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| U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD | Cargo Securing Manuals | OMB No. 1625-0122 Exp: 06/30/2019 |
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| Who must comply? | Owners or operators of U.S. flag vessels that: 1) are 500 gross tons or more, and 2) carry cargo other than liquid or solid bulk cargo. |
| What is this collection about? | This information is used by the Coast Guard (CG) to 1) authorize recognized classification societies to approve cargo securing manuals (CSM) on its behalf; 2) process applications for new cargo securing manuals (CSM) or revisions to an existing CSM; and 3) determine the proper response to a notification of a hazardous condition, including lost or jettisoned cargo. |
| Where do I find the requirements for this information? | <p>1) Approval authorities: Title 33 Part 97 also authorizes recognized classification societies to review and approve CSMs on behalf of the CG. Part 97.305 lists the information that must be included in an application to the CG from an organization requesting authorization to serve as an approval authority.</p> <p>2) CSM: Title 33 CFR Part 97 contains the requirements for a CSM and the criteria for when a CSM must be revised. These provisions are cross-referenced in the bulk solid regulations found at Title 46 CFR Part 97.12.</p> <p>3) Hazardous conditions: Title 33 CFR Part 160.215 and 33 CFR Part 97.115. Part 160.215 includes the requirement to report a hazardous condition and lists the minimum information that must be reported to the CG. Part 97.115 specifies that loss or jettisoning of cargo is a hazardous condition that must be reported under Part 160.215.</p> <p>All referenced Parts are available on-line at https://www.eCFR.gov. Select either TITLE 33 – Navigation and Navigable Waters, or TITLE 46, Shipping, and follow the directory to the respective parts.</p> |
| When must information be submitted to the Coast Guard? | <p>1) Approval authorities: An application is submitted at the discretion of a classification society.</p> <p>2) CSM: The timing of the submission of a CSM is at the discretion of the vessel owner or operator.</p> <p>3) Hazardous conditions: A vessel owner or operator must submit this information as soon as safely possible after the identification of a hazardous condition that is either onboard the vessel or that is a result of the vessel's operation.</p> |
| How is the information submitted? | <p>Applications for new CSM or revisions to existing CSM are e-mailed to the involved approval organization.</p> <p>Notifications of hazardous conditions are submitted electronically via INMARSAT C, TELEX, e-mail, cell phone, or VHF radio.</p> |
| What happens when complete information is received? | <p>1) Approval authorities: The CG will evaluate the request and respond with a written agreement that specifications of the authorization or give the organization a written explanation for why it was not approved. The organization may correct its deficiencies and resubmit its request.</p> <p>2) CSM: The approval authority reviews the submitted CSM and if it</p> |

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| | <p>approves will provide a CSM approval letter. If the CSM is not approved the authority will transmit a letter to the submitter containing an explanation of the why the CSM was disapproved and corrective actions. After correcting the deficiencies the submitter may resubmit a revised CSM.</p> <p>3) Hazardous conditions: The CG will use this information to initiate a response to the condition. Examples of response activities include, but are not limited to, broadcasting messages to other vessels in the area to warn them of the hazard, providing assistance to the involved vessels and facilities, and activating pollution response plans.</p> |
| <p>For additional information, contact--</p> | <p>The CG at—</p> <p>Commandant (CG-OES-2) Attn: Vessel and Facility Operating Standards Division U.S. Coast Guard Stop 7509 2703 Martin Luther King Jr Ave SE Washington, DC 20593-7509 202-372-1413 Ken.A.Smith@uscg.mil</p> <p>Or visit this LINK.</p> |

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report varies per information collection—about 15 minutes per hazardous condition or lost cargo report; 20 hours per CSM revision and up to 48 hours for developing a new CSM. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-OES), U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7509 or Office of Management and Budget, Paperwork Reduction Project (1625-0122), Washington, DC 20503.