

Table 1: Annual Respondent Burden and Cost – NSPS for Stationary Spark Ignition Intake Engines (Renewal)

Burden Item	(A) Person-hours per occurrence	(B) Number of occurrences per year	(C) Person-hours per respondent (C=AxB)
1. Applications	N/A		
2. Surveys and Studies	N/A		
3. Reporting Requirements			
A. Familiarize with regulatory requirements ^c	0.5	1	0.5
B. Required Activities	N/A		
C. Gather Existing Information	See 3D		
D. Write Report			
Initial notification (>500 hp non-certified engines) ^d	1	1	1
Subsequent Performance Test (>500 hp certified engines) ^e	1	1	1
Annual report for emergency stationary SI ICE ^f	16	1	16
Subtotal for Reporting Requirements			
4. Recordkeeping Requirements			
A. Record Engine Maintenance	1	1	1
B. Train personnel	N/A		
C. Recording hours in non-emergency operation ^f	1	1	1
D. Records of initial notification, manufacturer's certifications, and performance tests	See 3D		
Subtotal for Recordkeeping Requirements			
TOTAL LABOR BURDEN AND COST (rounded) ^g			
TOTAL CAPITAL AND O&M COST (rounded) ^g			
GRAND TOTAL (rounded) ^g			

Assumptions:

^a We assume there are an average of 19,076 existing respondents per year and an additional 253 respondents will be added each year. Total number of respondents is 19,329 per year.

^b This ICR uses the following labor rates for privately-owned sources: \$141.06 for managerial, \$120.27 for technical, and \$75.00 for non-managerial/non-technical. Department of Labor, Bureau of Labor Statistics, June 2019, “Table 2. Civilian Workers, by occupational and industry, by sex, race, and hispanic or latino ethnicity, 2018.” Rates have been increased by 110 percent to account for the benefit packages available to those employed by private industry.

^c We assume all new and existing respondents will have to familiarize themselves with the regulatory requirements.

^d It is assumed that 253 non-certified new engines will become subject to the rule each year over the 3-year period. 12 percent of new engines, will be rated at >500 hp and require initial notification. (253 x 12% = 30.36, rounded to 30)

^e Previously certified engines > 500-hp are required to conduct subsequent performance tests either after 3 years or after 12 years. It is assumed that 12 percent of existing engines will be rated at > 500 hp and have previously had an initial performance test each year period. (19,076 x 0.12 = 2,289)

^f We assume it will take 16 hours per annual report based on ICR 1975.06 (NESHAP For Stationary Reciprocating 2007 Cost Impacts memo for this rule, EPA estimated that, based on information obtained from the Engine Manuf of the total SI population. EPA also assumed that only 50% of engines seek certification. Of the 253 new engines j hours in non-emergency operation. The number of non-certified emergency engines submitting reports has been in #2227.02) to the number of 490 for year 2 of this ICR. We assume 5% of emergency stationary SI ICE will be req activity. ($490 \times 0.05 = 25$ (rounded))

^g Totals have been rounded to 3 significant figures. Figures may not add exactly due to rounding.

rnal Combustion Engines (40 CFR Part 60, Subpart JJJJ)

(D) Respondents per year ^a	(E) Technical person- hours (E=CxD)	(F) Managem ent person- hours (F=Ex0.05)	(G) Clerical person- hours (G=Ex0.1)	(H) Total Cost ^b (\$)
19,329	9,665	483	966	\$1,287,214.76
30	30	1.5	3	\$3,995.70
2,289	2,289	114	229	\$304,871.91
25	400	20	40	\$53,276.00
	13,781			\$1,649,358
19,329	19,329	966	1,933	\$2,574,429.51
490	490	25	49	\$65,263.10
	22,792			\$2,639,693
	36,600			\$4,290,000
				\$2,570,000
				\$6,860,000

Labor Rates	
Management	\$141.06
Technical	\$120.27
Clerical	\$58.67

responses hr/response
 19,874 1.8

become subject to the rule each year. The overall average number of

cal, and \$58.67 for clerical labor. These rates are from the United States
 istry group.” The rates are from column 1, “Total compensation.” The
 te industry.

s each year.

