

Supporting Statement for Barges Carrying Bulk Hazardous Materials

A. Justification.

1) Circumstances that make the collection of information necessary.

The Coast Guard is responsible for ensuring the safe shipment of bulk liquid hazardous cargoes under 46 USC 3703. Tables 1 and 2 list the reporting and recordkeeping and requirements contained in 46 CFR 151. These reporting and recordkeeping requirements are necessary to ensure the safe transport of bulk hazardous materials on tank barges.

This information collection supports the following strategic goals:

Department of Homeland Security

- Prevention
- Protection

Coast Guard

- Marine Safety
- Protection of the Natural Resources

Prevention Policy & Response Policy Directorates (CG-5P & CG-5R)

- Safety: Eliminate deaths, injuries, and property damage associated with commercial maritime operations.
- Human and Natural Environment: Eliminate environmental damage associated with maritime transportation and operations on and around the nation's waterways.

2) By whom, how, and for what purpose the information is to be used.

The reporting and recordkeeping requirements in 46 CFR 151 are designed to enable the Coast Guard to determine if a barge meets the safety standards in 46 CFR Part 151 and to ensure the barge's crewmembers have the information necessary to operate the barge safely. Table 1 and the corresponding table explanation detail respondent population and subject description. The information in this collection is used by the Coast Guard to evaluate barge design and conduct inspections for compliance with the regulations.

3) Consideration of the use of improved information technology.

Information may be submitted in writing or electronically via e-mail, to the CG Officer in Charge, Marine Inspection (OCMI) at the local Sector Office, or the CG Marine Safety Center (MSC). Contact info for CG OCMI's can be found at—
<http://www.uscg.mil/top/units/>. For information on submitting information to the

CG MSC, go to— <https://homeport.uscg.mil/msc> > Contact Us > Mail Address, Telephone Contacts, and E-Commerce Info.

We estimate that 100% of the reporting and recordkeeping requirements can be done electronically. At this time, we estimate that approximately 95% of the responses are collected electronically.

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

There is no State or local regulations relating to this issue. No similar information collection is conducted by other federal agencies. The Coast Guard does not know of any similar information being collected.

5) Methods to minimize the burden to small businesses if involved.

This information collection does not have an impact on small businesses or other small entities.

6) Consequences to the Federal program if collection were conducted less frequently.

The information on each barge is collected on a case-by-case basis as needed. Less frequent collection would make enforcement mechanisms ineffective.

7) Explain any special circumstances that would cause the information collection to be conducted in a manner inconsistent with guidelines.

This information collection is conducted in a manner consistent with the guidelines in 5 CFR 1320(d)(2).

8) Consultation.

A 60-day (See [USCG-2012-0598], July 10, 2012, 77 FR 40624) and 30-day (See [USCG-2012-0598], October 31, 2012, 77 FR 65897) Notice has been published in the *Federal Register* to obtain public comment on this collection. The USCG has not received any comments from the public concerning this collection.

9) Explain any decision to provide any payment or gift to respondents.

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

10) Describe any assurance of confidentiality provided to respondents.

There are no assurances of confidentiality provided to the respondents for this information collection.

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

There are no questions of sensitive language.

12) Estimates of reporting and recordkeeping hour and cost burdens of the collection of information.

- **The annual number of respondents is 3,917.**
- **The annual number of responses is 79,465.**
- **The estimated annual hour burden is 28,958.**
- **The estimated annual cost burden is \$2,606,257.**

The annualized hour burden to industry is summarized in Tables 1 and 2. The **annualized total burden hours** to industry is estimated to be **28,958 hours**.

The annualized cost to industry is summarized in Tables 1 and 2. A rate of \$90/hour was used¹ to determine costs. The **annualized cost burden** to industry is estimated to be **\$2,606,257**.

13) Estimates of annualized capital and start-up costs.

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

14) Estimates of annualized Federal Government costs.

The annualized cost to government is summarized in Tables 1 and 2. A rate of \$72/hour² was used to determine costs. The annualized cost to the Federal Government for the reporting and recordkeeping in 46 CFR Part 151 is estimated at \$225,949.

