

SUPPORTING STATEMENT
U.S. Department of Commerce
National Oceanic & Atmospheric Administration
West Coast Region Gear Identification Requirements
OMB Control No. 0648-0352

SUPPORTING STATEMENT PART A

Abstract

This request is for revision of the current collection for the West Coast Gear Identification Requirements pursuant to rule 0648-BN00. This rulemaking implements gear marking requirements and entanglement risk reduction measures for portions of the Pacific coast groundfish fishery that operates in the EEZ. This rulemaking will consist of mandatory requirements and voluntary measures. These new requirements and voluntary measures will be established pursuant to the Magnuson-Stevens Fishery Conservation and Management Act. The intent of the gear marking requirements is to increase the likelihood of attributing entanglements to a specific fishery and gear type. The intent of the risk reduction measures is to reduce bycatch by decreasing the likelihood of marine animal entanglements with fishing line. This rulemaking, in part, responds to increased rates of entanglement of humpback whales with Pacific coast fishing gear since 2014. The gear marking component of this rulemaking is one facet of a broader, coordinated effort to mark gear in multiple fisheries that occur off the coasts of Washington, Oregon, and California. NMFS requested public comment on these proposed requirements and voluntary measures and received two comments related to estimates of costs and burden hours.

A. JUSTIFICATION

1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection. Attach a copy of the appropriate section of each statute and regulation mandating or authorizing the collection of information.

Gear identification consists of two primary components: 1) vessel identification on fishing gear and 2) gear marking to visually distinguish between gear types.

Gear identification requirements are necessary to help ensure the success of fisheries management programs by facilitating fisheries law enforcement efforts. Vessel identification is valuable in actions concerning gear damage, loss, and civil proceedings. Gear marking is valuable in case of entanglement of gear with marine life. The ability to link fishing gear to the vessel owner or operator is crucial to enforcement of regulations issued under the authority of the [Magnuson Fishery Conservation and Management Act](#)¹. Fixed-gear identification and marking requirements are set forth in the regulations implementing the Pacific Coast Groundfish Fisheries Management Plan at 50 CFR [660.219](#)² and [660.319](#)³. Gear-marking requirements specify that every type of groundfish fixed-gear must be marked on a buoy with the owner's identifying number. Additionally, gear-specific marking requirements on lines and attached to buoys are

¹ <https://www.fisheries.noaa.gov/s3/dam-migration/msa-amended-2007.pdf>

² <https://www.ecfr.gov/current/title-50/chapter-VI/part-660/subpart-E/section-660.219>

³ <https://www.ecfr.gov/current/title-50/chapter-VI/part-660/subpart-F/section-660.319>

necessary to help ensure that the gear type and source fishery are identifiable when fishing gear is observed entangled on marine animals. The ability to link the source fishery of an entanglement is crucial for fishery managers to develop effective management measures that are specific enough to reduce risk of entanglement while balancing socioeconomic needs of fishing communities.

2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate the actual use the agency has made of the information received from the current collection.

Vessel identification and gear marking requirements in this collection apply to a defined pool of respondents. Within this pool, different gear types have differing reporting requirements in this collection, regardless of sector they fish in. Figure 1 depicts a Venn diagram, showing the overlap of the two groups with distinct reporting requirements in this collection.

