

SUPPORTING STATEMENT FOR

CG-2554 Private Aids to Navigation Application and CG-4143 Application for Class I Private Aids to Navigation on Artificial Islands and Fixed Structures

JUSTIFICATION

1. Circumstances Which Make the Collection of Information Necessary.

Under 14 USC 81, the Coast Guard is authorized to establish aids to navigation. 14 USC 83 prohibits establishment of aids to navigation without permission of the Coast Guard. 33 CFR 66.01-5 provides a means for private individuals to establish privately maintained aids to navigation. Under 43 USC 1333, the Coast Guard has the authority to promulgate and enforce regulations concerning lights and other warning devices relating to the promotion of safety of life and property on the artificial islands, installations, and other devices on the outer continental shelf involved in the exploration, development, removal, or transportation of resources there from. 33 CFR 67.35-1 prescribes the type of aids to navigation that must be installed on artificial islands and fixed structures.

To obtain approval to establish a private aid to navigation, applicants must submit either CG 2554 (Private Aids to Navigation Application) or CG Form 4143 (Application for Class 1 Private Aids to Navigation on Artificial Islands and Fixed Structures). The forms collect information about the private aid to navigation (type, color, geographic position), as well as the applicant's contact information. The information is stored in the Coast Guard's Integrated Aids to Navigation System (I-ATONIS). I-ATONIS is the Coast Guard's comprehensive database for managing information about aids to navigation.

This information collection supports the following strategic goals:

Department of Homeland Security

- Protect Critical Infrastructure

Coast Guard

- Maritime Safety
- Maritime Mobility
- Protection of natural resources

2. Purpose of the Information Collection

Collecting the applicant's contact information is important because it allows the Coast Guard to contact the applicant should there be a discrepancy or mishap involving the permitted private aid to navigation. Certain discrepancies create hazards to navigation and must be immediately corrected or repaired.

This information is used by the Coast Guard to:

- 1) Determine if the private aid is effective for navigational purposes.
- 2) Notify the maritime public of the location and characteristics of the private aids.

3. Consideration of the Use of Improved Information Technology to Reduce the Burden.

The use of improved information technology has been considered and it has been determined that it will reduce the burden of information collection. The forms are printed, filled out, and submitted by mail. They may be hand delivered if the applicant is near the district office. The information is submitted experimentally through a First Coast Guard District website. At this time, on an experimental basis, about 1% of the respondents use electronic forms for private aids to navigation (PATON) applications. Pending receipt of necessary funding, the Coast Guard expects to transition to 100% electronic collection of the PATON applications within the three years.

4. Efforts to Identify Duplication.

No other Federal agency is authorized to permit the establishment of private aids to navigation on the navigable waters of the United States. There is no similar information available, which could be used or modified for this purpose. Each collection is specific and unique.

Depending on the type of private aid to navigation the applicant plans to establish, modify or remove, the applicant would complete one of the two forms. Each contains necessary information for processing by the Coast Guard. These private aid forms need to be submitted only when a private aid to navigation is established, modified, moved, removed or ownership is changed.

5. Methods Used to Minimize the Burden to Small Business.

The burden upon small businesses is minimized because these applications need only be submitted when establishing, modifying, moving, removing or changing ownership of a private aid to navigation.

6. Consequences to the Federal Program if Collection Were Not Done or Conducted Less Frequently.

The information is only collected on an *as needed* basis. Current requirements do not lend themselves to collecting this information less frequently. If the forms were submitted less frequently or not at all, the Coast Guard would not be able to ensure the private aids to navigation are appropriate, nor would the Coast Guard be able to ensure that the public is notified of new or changed private aids to navigation, hence compromising safety.

7. Special Circumstances that Require Collection to be Conducted in an Inconsistent Manner.

This information collection is conducted in manner consistent with the guidelines in 5 CFR 1320.5.

8. Solicitation of Comments.

A 60-day Notice was published in the Federal Register to obtain public comment on this collection (see [USCG-2011-1061]; December 27, 2011; 76 FR 80956). Additionally, a 30-day Notice was published in the Federal Register to obtain public comment on this collection (February 28, 2012; 77 FR 12066). The Coast Guard received no comments on this information collection.

9. Provide any Payment or Gift to Respondents.

There is no offer of monetary or material value for this information collection.

