

## Supporting Statement for Marine Transportation System Recovery

OMB No.: 1625-new  
COLLECTION INSTRUMENTS: CG-11410, CG-11410A and Instruction

### A. Justification

#### 1. Circumstances that make the collection of information necessary.

Title 33 U.S.C. 1225, 46 U.S.C. 70103, and 50 U.S.C. 191 require the Coast Guard to take action to prevent damage to, or the destruction of, bridges, other structures, on or in navigable waters or shore area adjacent; to minimize damage from and respond to a transportation security incident; and to safeguard against destruction of vessels, harbors, ports and waterfront facilities in the United States and all territorial waters during a national emergency. To accomplish this port security mission, Coast Guard policy requires Sector Commanders to develop Essential Elements of Information regarding the Marine Transportation System (MTS) within their Captain of the Port Zones. The Coast Guard developed a form to capture data on facilities, vessels, and shared transportation infrastructure prior to a port disruption to characterize the port in its normal fully functioning condition. Following a port disruption, the U.S. Coast Guard will gather information on the status of the MTS using the MTS Recovery Facility Status form to compare the pre-disruption condition to the post-disruption condition. The information provided is voluntary.

This information collection supports the following strategic goals:

#### Department of Homeland Security

- Prevention
- Protection

#### Coast Guard

- Maritime Safety
- Maritime Stewardship

#### Marine Safety, Security and Stewardship Directorate (CG-5)

- 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. Purpose of the information collection.

This information may be sent in electronically or mailed to the U.S. Coast Guard Marine Transportation System Recovery Unit (MTSRU) to establish the normal fully functioning condition of a port prior to a port condition to the disrupted port condition, enabling the MTSRU to assist in prioritizing recovery efforts, and gauge the effectiveness of the response. Gathering essential elements of information before a port disruption enables the U.S. Coast Guard to establish a normal port condition baseline. Then, following a port disruption, the port's condition can be measured against the normal baseline to provide critical input to those federal, state, and local response organizations that are engaging in restoring the port to its pre-disruption condition.

#### 3. Consideration of the use of improved technology.

Information<sup>1</sup> may be submitted in writing by mail/courier service, or electronically via email or fax, to the Coast Guard Captain of the Port (COTP) at the local Sector Office. Contact info for the CG COTPs can be found at—<https://www.uscg.mil/Units/Organization/>. We estimate that 100% of these reporting requirements will be done electronically.

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<sup>1</sup> Form CG-11410 – Marine Transportation System Recovery Essential Elements of Information. Form CG-11410A – Marine Transportation System Recovery Facility Status.

4. Efforts to identify duplication.

There is no State or local regulations relating to this issue. No similar information collection is conducted by other federal agencies. Similar information does not exist.

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.

Without accurate baseline data, following a port disruption the Coast Guard would not be able to provide the best recommendations for prioritizing recovery efforts or gauging the effectiveness of Federal, State, local, and contracted response efforts.

7. Special collection circumstances.

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

8. Consultation.

A 60-day Notice (see [USCG-2016-0281], May 9, 2016, 81 FR 28091) and 30-day Notice (February 10, 2017, 82 FR 10373) were published in the *Federal Register* to obtain public comment on this collection. The Coast Guard has not received any comments on this information collection.

9. Provide any payment or gift to respondents.

The U.S. Coast Guard does not provide payment or gifts to respondents in exchange for a benefit sought.

10. Describe any assurance of confidentiality provided to respondents.

There are no assurances of confidentiality provided to the respondents for this information collection. This information collection request is covered by the Coast Guard Maritime Information Exchange (CGMIX) Privacy Impact Assessment (PIA) and the Marine Information for Safety and Law Enforcement (MISLE) System of Record Notice (SORN). Links to the CG MIX PIA and the MISLE SORN are provided below:

- <https://www.dhs.gov/sites/default/files/publications/privacy-pia-uscg-cgmix-july2015.pdf>
- <https://www.gpo.gov/fdsys/pkg/FR-2009-06-25/html/E9-14906.htm>

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

There are no questions of sensitive language.

12. Estimates of annual hour and cost burdens to respondents.

- The estimated annual number of respondents is 600.
- The estimated annual number of responses is 600.
- The estimated annual hour burden is 225 hours.
- The estimated annual cost burden is \$11,582.

The burden to respondents is provided in Appendix A. We estimate that it will take a vessel or facility manager about 30 minutes (0.5 hours) to complete and submit the MTSR Essential Elements of Information (EEI). Additionally, we estimate that it will take a facility manager about 15 minutes (0.25 hours) to complete and submit a Facility Status report. The MTSR EEI is a one-time collection. The

MTSR Facility Status information is only used following a significant port disruption. Annually, we estimate that about 10% of the respondents will complete and submit an EEI or Facility Status report. The wage rate for a vessel or facility manager was determined using the U.S. Department of Labor Bureau of Labor Statistics Wage data. The Standard Occupational Classification System was used to determine the manager of the facility or vessel is most closely aligned with an Industrial Production Manager (11-3051). The mean average hourly wage rate is \$51.47.

13. Estimates of annual capital and start-up costs.

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

14. Estimates of annual Federal Government costs.

The estimated annual Federal Government cost is \$31,950 (see Appendix B). We estimate that a port safety/security specialist (equivalent to a GS-12) will take about 45 minutes (0.75 hours) to review and process each response. Part of the time is for data entry into the Coast Guard database to track MTS recovery activities called the Common Assessment Reporting Tool (CART). The wage rate shown is in accordance with the current edition of COMDTINST 7310.1(series) for "In-Government" personnel.

15. Explain the reasons for change in burden.

This is a new collection.

16. Plans for tabulation, statistical analysis and publication.

This information collection will not be published for statistical purposes.

17. Approval for not explaining the expiration date for OMB approval.

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

18. 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 collection does not employ statistical methods.