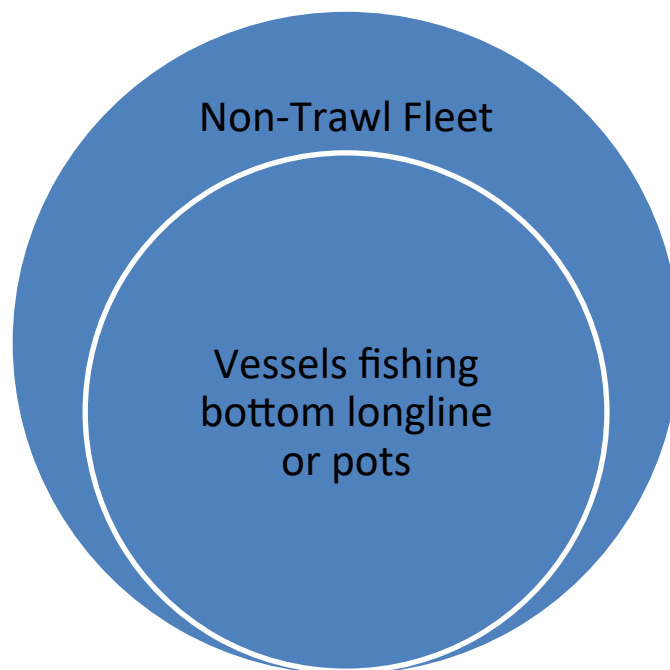


Figure 1. Venn diagram depicting the entire, overlapping, pool of respondents to this groundfish fishery information collection. Each circle represents a different aspect of the required information for reporting in this collection, with the text naming the two groups of respondents.

The regulations specify that fixed gear must be marked with the vessel's official number, federal permit or tag number, or some other specified form of identification; this requirement is hereafter referred to as "vessel identification". In addition, new regulations require vessel operators in the limited entry or directed open access fisheries to only deploy bottom longline or pots that have gear-specific color schemes for line marking and buoy markings or tags; hereafter referred to as "gear marking". Law enforcement personnel rely on this gear marking and identification information, collectively, to assure compliance with fisheries management regulations. Gear that is not properly marked or identified is considered a violation of Federal regulations and is confiscated and fines may be levied. The identifying marks on fishing gear are used by the National Marine Fisheries Service (NMFS), United States Coast Guard (USCG), and other marine agencies in issuing violations, prosecutions, and other enforcement actions. Identifying marks on fishing gear is also used by NMFS to evaluate the potential source of fishing gear

entangled on marine life, and to ascertain whether focused fishery management could reduce risks of entanglement.

Vessel identification on fishing gear helps ensure that a vessel harvests fish only from its own traps/pots/other gear and that traps/pots/other gears are not illegally placed. Properly marked fishing gear facilitates prosecution of gear violations, and enhances cost-effective enforcement. Cooperating fishers also use the gear markings to report placement or occurrence of gear in unauthorized areas. Regulation-compliant fishermen ultimately benefit, as unauthorized and illegal fishing is deterred and more burdensome regulations are avoided.

Gear marking requirements help ensure that if a marine animal becomes entangled in bottom longline or pot gear used in the groundfish fishery, the entanglement is more likely to be attributed to the specific gear type and fishery. This helps ensure that any future entanglement risk avoidance regulations, if necessary, can be targeted to maximize the reduction in entanglement risk with the least socioeconomic effects on the fishery as a whole.

3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses, and the basis for the decision for adopting this means of collection. Also, describe any consideration of using information technology to reduce burden.

These requirements do not require the use of electronic technology.

4. Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purposes described in Question 2.

Existing Federal and State requirements have been reviewed to ensure that there is no duplication of requirements. Gear marking regulations do not require redundant marking on the same portions of the fishing gear; gear-specific marks or tags are required on buoys (surface gear), and vessel identification is required on every buoy (either on buoy itself or on tag, but not both), and a portion of vertical line (in the water) is in a gear-specific color scheme.

5. If the collection of information impacts small businesses or other small entities, describe any methods used to minimize burden.

Although nearly all vessels in the respective fisheries are categorized as small businesses, the collection of information is not expected to have a significant economic impact or burden on small businesses in terms of time and resources. Therefore, no special modifications of the requirements were considered necessary.

6. Describe the consequence to Federal program or policy activities if the collection is not conducted or is conducted less frequently, as well as any technical or legal obstacles to reducing burden.