. Based on the estimated distribution of existing engines, it is assumed that
 o 30)

or 8,760 hours of operation after the initial performance test. It is assumed
 nducted and are now required to conduct a subsequent test over the next 3-

Internal Combustion Engines 40 CFR Part 63, Subpart ZZZZ). In the Manufacturers Association, emergency engines make up approximately 5 percent per year, approximately 2.5% (6.3) are non-certified and required to record incremented since the original ICR (421 respondents in year 1 of ICR required to report to conservatively estimate respondent burden for this

Table 2: Average Annual EPA Burden – NSPS for Stationary Spark Ignition Internal Combustion I (40 CFR Part 60, Subpart JJJJ) (Renewal)

Activity	(A) EPA person-hours per occurrence	(B) Number of occurrences per year	(C) EPA Person-hours per plant (C=AxB)	(D) Plants per year ^a
Report Review				
1. Initial notification (>500 hp non-certified engines) ^c	2	1	2	30
2. Engine Certification for Non-certified Engine ^c	2	1	2	253
3. Engine Certification from nonroad to stationary	1	1	1	0
4. Performance Tests ^c	2	1	2	2,289
5. Annual reports for emergency stationary SI ICE ^d	2	1	2	25
TOTAL (rounded) ^e				

Assumptions:

^a We assume there are an average of 19,076 existing respondents per year and an additional 253 respondents will be average number of respondents is 19,329 per year.

^b This ICR uses the following labor rates: \$66.62 for managerial, \$49.44 for technical, and \$26.75 for clerical labor Management (OPM), 2019 General Schedule, which excludes locality rates of pay. The rates have been increased by available to government employees.

^c After full implementation, existing sources are no longer subject to these activities. It is assumed that 253 non-certified engines will be required to submit initial notification over the 3-year period. Based on the estimated distribution of existing engines, it is assumed that 12 percent of existing engines will be required to submit initial notification. Additionally, previously certified engines > 500-hp are required to conduct subsequent performance tests after the initial performance test. It is assumed that 12 percent of existing engines will be rated at > 500 hp and are now required to conduct a subsequent test over the next 3-year period. The agency is expected to conduct and subsequent testing of existing sources > 500 hp.

^d We assume it will take 2 hours to review each annual report based on ICR 1975.06 (NESHAP For Stationary Reciprocating Engines, Subpart ZZZZ). EPA estimates that emergency engines make up approximately 5 percent of the total SI population. Of the 253 new engines per year, approximately 2 percent are emergency engines. The number of non-certified emergency engines submitting reports has been increased from 12 in year 1 of ICR #2227.02) to the number of 490 for year 2 of this ICR. We assume 5% of emergency stationary SI ICE respondent burden for this activity. (490 x 0.05 = 25 (rounded))

^e Totals have been rounded to 3 significant figures. Figures may not add exactly due to rounding.

Engines

(E) Technical person- hours (E=CxD)	(F) Managem ent person- hours (F=Ex0.05)	(G) Clerical person- hours (G=Ex0.1)	(H) Total Cost ^b (\$)
60	3	6	\$3,326.76
506	25.3	50.6	\$28,055.68
0	0	0	\$0
4,578	228.9	457.8	\$253,831.79
50	2.5	5	\$2,772.30
5,920			\$288,000

Labor Rates	
Management	\$66.62
Technical	\$49.44
Clerical	\$26.75

ome subject to the rule each year. The overall

. These rates are from the Office of Personnel
7 60 percent to account for the benefit packages

fied new engines will become subject to the rule each
new engines, will be rated at >500 hp and require
nce tests either after 3 years or 8,760 hours of
and have previously had an initial performance test
experience burden from evaluating these new sources

rocating Internal Combustion Engines 40 CFR Part
on and that 50% of these emergency engines are non-
.5% (6.3) are non-certified and required to record
emented since the original ICR (421 respondents in
will be required to report to conservatively estimate

