

**Supporting Statement
for
Nondestructive Testing of Certain Cargo Tanks on Unmanned Barges**

OMB No.: 1625-0052
COLLECTION INSTRUMENTS: Instruction

A. Justification

1. Circumstances that make the collection of information necessary.

According to 46 U.S. Code (U.S.C.) 3703, the Secretary shall prescribe regulations for the design, construction, alteration, repair, maintenance, operation, equipping, personnel qualification, and manning of vessels carrying liquid bulk dangerous cargoes, that may be necessary for increased protection against hazards to life and property, for navigation and vessel safety, and for enhanced protection of the marine environment. The Coast Guard requires an internal inspection interval for pressure-vessel-type cargo tanks, which carry liquid bulk dangerous cargoes. Pressure-vessel-type cargo tanks on unmanned tank barges that are 30 years old or older are required to conduct nondestructive testing (NDT) at 10-year intervals.

The nondestructive testing requirement was selected as an alternative regulatory strategy to shorten the internal inspection interval of a tank barge as it ages. Internal inspection and accompanying gas-freeing costs are high. The lay-time necessary in getting the barges to a gas freeing facility is also costly. Longer internal inspection intervals result in lower costs to the owner.

The statutory authority is 46 U.S.C. 3703. 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.

According to 46 CFR 38.25-1, an unmanned tank barge with a pressure-vessel-type cargo tank, carrying cargoes at temperatures of -67 degrees Fahrenheit (or -55 degrees Celsius) or warmer, must be subjected to an internal inspection within 10 years after the last internal inspection. When such a vessel is 30 years old or older, determined from the build date, the owner shall conduct nondestructive testing of the tank, in accordance with Section 38.25-3, during each internal inspection.

According to 46 CFR 38.25-3, before nondestructive testing may be conducted to meet section 38.25-1, the owner shall submit a proposal to the Officer in Charge, Marine Inspection (OCMI) for acceptance that includes:

- 1) The test methods and procedures to be used, all of which must meet Section V of the ASME Boiler and Pressure Vessel Code (1986);
- 2) Each location on the tank to be tested; and
- 3) The test method and procedure to be conducted at each location on the tank.

If the OCMI rejects the proposal, OCMI informs the owner of the reasons why the proposal is rejected. If the OCMI accepts the proposal, the owner shall ensure that:

- 1) The proposal is followed; and
- 2) Nondestructive testing is performed by qualified personnel.

Within 30 days after completing the nondestructive test, the owner shall submit a written report of the results to OCMI.

The proposal enables the Coast Guard to determine if the proposed nondestructive testing methods and scope are suitable for the purposes of detecting defects. The requirement to submit the results of the nondestructive testing enables the Coast Guard to accurately assess the condition of the tanks and to evaluate the suitability of the tank for continued service.

3. Consideration of the use of improved technology.

Information is submitted in writing or electronically via e-mail or fax to the OCMI. Contact info for CG OCMI's can be found at— <https://www.uscg.mil/Units/Organization/>. We estimate that 100% of the reporting requirements can be submitted electronically. At this time, we estimate that about 50% are received electronically.

4. Efforts to identify duplication.

Given the specificity of pressure-vessel-type cargo tanks of unmanned barges, there is no similar information available elsewhere for these purposes.

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 the submission of both the proposal and results of NDT, the Coast Guard would not be able to assess the condition of the tank nor the effectiveness of NDT, and would find it necessary to increase the frequency of internal inspection as a tank aged. This would result in an increased cost to the owners of the tank barges.

7. Special collection circumstances.

This information collection is conducted in manner consistent with the guidelines in 5 CFR 1320.5(d)(2).

8. Consultation.

A 60-day Notice was published in the Federal Register to obtain public comment on this collection (See [USCG-2025-0197]; August 20, 2025, 90 FR 40613) and 30-Day Notice (November 28, 2025, 90 FR 54729) 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 payment or gift 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) 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

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 8.
- The estimated annual number of responses is 16.

- The estimated annual hour burden is 104.
- The estimated annual cost burden is \$11,648.

Appendix A details the burden to respondents. We estimate that it takes 12 hours per NDT proposal submission and 1 hour per NDT test result submission. A Technical Specialist does the submissions. For the wage rate, we used the Bureau of Labor Statistics (BLS) wage rate for Marine Engineers and Naval Architects (17-2121) [May 2024, mean hourly wage, load factor 2.0, and rounded].¹

13. Total of annualized capital and start-up costs.

There are no recordkeeping, 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 \$1,424 (see Appendix B). We estimate that it will take a Lieutenant (LT, O-3) about 1 hour 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 the change in burden.

There is no change in burden. There is no proposed change to the reporting requirements of this collection. The reporting 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.

¹ <https://data.bls.gov/oes/#!/industry/000000> (accessed 6/4/2025).