

Supporting Statement for Plan Approval and Records for Vital System Automation

OMB No.: 1625-0047
COLLECTION INSTRUMENTS: Instruction

A. Justification

1. Circumstances which make the collection of information necessary.

(a) The collection of information pertaining to the vital automation systems of commercial vessels is necessary to protect personnel and property on board U.S. flag commercial vessels. The vital systems in machinery and engineering spaces of Coast Guard inspected commercial vessels are automated for a variety of reasons. These reasons include convenience of operation, improvements of efficiency, reduction of personnel, and the detection and control of unsafe conditions. Most automation is implemented at the discretion of the vessel owner to reduce necessary manning and increase operating efficiency, thereby significantly reducing operating costs.

(b) The Code of Federal Regulations (CFR) currently addresses the technical criteria for the safe and reliable automation of these vessels—see 46 CFR Parts 61 and 62. These regulations also ensure that U.S. flag vessels conform to the automation regulations of the International Convention for the Safety of Life at Sea. The U.S. is signatory to this convention.

The statutory authority for the requirements is 46 U.S. Code. 3306. This authority is delegated by the Secretary to the Coast Guard via the Department of Homeland Security Delegation No. 0170.1, Revision No. 01.2. (II)(92.b).

2. Purpose of the information collection.

This information, which is collected by the Coast Guard, is used to determine compliance with safety regulations. Through the review of the plans prior to construction, the vessel owner or builder may be assured that the vessel, if built in accordance with the plans, will meet the regulatory standards.

3. Considerations of the use of improved technology.

The Coast Guard Marine Safety Center (MSC) accepts information/plans via electronic submittal. For information on submitting information go to— <https://www.dco.uscg.mil/msc>. Information may also be submitted to the CG Officer in Charge, Marine Inspection (OCMI) at the local Sector Office. Contact info for CG OCMI's can be found at—<https://www.uscg.mil/Units/Organization/>. Electronic submission is voluntary, and we estimate that 98% of respondents submit their plans electronically.

Regarding Usability Testing, this ICR—

- Public-facing instructions were tested by the staff of the CG Office of Standards Evaluation and Development (CG-REG) to ensure the use of plain language. Usability testing participants reported that they had no difficulty understanding the instructions. As a result, the USCG did not make any changes to the collection.
- Is not related to a public benefit program as detailed in OMB M-22-10 (titled “Improving Access to Public Benefits Programs Through the Paperwork Reduction Act” dated April 13, 2022).
- Does not require the use of a form or specify a reporting format/method.
- Is required by international treaty, statute, and/or regulation as noted in section 1 of the Supporting Statement.

4. Efforts to identify duplication.

There are no other Federal agencies with similar programs, thus there is no duplication of other Federal information collections.

5. Methods used to minimize the burdens to small business 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.

If this information were not collected, the Coast Guard would not be able to carry out its responsibility for the promotion of safety on commercial vessels. The information cannot be collected any less frequently, as the information is submitted when the owner seeks Coast Guard approval of automation installations or changes in vessel manning.

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-2025-0050]; March 0100, 2025, 09 FR 11612) and 30-Day Notice (June 4, 2025, 90 FR 23696) 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 payments or gifts to respondents.

The 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 Marine Information for Safety and Law Enforcement (MISLE) Privacy Impact Assessment (PIA). The link to the MISLE PIA is provided below:

- https://www.dhs.gov/sites/default/files/publications/privacy_pia_uscg_misle.pdf

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

There are no questions of sensitive language.

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

- The estimated annual number of respondents is 93.
- The estimated annual number of responses is 674.
- The estimated annual hour burden is 50,550 hours.
- The estimated annual cost burden is \$3,942,900.

The burden to respondents is provided in Appendix A. We estimate that it takes 75 hours per plan submission¹ and that a submission is done by a Technical Specialist. For the wage rate, we used the Bureau of Labor Statistics (BLS) wage rate for Marine Engineers and Naval Architects (17-2121) [May

¹ Plan submission is not an annual requirement. A plan submission is only required for ship construction or modification.

2023, mean hourly wage, loaded 50%, and rounded].²

13. Total of 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 \$119,972 (see Appendix B). We estimate that it will take a Lieutenant (LT, O-3) 2 hours to review and process each submission. 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.

The change in burden is an ADJUSTMENT due to a change (i.e., decrease) in the estimated annual number of responses. 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.

² <https://www.bls.gov/oes/2023/may/oes172121.htm>