Capital/Startup vs. Operation and Maintenance (O&M) Costs				
(A)	(B)	(C)	(D)	(E)
Burden	Capital/Startup Cost for One Respondent	Number of New Respondents	Total Capital/Startup Cost, (B X C)	Annual O&M Costs for One Respondent ^a
Engine Certification for Stationary Use ^b				
- 25-300 hp				\$15.10
- 300-600 hp				\$37.18
- >600 hp				\$177
Initial Test for Engines not Certified	\$1,000	253	\$253,000	\$0
Subsequent Performance Test for Engines > 500 hp ^c				\$1,013
Total (rounded) ^d			\$253,000	

^a O&M cost per occurrence for certifications for stationary was increased by 1.33 percent from previous ICR# 2227.04 to average annual consumer price index (<https://www.bls.gov/cpi/#data>). The original certification costs were estimated in "Final Regulatory Support Document: Control of Emissions from Unregulated Non-road Engines."

^b The distribution of new engine types is based on the same distribution from the previously approved ICR.

^c Previously certified engines > 500-hp are required to conduct subsequent performance tests either after 3-years or 8,760 initial performance test. It is assumed that 12 percent of existing engines, or 2,289 existing engines, will be rated at > 500 initial performance test conducted, and are now required to conduct a subsequent test over the next 3-year period.

^d Totals have been rounded to 3 significant figures. Figures may not add exactly due to rounding.

Number of Respondents			
	Respondents That Submit Reports		Respondents That Do Not Submit Any Reports
	(A)	(B)	(C)
Year	Number of New Respondents ^a	Number of Existing Respondents	Number of Existing Respondents that keep records but do not submit reports
1	253	18,823	0
2	253	19,076	0
3	253	19,329	0
Average	253	19,076	0

Total Annual Responses				
(A)	(B)	(C)	(D)	(E)
Information Collection Activity	Number of Respondents	Number of Responses	Existing Respondents That Keep Records But Do Not Submit	Total Annual Responses E=(BxC)+D

Initial notification (>500 hp non-certified engines) ^a	30	1	n/a	30
Record Engine Maintenance	19,329	1	n/a	19,329
Recording hours in non-emergency operation ^b	490	1	n/a	490
Annual Report for emergency stationary SI ICE ^b	25	1	n/a	25
Total (rounded) ^c				19,874

^a We assume 12% of the 253 new respondents, or 30 respondents, will have engines rated at >500 hp.

^b In the 2007 Cost Impacts memo for this rule, EPA estimated that, based on information obtained from the Engine Manufacturers Association, emergency engines make up approximately 5 percent of the total SI population. EPA also assumed that only 50% of engines seek certification. Of the 253 new engines per year, approximately 2.5% (6.3) are non-certified and required to record hours in non-emergency operation. The number of non-certified emergency engines has been incremented since the original ICR (#2227.02) to the number of 490 for year 2 of this ICR. We assume 5% of emergency stationary SI ICE will be required to report to conservatively estimate respondent burden for this activity. (490 x 0.05 = 25 (rounded))

^c Totals have been rounded to 3 significant figures. Figures may not add exactly due to rounding.

(F)	(G)
Number of Respondents with O&M	Total O&M, (ExF)
91	\$1,373.93
9	\$334.60
14	\$2,482.59
0	\$0
2,289	\$2,319,565.30
	\$2,320,000

\$2,573,000

account for the increase in the Table 5.2.1-4 of the document,

hours of operation after the company, have previously had an

(D)	(E)
Number of Existing Respondents That Are Also New Respondents	Number of Respondents (E=A+B+C-D)
0	19,076
0	19,329
0	19,582
0	19,329

ICR#	Year	Existing Respondents	Respondents w/ Emergency Engines
2227.02	2010	16,285	421
2227.03	2011	16,546	427

2227.03	2012	16,799	433
2227.03	2013	17,052	439
2227.04	2014	17,305	446
2227.04	2015	17,558	452
2227.04	2016	17,811	458
2227.05	2017	18,064	465
2227.05	2018	18,317	471
2227.05	2019	18,570	477
2227.06	2020	18,823	484
2227.06	2021	19,076	490
2227.06	2022	19,329	496