NMFS and USCG would not be able to enforce fishery management measures and NMFS would be unable to reliably identify the fishery from which entangled gear was sourced if the collection is not conducted or is conducted less frequently. The vessel identification and gear marking must

periodically be maintained to remain legible. The burden for gear marking requirement for gear-specific colored lines is primarily an initial cost and burden hours, with little maintenance expected.

7. Explain any special circumstances that would cause an information collection to be conducted in a manner inconsistent with OMB guidelines.

This collection is consistent with the OMB guidelines.

8. If applicable, provide a copy and identify the date and page number of publications in the Federal Register of the agency's notice, required by 5 CFR 1320.8 (d), soliciting comments on the information collection prior to submission to OMB. Summarize public comments received in response to that notice and describe actions taken by the agency in response to these comments. Specifically address comments received on cost and hour burden.

A proposed rule (RIN 0648-BN00) soliciting public comments published February 6, 2026 (91 FR 5408). One comment was received related to the PRA collection. The commenter noted that there is uncertainty in the estimates of labor hours and maintenance demands for vessel operators to stay in compliance with the requirements in the proposed rule. The commenter requested that NMFS acknowledge this uncertainty and commit to monitoring compliance after implementation. The same commenter also described a typographical error in the text regarding labor costs, which NMFS has corrected. NMFS acknowledged uncertainty in labor hours in the proposed rule and requested public comments on the topic. No comments regarding labor hour estimates were received, therefore the agency considers the estimates a reasonable approximation of the compliance costs.

9. Explain any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees.

No payments or gifts are provided to respondents.

10. Describe any assurance of confidentiality provided to respondents and the basis for the assurance in statute, regulation, or agency policy. If the collection requires a system of records notice (SORN) or privacy impact assessment (PIA), those should be cited and described here.

There is no assurance of confidentiality, as this is public information. There is no collection of personally identifiable information so no SORN is required.

11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior or attitudes, religious beliefs, and other matters that are commonly considered private. This justification should include the reasons why the agency considers the questions necessary, the specific uses to be made of the information, the explanation to be given to persons from whom the information is requested, and any steps to be taken to obtain their consent.

There is no information of a sensitive nature in this collection.

12. Provide estimates of the hour burden of the collection of information.

Vessel Identification Data

The group of groundfish vessels mandated to maintain legible vessel identification on fishing gear corresponds with the pool required to provide commercial non-trawl logbook submissions under PRA Collection 0648-0782. As of September 2025, this "Non-trawl Fleet" comprised 305 unique vessels hereafter referred to as the Non-trawl Fleet (Figure 1). Specifically, groundfish vessels operating in the EEZ using longline, trap or pot, set net, and stationary hook-and-line gear (including commercial vertical hook-and-line gear) are required to mark at least one buoy with vessel identification. With an estimated 4,575 total marks across the fleet and a 15-minute allocation per marking, the total burden is calculated at 1,144 hours.

A subset of approximately 303 vessels annually utilizes bottom longline or pot gears. To improve the probability of identifying the source of marine animal entanglements, these vessels are required to mark every buoy deployed. This additional requirement for 3,030 markings adds an estimated 758 burden hours. While initial marking may take less than 15 minutes, this estimate accounts for the periodic maintenance required to ensure identifications remain legible and compliant throughout the year, as advised by law enforcement personnel.

Gear Marking Requirements

The respondents for gear marking are a subset of the 305 vessels in the vessel identification pool. PacFIN data from 2019-2023 shows an annual average of 303 unique vessels using bottom longline or pot gears in limited entry or directed open access fisheries. Approximately 10 percent (up to 32 vessels) use both gear types and must mark both, bringing the total estimated respondents to 335.

For the purposes of this three-year collection period, NMFS anticipates that respondents will purchase necessary tags and lines once, followed by routine maintenance. Annualizing this over three years results in an average of 112 respondents per year.

