burden hours: } & 85,102 \text{ employees} \times .05 \text{ hour} = 4,255 \text{ hours} \\ \text{Cost: } & 4,254 \times \$21.44 = \$91,227 \end{aligned}$$

(c) Rehires (§ 1910.178(l)(5))

OSHA estimates that a secretary takes three minutes (.05 hour) to develop and maintain each certification record for rehires after training. The annual estimated burden hours and cost for this requirement are:

$$\begin{aligned} \text{Burden hours: } & 255,307 \text{ employees} \times .05 \text{ hour} = 12,765 \text{ hours} \\ \text{Cost: } & 12,765 \times \$21.44 = \$273,682 \end{aligned}$$

⁸Several factors expedite this evaluation compared to a triennial evaluation; first, the rehires may have recent training certification records available for review and, second, a short interview is often sufficient to determine which topics require additional training.

(d) Triennial Evaluation (§ 1910.178(l)(4)(iii))

OSHA estimates that a secretary takes three minutes (.05 hour) to develop and maintain a certification record for each employee's triennial evaluation. The annual estimated burden hours and cost for this requirement are:

Burden hours: 567,349 employees x .05 hour = 28,367 hours

Cost: 28,368 hours x \$21.44 = \$608,210

(e) Evaluating Rehires (§ 1910.178(l)(5))

OSHA estimates that a secretary takes three minutes (.05 hour) to develop and maintain a certification record for each rehired employee's evaluation. The annual estimated burden hours and cost for this requirement are:

Burden hours: 255,307 rehires x .05 hour = 12,765 hours

Cost: 12,765 hours x \$21.44 = \$273,682

(F) Disclosure of Evaluation and Training Certification Records

OSHA estimates that it may conduct approximately 15,886 inspections during the time period covered by this ICR.⁹ OSHA estimates that it will take a supervisor 10 minutes (.17 hour) to disclose evaluation and training certification records (because of the number of certifications records involved).

Burden hours: 15,886 inspections x .17 hour = 2,701 hours

Cost: 2,701 hours x \$30.82 = \$83,245

13. Provide an estimate of the total annual cost burden to respondents or recordkeepers resulting from the collection of information. (Do not include the cost of any hour burden shown in Items 12 and 14.)

- **The cost estimate should be split into two components: (a) a total capital and start-up cost component annualized over its expected useful life; and (b) a total operation and maintenance and purchase of service component. The estimates should take into account costs associated with generating, maintaining, and disclosing or providing the information. Include descriptions of methods used to estimate major cost factors including system and technology acquisition, expected useful life of capital equipment, the discount rate(s), and the time period over which costs will be incurred. Capital and start-up costs include, among other items, preparations for collecting information such as purchasing computers and software; monitoring, sampling, drilling and testing equipment; and record storage facilities.**
- **If cost estimates are expected to vary widely, agencies should present ranges of cost burdens and explain the reasons for the variance. The cost of purchasing or contracting out information collection**

⁹The Agency estimated the number of inspections by determining the inspection rate (1.4 percent) for all establishments under the jurisdiction of the OSH Act (including both Federal OSHA and approved state-plan agencies) and then multiplying the total number of trucks covered by the Standard by this percentage (i.e., 1,134,699 trucks x 1.4 percent = 15,886 inspections).

services should be a part of this cost burden estimate. In developing cost burden estimates, agencies may consult with a sample of respondent (fewer than 10), utilize the 60-day pre-OMB submission public comment process and use existing economic or regulatory impact analysis associated with the rulemaking containing the information collection, as appropriate.

Generally, estimates should not include purchases of equipment or services, or portions thereof, made: (1) prior to October 1, 1995, (2) to achieve regulatory compliance with requirements not associated with the information collection, (3) for reasons other than to provide information or keep records for the government, or (4) as part of customary and usual business or private practices.

Employers incur costs to obtain the new data plates and “approval” markings from the manufacturer and testing laboratory. Based on previous comments, the cost figures ranged from free to \$150 for the data plate, and \$30 for markings from the testing lab. The Agency does not believe these costs have increased dramatically, and is retaining them in this ICR. OSHA is using an average cost of \$75 for the data plates and \$30 for the approval markings, or \$105 for both. As noted in item 12 (A), OSHA estimates that approximately 2,269 trucks may require a new plate or marking.

Cost: 2,269 trucks x \$105 = \$238,245

14. Provide estimates of the annualized cost to the Federal Government. Also, provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses (such as equipment, overhead, printing, and support staff), any other expense that would not have been incurred without this collection of information. Agencies also may aggregate cost estimates from Items 12, 13, and 14 into a single table.