15) Explain the reasons for the change in burden.

The change in the burden is an ADJUSTMENT. There is no proposed change to the reporting requirements of this collection. The reporting requirements, and the methodology for calculating burden, remain unchanged.

The following items listed below are changes to the collection:

- Decrease in burden (i.e., burden hours) is due primarily to a decrease in the number of submissions of vessel stability plans and records.
- Updates are provided for cost burden associated with this collection of information.
- The Coast Guard has updated printable instructions for this collection of information.

16) For collections of information whose results are planned to be published for

¹ Equivalent to an O-3 or Lieutenant out of government rate per Commandant Instruction 73101.1M, Hourly Standard Rates for Personnel.

² Equivalent to an O-3 or Lieutenant in government rate per Commandant Instruction 73101.1M, Hourly Standard Rates for Personnel.

statistical use, outline plans for tabulation, statistical analysis and publication.

The Coast Guard does not intend to employ the use of statistics or the publication thereof for this information collection.

- 17) Explain the reasons for seeking not to display the expiration date for OMB approval of the information of collection.

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

- 18) Explain each exception to the certification statement.

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

B. Collection of Information Employing Statistical Methods.

This information collection does not employ statistical methods.

Table 1: Reporting Requirements

46 CFR 151 section affected	# of vessels affected	Frequency / year	Events/ year	Hours/event for Regulated Parties	Industry Burden (Hours/Cost)	Government Burden (Hours/Cost)
1. (151.01-10(c))	3,917 ³	0.2	783	0.15	118 hours \$10,576	0 hours \$0
2. (151.01-10(c)(1))	34	0.1	3	24	82 hours \$7,344	272 hours \$19,584
3. (151.10-15)	160 ⁴	1	160	40	6,400 hours \$576,000	2,560 hours \$184,320
4. (151.15-3(b)(8))	3 ⁵	0.1	0.3	40	12 hours \$1,080	5 hours \$346
5. (151.15-3(d)(4))	35 ⁶	0.33	12	16	185 hours \$16,632	280 hours \$20,160
6. (151.45-4(a)(2))	5	1	5	3	15 hours \$1,350	5 hours \$360
7. (151.50-6(d))	0	0.3	0	3	0 hours \$0	0 hours \$0
8. (151.50-12(b))	0	0	0	4	0 hours \$0	0 hours \$0
9. (151.50-20(i))	50	---	0.3	3	1 hours \$81	1 hours \$65
10. (151.50-22 & 23)	10	0.02	0.2	3	1 hours \$54	1 hours \$43
11. (151.50-30(e))	200	0	0	4	0 hours \$0	0 hours \$0
12. (151.50-31(d))	4	0	0	4	0 hours \$0	0 hours \$0
13. (151.50-50(n))	0	0	0	4	0 hours \$0	0 hours \$0
Total Reporting Requirements⁷			964Responses		6,812 hours \$613,117	3,123 hours \$224,878

³ Marine Safety Center .⁴ Marine Safety Center⁵ Marine Safety Center.⁶ Marine Safety Center.⁷ Some values may not total due to rounding

Table 2: Recordkeeping Requirements

46 CFR 151 section affected	# of vessels affected	Frequency / year	Events/ year	Hours/event for Regulated Parties	Industry Burden (Hours/Cost)	Government Burden (Hours/Cost)
14. (151.45-2)	160 ⁸	1	160	16	2,560 hours \$230,400	0 hours \$0
15. (151.45-3)	3,917 ⁹	--	.5	2	1 hour \$90	15 hours \$1,072
16. (151.45-7)	3,917 ¹⁰	20	78,340	0.25	19,585 hours \$1,726,650	0 \$0
Total Recordkeeping Requirements¹¹			78,501 Records		22,146 hours \$1,993,140	15 hours \$1,072

⁸ Marine Safety Center.

⁹ Marine Safety Center.

¹⁰ Marine Safety Center.