Estimating the total number of vessel identification marks in the groundfish non-trawl fleet as 4,575 and 15 minutes per marking, the burden is estimated to be 1,144 hours. A subset of these vessels use bottom longline or pot gears (Figure 1) and are required to have vessel identification on every buoy. This is to increase the likelihood that if a buoy is seen on an entangled marine animal, where it is uncommon to see multiple buoys, there is an increased likelihood that the buoy on the marine animal is marked with the vessel identification that was the source of the entanglement. On average, an estimated 303 vessels⁴ fish groundfish each year using bottom longline or pot gears. Estimating the total number of additional vessel identification marks in bottom longline and pot gears is 3,030 and 15 minutes per marking, the burden is estimated to be 758 hours (Table 1, Row 2). NMFS has heard from Office of Law Enforcement officers that vessel identification, particularly written or painted on buoys, must be maintained, likely a few times a year to remain legible. It is very likely that initially marking vessel identification numbers on buoys will not take 15 minutes per buoy. Therefore, this burden hour estimate includes the time it may take during the year to maintain legible, and thus compliant with applicable regulations, vessel identifications on buoys.

Gear marking – The estimated potential total number of vessels which require gear markings are a sub-set of the 305 groundfish vessels required to have vessel identification information.

⁴ See Gear Marking for additional details on this estimate.

Utilizing PacFIN data, from 2019-2023 there was an annual average of 303 unique vessels that utilized bottom longline or pot gears in the limited entry or directed open access fisheries. These vessels, in addition to meeting vessel identification requirements described above, must mark all their vertical lines and buoys using gear-specific color schemes. Up to 32 of these vessels, or approximately 10 percent, used both bottom longline and pot gears, and would therefore be required to mark both gear types. Based on this information, NMFS estimates the total number of respondents for gear marking to be 335. NMFS estimates that during the three-year period of this collection, each respondent will only need to purchase tags and lines once, and then perform ongoing maintenance of those markings. To annualize gear marking costs, the number of respondents (335) is divided by the three-year period of this collection, resulting in an average of 112 respondents per year. Based on initial advice from vessel operators using the subject gears, NMFS estimates that it will take 5 hours for respondents to install and maintain gear specific tags and marks. Therefore, the annual burden hours are estimated to be 560 hours (Table 1, Row 4).

For all markings described above, each vessel will require a unique number of markings because of variation in the gear.

Labor costs in the non-trawl fishery, including vessels using bottom longline and pot gears, for vessel identification are estimated at \$25.14 per hour utilizing 2023 median labor estimates averaged for Washington, Oregon, and California, provided via United States Bureau of Labor Statistics *Occupational Outlook Handbook* (<https://www.bls.gov/bls/blswage.htm>) for the occupation title “painters, construction, and maintenance.” \$25.14 per hour multiplied by a subtotal of 1,902 burden hours equals \$47,816 fleet labor costs for each vessel’s identification markings (Table 1, Row 3).

Labor costs for gear markings are estimated at \$26.70 per hour utilizing 2023 median labor estimates averaged for Washington, Oregon, and California, provided via United States Bureau of Labor Statistics *Occupational Outlook Handbook* (<https://www.bls.gov/bls/blswage.htm>) for the occupation title “First-Line Supervisors of Farming, Fishing, and Forestry Workers”. \$26.70 per hour multiplied by the annual average of 560 burden hours equals approximately \$14,952 annual average labor costs for each vessel’s gear marking (Table 1, Row 4).

NMFS estimates the total annual wage burden hours for this collection to be 2,462 and total burden hour costs to be \$62,768 (Table 1, Row 5).