OSHA estimates that a compliance officer (GS-12, step 5), at an hourly wage rate of \$37.89, spends about five minutes (.08 hour) during an inspection reviewing training certificates and other paperwork requirements specified by the Standard. The Agency determines that its compliance officers will conduct 15,886 inspections during each year covered by this ICR (see footnote 9). OSHA considers other expenses, such as equipment, overhead, and support staff salaries, as normal operating expenses that would occur without the collection of information requirements specified by the Standard. Therefore, the annual total cost of these paperwork requirements to the Federal government is:

Cost: 15,886 inspections x .08 hour x \$37.89 = \$48,154

15. Explain the reasons for any program changes or adjustments reported in Items 13 or 14 of the OMB Form 83-1.

OSHA is proposing to increase the existing burden hour estimate of the collection of information requirements specified by the Standard. In this regard, the Agency is proposing to increase the current burden hour estimate from 773,205 hours to 854,538 hours, a total increase of 81,333 hours. The adjustment increase is due to updated data indicating a growth in the number of powered industrial trucks from 999,000 to 1,134,699 and the number of operators from 1,540,315 to 1,702,048. There is also an increase in the cost burden under Item 13 (from \$210,000 to \$238,245). This cost increase is also due to an increase in the number of powered industrial trucks. Table 1 below describes each of the proposed burden hour adjustments.

16. For collections of information whose results will be published, outline plans for tabulation, and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the collection information, completion of report, publication dates, and other actions.

OSHA will not publish the information collected under the Standard.

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

No forms are available for the Agency to display the expiration date.

18. Explain each exception to the certification statement identified in Item 19 per "Certification for Paperwork Reduction Act Submission," of OMB Form 83-I.

OSHA is not requesting an exception to the certification statement in Item 19.

Table 1

Proposed Burden Hour Adjustments

Information Collection Requirement	Current Burden Hours	Proposed Burden Hours	Adjustment (Hours)	Cost Under Item 12	Responses	Explanation of Adjustment
(A) Notification of Truck Modifications (§ 1910.178(a)(4))	1,998	2,269	271	\$55,999	2,269	The adjustment increase is due to updated data indicating a rise in the number of powered industrial trucks from 999,000 to 1,134,699.
(B) Notification of Front-End Attachments (§ 1910.178(a)(5))	500	567	67	\$13,994	1,135	The adjustment increase is due to updated data indicating a rise in the number of powered industrial trucks.
(C) Inspection of Data Plates or Markers (§ 1910.178(a)(6))	160	182	22	\$4,492	2,269	The adjustment increase is due to updated data indicating a rise in the number of powered industrial trucks.
(D) Operator Training (§ 1910.178(l)(1) through (l)(3), (l)(4)(i), (l)(4)(ii), and (l)(5))	0	0	0	0	0	The adjustment increase is due to updated data indicating a rise in the number of powered industrial truck operators from 1,540,315 to 1,702,048.
<i>Initial Training</i> (§ 1910.178 (l)(1) through (l)(3))	178,196	196,903	18,707	\$6,068,550	31,913	
<i>Refresher Training</i> (§ 1910.178 (l)(4)(i) and (l)(4)(ii))	167,125	184,671	17,546	\$5,691,560	85,102	
<i>Training New Hires Who Have Had Previous Training (Rehires)</i> (§ 1910.178(1)(5))	62,672	69,251	6,579	\$2,134,316	31,913	
(E) Operator Evaluation (§ 1910.178(l)(4)(iii), (l)(5), and (l)(6))	0	0	0	0	0	The adjustment increase is due to updated data indicating a rise in the number of powered industrial truck operators.
<i>Triennial Evaluation</i> (§ 1910.178(1)(4)(iii))	256,719	283,675	26,956	\$8,742,864	567,349	
<i>Evaluating Rehires</i> (§ 1910.178(1)(5))	39,278	43,402	4,124	\$1,337,650	255,307	
Certification Records of	0	0	0	0	0	The adjustment increase is due to

Information Collection Requirement	Current Burden Hours	Proposed Burden Hours	Adjustment (Hours)	Cost Under Item 12	Responses	Explanation of Adjustment
Evaluations and Training (§ 1910.178(1)(6))						updated data indicating a rise in the number of powered industrial truck operators.
(a) Initial Training (§§ 1910.178(1)(1)-(1)(3))	11,552	12,765	1,213	\$273,682	255,307	
(b) Refresher Training (§§ 1(4)(i) & 1(4)(ii))	3,851	4,255	404	\$91,277	85,102	
(c) Rehires (§ 1910.178(1)(5))	11,552	12,765	1,213	\$273,682	255,307	
(d) Triennial Evaluation (§ 1910.178(1)(4)(iii))	25,672	28,367	2,695	\$608,210	567,349	
(e) Evaluating Rehires (§ 1910.178(1)(5))	11,552	12,765	1,213	\$273,682	255,307	
(F) Disclosure of Evaluation and Training Certification Records	2,378	2,701	323	\$83,245	15,886	The adjustment increase is due to updated data indicating a rise in the number of establishments.
TOTALS	773,205	854,538	81,333	\$25,653,203	2,411,515	