¹¹ Some values may not total due to rounding

TABLE EXPLANATION

- 1.** (151.01-10(c)) - All tank barges must submit an application for inspection once every five years. It is estimated that 3,917 tank barges are certificated under 46 CFR 151.¹²
- 2.** (151.01-10(c)(1)) - New tank vessels over 300 feet in length must have loading information approved by the Commandant. It is estimated there were 34 barges in this category.¹³
- 3.** (151.10-15) - Only new or modified barges need to comply with this requirement for Coast Guard approval of stability calculations. According to the Marine Safety Center, it was found that there were 160 new barges built in 2011. No data was available regarding modified barges hence this number should be considered a conservative figure.
- 4.** (151.15-3(b)(8)) - Calculation showing the stress level in the tanks under dynamic loading or grounding conditions are required for new pressure vessels tank barges. The Marine Safety Center records indicate 3 such barges each year.
- 5.** (151.15-3(d)(4)) - Heat transmission tests and studies may be required to demonstrate that the structural material temperatures in the hull are acceptable when low temperature protection is needed. Marine Safety Center records indicate that one barge every three years has to submit this information and that there were 35 such barges.
- 6.** (151.45-4(a)(2)) - When the cargo is not flammable, the Coast Guard must be shown documentation that the person on duty to perform transfer operations must be qualified to handle the cargo. Five regulated parties each year are assumed to furnish this documentation.
- 7.** (151.50-6(d)) - Before internally inspecting tanks used for motor fuel antiknock compounds (MFAKC), the Commandant must be notified. No barges are estimated to carry MFAKC and, according to Commandant (CG-521) records, over a period of five years, there will be 3 such notifications.
- 8.** (151.50-12(b)) - The chemical composition of all steel used in the construction of tanks that will carry ethylene oxide must be submitted to the Commandant for approval. Commandant (CG-521) records indicate that ethylene oxide is not presently shipped in tank barges.
- 9.** (151.50-20(i)) - Tanks approved for acid cargoes cannot be used for any other cargo without Commandant authorization. Fifty acid barges are assumed. Commandant (CG-521) records indicate 3 barges in a period of ten years will need Commandant approval to switch in and out of acid service.

¹² Marine Safety Center. .

¹³ Marine Safety Center.

10. (151.50-22 & 23) - Spent hydrochloric acid and phosphoric acid adulterates by other chemicals, inhibitors, water, solvents, etc., shall not be transported without Commandant authorization. Ten new acid barges per year assumed. Commandant (CG-521) records indicate there will be one request in a five-year period.

11. (151.50-30(e)) - Deviations from the filling density limits given in the requirements for compressed gases transported at ambient temperature needs Commandant approval. Two hundred gas barges are assumed. Commandant (CG-521) has no recent record of requests for deviation from the compressed gas filling density limits.

12. (151.50-31(d)) - Welded unions or other unions approved by the Commandant may be used at terminal points for chlorine transfer cargo lines. Thirty chlorine hose manufacturers assumed. Commandant (CG-521) has no recent request for union approval.

13. (151.50-50(n)) - Commandant authorization is needed to transport anything other than phosphorous in phosphorous cart tanks or to transport a cargo other than phosphorous when phosphorous is being carried in another tank. Commandant (CG-521) has no record of receiving requests under this requirement in the recent past.

14. (151.45-2(e)) - Dangerous Cargo, No Smoking, No Visitors, and No Open Lights warning signs are required at all times unless the vessel is gas free. Cargo information cards are also required. From the Marine Safety Center it has been calculated that 160 new vessels were brought into service in 2011. These are all assumed to have to install the warning signs and provide the cargo information cards required by this regulation. In addition, each year 5 older barges (i.e., not built in 2011) are assumed to need to replace and update these signs and cards.

15. (151.45-3) - Tank barges requiring manning for safe operation can be subject to additional requirements prescribed by the Commandant. Commandant (CG-521) receives approximately one request every two years for additional requirements for manned barges.

16. (151.45-7) - Shipping papers are required for all cargoes. Twenty yearly trips are assumed for each vessel.