

## Supporting Statement for Marine Transportation System Recovery

OMB No.: 1625-0127

COLLECTION INSTRUMENTS: CG-11410, CG-11410A and Instruction

### A. Justification

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

Title 46 U.S. Code (U.S.C.) 70011,<sup>1</sup> 70051<sup>2</sup> and 70103 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.

The statutory authority is 46 U.S.C. 70011, 70051 and 70103.

#### 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>3</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.

Regarding Usability Testing, this ICR—

- Is not related to a public benefit program as detailed in OMB M-22-10 (see footnote 6).
- Is voluntary/option.
- Undergoes pre-publication and post-publication testing of new or revised public use forms to validate data field functionality.
- Has public-facing instructions reviewed periodically to ensure clarity.

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<sup>1</sup> Formerly 33 U.S.C. 1225.

<sup>2</sup> Formerly 50 U.S.C. 191.

<sup>3</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 was published in the Federal Register to obtain public comment on this collection (See [USCG-2024-0045]; February 20, 2024, 89 FR 12852) and 30-Day Notice (June 13, 2024, 89 FR 50364) 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). Link to the CG MIX PIA is provided below:

- <https://www.dhs.gov/sites/default/files/publications/privacy-pia-uscg-cgmix-july2015.pdf>

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 900.
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- The estimated annual hour burden is 338 hours.
- The estimated annual cost burden is \$29,406.

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 15% of the respondents will complete and submit an EEI or Facility Status report. For

the wage rate, we used the Bureau of Labor Statistics (BLS) wage rate for Industrial Production Managers (11-3051) [May 2022, mean hourly wage, loaded 50%, and rounded].<sup>4</sup>

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 \$52,728 (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). For the wage rate, we used Office of Personnel Management data [2024-RUS Salary Table, GS-12-Step 5, hourly basic rate, loaded 66%, and rounded].<sup>5</sup>

15. Explain the reasons for change in burden.

The burden remains unchanged. There is no proposed change to the reporting or 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 collection does not employ statistical methods.

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<sup>4</sup> <https://www.bls.gov/oes/2022/may/oes113051.htm>

<sup>5</sup> [https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2024/RUS\\_h.pdf](https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2024/RUS_h.pdf)