10. Assurances of Confidentiality Provided to Respondents.

There are no assurances of confidentiality provided to the respondents for this information collection. The contact information is stored in the I-ATONIS database. I-ATONIS has user access controls in place to govern who may view or access the information. The contact information is only available to Coast Guard aids to navigation personnel and contact is only initiated if the private aid to navigation becomes discrepant or in need of repair.

11. Additional Justification for any Questions of a Sensitive Nature.

There are no questions of a sensitive nature.

12. Estimate of annual hour and cost burden.

Nationwide, there are approximately 20,000 private aids to navigation. Annually, about 3,000 new requests are submitted of which approximately one-third using form CG-2554 and the remaining using form CG-4143. The type of form used depends on the type of private aid to navigation the applicant wishes, or is required to establish, modify, move, remove or change ownership.

It is estimated that it would take an applicant who is equivalent to a GS-12 and who is familiar with the private aids to navigation regulations (33 CFR 66) and with marine navigation approximately one hour to complete the form. Since approximately 1,000 CG-2554s are submitted annually, the estimated public burden is 1,000 hours. Using a labor cost of \$69 per hour (COMDTINST 7310.IM), the estimated annual cost to the public would be approximately \$69,000.

It is estimated that it would take an applicant who is equivalent to a GS-12 and who is familiar with the private aids to navigation regulations (33 CFR 67) and with marine navigation approximately one hour to complete the form. Since approximately 2,000 CG-4143s are submitted annually, the estimated public burden is 2,000 hours. Using a labor cost of \$69 per hour (COMDTINST 7310.IM), the estimated annual cost to the public would be approximately \$138,000.

Therefore, the estimated average annual cost to prepare both forms would be \$207,000, as described below:

PERSONNEL	FORM	PER REQUEST			TOTAL (PER YEAR)		
		Hourly Rate*	Hours	Total	# of Requests	Hours	Cost
Equivalent to (GS-12)	CG-4143	\$69	1	\$69	2000	2000	\$138,000
Equivalent to (GS-12)	CG-2554	\$69	1	\$69	1000	1000	\$69,000
TOTALS			1	\$69	3,000	3,000	\$207,000

*Based on hourly rates for government personnel in Enclosure (2) to COMDTINST 7310.1M

13. Provide an Estimate of the Annualized Capital/Start-up Costs to Respondents.

There are no record keeping, capital, start-up or maintenance costs associated with this information collection.

14. Estimates of Annualized Cost to the Federal Government.

It is estimated to take the Coast Guard approximately 1 hour to completely process a CG-4143. Form processing includes: (1) review of proposed aid characteristics, (2) review of aid location, (3) distributing information to the public, (4) notifying owner of private aid status, and (5) filing. With approximately 2,000 CG-4143's submitted annually, the estimated burden on the Coast Guard is 2,000 hours.

It is estimated to take the Coast Guard approximately 1 hour to completely process a CG-2554. Form processing includes: (1) review of proposed aid characteristics, (2) review of aid location, (3) distributing information to the public, (4) notifying owner of private aid status, and (5) filing. With approximately 1,000 CG-2554s submitted annually, the estimated burden on the Coast Guard is 1,000 hours.

Thus, the estimated annual costs to the Coast Guard for processing 3000 forms are \$207,000, as described below:

PERSONNEL	FORM	PER REQUEST			TOTAL (PER YEAR)		
		Hourly Rate*	Hours	Total	# of Requests	Hours	Cost
GS-12	CG-4143	\$69	1	\$69	2000	2000	\$138,000
GS-12	CG-2554	\$69	1	\$69	1000	1000	\$69,000
TOTALS			1	\$69	3000	3000	\$207,000

*Based on hourly rates for government personnel in Enclosure (2) to COMDTINST 7310.1M

15. Reason for Changes or Adjustments in the Burden.

There is no change in the burden associated with this collection and there is no change to the information being collected.

16. Plans for Tabulation, Statistical Analysis, and Publication.

This information collection will not be published for statistical purposes.

17. Approval for Not to Explain the OMB Expiration Date.

Coast Guard will display the expiration date of OMB approval for this information collection.

18. Exception to the Certification Statement.

Coast Guard does not request an exception to the certification of this information collection.

B. COLLECTION OF INFORMATION EMPLOYING STATISTICAL METHODS

This information is not collected through the use of statistical methods.