Table 1. Total Annual Wage Burden Costs for Vessel Identification (ID) and Gear Marking

Information Collection	Type of Respondent (e.g., Occupational Title)	Annual # of Respondents (a)	Average Annual # of Responses / Respondent (b)	Total # of Annual Responses (c) = (a) x (b)	Annual Burden Hrs / Response (d)	Total Annual Burden Hrs (e) = (c) x (d)	Hourly Wage Rate (for Type of Respondent) (f)	Total Annual Wage Burden Costs (g) = (e) x (f)
Vessel ID (all groundfish non-trawl respondents)	Painters, construction, maintenance	305	15	4,575	0.25	1,144	\$25.14	\$28,760
Vessel ID (bottom longline and pot gears)	Painters, construction, maintenance	303	10	3,030	0.25	758	\$25.14	\$19,056
Vessel ID Subtotal		608		7,605		1,902		\$47,816
Gear Marking (bottom longline and/or pot gears)	Fishing workers	112	1	112	5	560	\$26.70	\$14,952

Totals		720		7,717		2,462		\$62,768
--------	--	-----	--	-------	--	-------	--	----------

13. Provide an estimate for the total annual cost burden to respondents or record keepers resulting from the collection of information.

Costs of Vessel Identification for the Groundfish Non-Trawl Fleet

The materials needed are paint or permanent ink applicator, and possibly a stencil. For this fleet, at least one buoy for every set of gear must be marked with vessel identification. Each respondent (305 respondents) is expected to incur a flat rate cost burden to paint their buoys, calculated as an annual average cost of a can of multi-purpose spray paint, or approximately \$15. It is possible that average annual cost may be less than this, as a single can of paint may be used for multiple years for this purpose. The annual average cost for all vessels in the fleet to mark at least one buoy for every set of gear with vessel identification is \$4,575 (Table 2, Row 1).

Vessel Identification for Bottom Longline and Pot Gear Respondents

Vessels using bottom longline or pot gears to fish groundfish are required to mark every buoy they deploy with vessel identification if they do not already have vessel identification on them.⁵ Materials needed to comply with this requirement are either permanent markers or paint. The vessel identification must be legible and may be written in permanent marker or engraved on Gear Marking (gear-specific) tags (see below) or painted on buoys. NMFS estimates that adding vessel identification to additional buoys is not likely to appreciably increase costs for materials (Table 2, Row 2).

The annual cost burden for all vessel identification materials is \$4,575 (Table 2, Row 3).

Costs of Gear Marking for Bottom Longline and Pot Gear Respondents

As noted above for burden hour estimates, to annualize gear marking costs, the total number of respondents is divided by the three-year period of this collection, resulting in an average of 112 respondents per year. The materials needed are gear-specific tags for every buoy used to float groundfish bottom longline or pot gears. NMFS estimated in its Initial Regulatory Flexibility Analysis (IRFA, NMFS and PFMC 2024) that each respondent will spend an average of \$59.40 to attach customized (color and mark) tags on all their buoys, including spare tags if any are damaged or lost. The annual average cost for the fleet to mark all buoys with gear-specific tags is \$6,653 (Table 2, Row 4).

The materials needed are marked vertical lines in gear-specific colors on the portion of the line closest to the surface/buoys. NMFS estimated in its Initial Regulatory Flexibility Analysis (IRFA, NMFS and PFMC 2024) that each respondent could spend between \$500-1000 for manufactured lines. If respondents spend an average of \$750 to purchase 1 or 2 coils (with each coil usually 200 fathoms or 1,200 feet long each), the annual average cost for all respondents to use marked vertical lines would be \$84,000 (Table 2, Row 5). However, NMFS expects that some respondents will use temporary line markings during the 3-year transition period, which would have lower materials cost but a higher wage burden due to the time it takes to apply and maintain temporary marks. Temporary marking is not accounted for in wage burden estimates (Table 1) because it is highly uncertain how many respondents will choose to use temporary marks. Therefore, NMFS expects this cost estimate is a reasonable approximation of the average annual costs for the respondents, acknowledging that, for all markings described in this section,

⁵ This is not intended to require that any buoys be marked with vessel identification more than once.

each vessel will incur varying costs of marking due to variation in the gear and method of marking (e.g. manufactured line or temporary marking).

