

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2133-0538. Public reporting for this collection of information is estimated to be approximately 25 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are voluntary. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Maritime Administration, MAR-390, Room W26-494, 1200 New Jersey Avenue, SE, Washington, DC 20590.

## Maritime Administration – Update of the Port Economic Impact Kit

### Ocean Carrier Information Update

The Maritime Administration (MARAD) is seeking the assistance of your carrier in updating our port economic impact kit. The Kit is used by MARAD and port organizations throughout the U.S. to ascertain the value of maritime activities, investments and policies, a very important function. All information provided will remain confidential; individual organizations will not be released or published. Please email the completed information to [asw@as-w.com](mailto:asw@as-w.com) or fax it back to 908.654.5294. If you have any questions, please call Anne Strauss-Wieder at 908.654.5144.

**Thank you for your assistance!!**

**Please provide us with a contact if we have any questions regarding the information provided:**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Organization: \_\_\_\_\_ Email: \_\_\_\_\_

- Please complete the table below regarding ongoing operating and maintenance expenditures associated with cargo and passenger movements through a typical U.S. port of call.

Expenditure Type	Has there been a change for this type of expenditure since 2000? Please check box below:			What percent increase or decrease in cost has occurred since 2000?								
	No Change In Cost	Increase in Cost	Decrease in Cost	10%	20%	30%	50%	75%	100%	150%	200%	Other %: Please specify
<b>Labor Costs:</b>												
Crew labor costs												
Terminal labor costs												
Govt agency labor costs												
Security-related labor costs												
<b>Agency Costs/Charges:</b>												
Dockage charges												
Wharfage charges												
Govt agency charges for inspection, immigration, etc.												
Public agency taxes and fees												
<b>Supplies:</b>												
Chandler/Provisions												
Office Supplies												
Cleaning/Laundry												
Minor Equipment												
Minor Repairs												

Expenditure Type	Has there been a change for this type of expenditure since 2000? Please check box below:			What percent increase or decrease in cost has occurred since 2000?								
	No Change In Cost	Increase in Cost	Decrease in Cost	10%	20%	30%	50%	75%	100%	150%	200%	Other %: Please specify
<b>Services:</b>												
Private sector security												
Data processing												
Waste removal												
Insurance												
Financial/accounting												
Medical												
<b>Utilities:</b>												
Electricity												
Sewer												
<b>Bunkers:</b>												
Oil												
Water												
<b>Inland Movement:</b>												
Long Distance Trucking												
Short Distance Trucking												
Barge												
Rail Movements												

2. Please list expenditure types missing from the table in question 1, along with the average cost per ton or TEU if cargo or per passenger vessel call

Expenditure Type	Brief Description	Please Indicate Ton, TEU or passenger vessel call

3. Do your crews have shore leave when the vessel is in port? \_\_ YES \_\_ NO
- a. If yes, how much time do crews have for shore leave? \_\_ DAYS
- b. If no, do you rotate crews (sending them home, bringing in new crews) when the vessel is in port? \_\_ YES \_\_ NO
4. Please tell us how vessel operating costs have changed most in the last 5 years.

Thank you for your assistance!