

**Supporting Statement
for
Barges Carrying Bulk Hazardous Materials**

OMB No.: 1625-0104
COLLECTION INSTRUMENTS: Instruction

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 Title 46 U.S.C. 3703. For tank barges carrying bulk hazardous materials, the regulations are in 46 CFR 151. Appendix A lists the reporting and recordkeeping requirements. These requirements are necessary to ensure the safe transport of bulk liquid hazardous material cargoes on tank barges.

2) Purpose of the information collection.

The reporting and recordkeeping requirements in 46 CFR 151 are designed to enable the Coast Guard to determine if a barge meets safety standards and to ensure the barge's crewmembers have the information necessary to operate the barge safely. The information 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 Coast Guard Officer in Charge, Marine Inspection (OCMI) at the local Sector Office, or the Coast Guard Marine Safety Center (MSC). Contact info for OCMI's can be found at— <https://www.uscg.mil/Units/Organization/>. For details on submitting information to the CG MSC, go to— <https://www.dco.uscg.mil/msc>.

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.

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) 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-2019-0257], May 3, 2019, 84 FR 19092) and 30-day Notice (July 12, 2019, 84 FR 33274) 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.

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. This information collection request is covered by the Marine Information for Safety and Law Enforcement (MISLE) Privacy Impact Assessment (PIA) and System of Records Notice (SORN). Links to the MISLE PIA and SORN are provided below:

- https://www.dhs.gov/sites/default/files/publications/privacy_pia_uscg_misle.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 3,523.
- The estimated annual number of responses is 70,739.
- The estimated annual hour burden is 24,752.
- The estimated annual cost burden is \$2,871,232.

The reporting and recordkeeping requirements are detailed in Appendix A. The burden to respondents is provided in Appendix B. We estimate that the all requirements are completed by a vessel crewman or shore side technical specialist that is analogous to a Lieutenant (LT, O-3). The wage rate used is in accordance with the current edition of COMDTINST 7310.1(series) for "Out-Government" personnel.

13) Total 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 estimated annual Federal Government cost is \$ 192,051 (see Appendix C). The burden per response is detailed in that appendix. For item 14, we estimate that the Coast Guard will spot check about 10% of shipping papers during an inspection, random boarding, or post-casualty investigation. Each of these tasks is typically performed by a LT. The wage rate shown is in accordance with the current edition of COMDTINST 7310.1(series) for "In-Government" personnel.

15) Reasons for the change in burden.

The change in the burden is an ADJUSTMENT due to a change (i.e., decrease) in the estimated annual number of new construction tank barges. There is no proposed change to the reporting and recordkeeping requirements of this collection. The reporting and recordkeeping requirements, and the methodology for calculating burden, remain unchanged.

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 information collection does not employ statistical methods.

Appendix A // List of 46 CFR 151 Reporting and Recordkeeping requirements

- 1. Loading information (151.01-10(c)(1))** - New tank vessels over 300 feet in length must have loading information approved by the Commandant.
- 2. Stability calculations (151.10-15)** - Only new or modified barges need to comply with this requirement for Coast Guard approval of stability calculations.
- 3. Dynamic loading calculations (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.
- 4. Heat transmission test/study (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.
- 5. Cargo tank inspection notice (151.50-6(d))** - Before internally inspecting tanks used for motor fuel antiknock compounds (MFAKC), the Commandant must be notified.
- 6. Cargo tank material information (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.
- 7. Alternate use request (151.50-20(i))** - Tanks approved for acid cargoes cannot be used for any other cargo without Commandant authorization.
- 8. Cargo tank alternate lining request (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.
- 9. Cargo loading deviation (151.50-30(e))** - Deviations from the filling density limits given in the requirements for compressed gases transported at ambient temperature needs Commandant approval.
- 10. Cargo piping alternative (151.50-31(d))** - Welded unions or other unions approved by the Commandant may be used at terminal points for chlorine transfer cargo lines.
- 11. Alternate use request (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.
- 12. Warning sign posting (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.
- 13. Manned barge request (151.45-3)** - Tank barges requiring manning for safe operation can be subject to additional requirements prescribed by the Commandant.
- 14. Shipping papers (151.45-7)** - Shipping papers are required for all cargoes.