Therefore, the average annual cost burden for all bottom longline and pot gear vessels to respond to all gear marking requirements is estimated to be \$90,653 (Table 2, Row 6).

Table 2. Itemized and Total Annual Cost Burden Estimate of Materials for Vessel Identification (ID) and Gear Marking

Information Collection	# of Respondents (a)	Average Annual Cost Burden / Respondent (\$) (b)	Total Annual Cost Burden (\$) (c) = (a) x (b)
Vessel ID (all groundfish non-trawl respondents) - on one buoy per set	305	\$15	\$4,575
Vessel ID (bottom longline and/or pot gears) - on all other buoys	303	\$0	\$0
Subtotal for Vessel ID requirements		\$15.00	\$4,575
Gear Marking (bottom longline and/or pot gears) - gear-specific tags	112	\$59.40	\$6,653
Gear Marking (bottom longline and/or pot gears) - marked vertical line	112	\$750.00	\$84,000
Subtotal for Gear Marking requirements		\$809.40	\$90,653
TOTAL		\$824	\$95,228

The total cost for materials for this collection is estimated to average \$95,228 annually for this fleet. Over the three-year period of this collection, due to operational differences within the fleet and the likelihood that once manufactured marked vertical lines are purchased (average of \$750) they will last for more than 3 years, it is likely that the average annual cost in materials of \$824 per respondent is an overestimate.

14. Provide estimates of annualized cost to the Federal government. Also, provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses (such as equipment, overhead, printing, and support staff), and any other expense that would not have been incurred without this collection of information.

There would be no Federal cost associated with this collection because: 1) marking verification would be included as part of other enforcement actions and no information is received for the government to process, and 2) NMFS biologists already review entanglement documentation to look for clues about the potential source(s) of entanglement.

15. Explain the reasons for any program changes or adjustments reported in ROCIS.

Program Changes:

For calculating burden hours and costs, estimates are no longer calculated by sector, but are calculated for aggregate sectors or gears using average numbers of responses. Existing vessel identification requirements for this collection are being continued for the Groundfish Non-Trawl Fleet, and additional vessel identification and new gear marking requirements are being added, but to a narrower field of respondents. Therefore, burden is calculated for the two distinct groups of respondents (Groundfish Non-trawl Fleet and Vessels Using Bottom Longline and Pots), and for two different types of information collection (i.e. Vessel Identification and Gear Marking).

General Adjustments and Updates:

The number of respondents and wage rates were updated for this revision. There is an adjustment to the potential average number of vessels/respondents based on updated fishery information and new information collections. The number of respondents in the Groundfish Non-Trawl Fleet (305) is lower than previous estimates, and is based on more recent information collected under PRA Collection 0648-0782. This estimate is considered more accurate than prior estimates, despite the fact that it may be an overestimate because it counts some vessels that fish gears that are not required to report vessel identification per this collection. Pulling from PacFIN, the number of unique vessels harvesting groundfish with bottom longline and pot gears was updated in 2024 with data through 2023. There is also an update in hourly wage rates to adjust for inflation, updated in 2024 using data through 2023. The number of vessels had not been updated for this collection since 2021. Similarly, the hourly wage rates for “Painters, construction, maintenance” had not been updated for inflation since 2021.

Burden Hour Adjustments:

Burden hour estimates from previous Renewals/Revisions of this collection likely underestimated the annual burden hours, particularly for vessel identification on buoys. Previously, NMFS annualized burden hours by assuming that vessel identification only needed to be done every five years. We now understand from enforcement agents and industry representatives that more frequent maintenance is required for identification to remain legible and legally compliant on buoys. Therefore, burden hours are no longer divided by 5 to annualize them. This more frequent maintenance burden is also used to calculate burden hours for new requirements regarding additional vessel identification on buoys for bottom longline and pot gear respondents (Table 3).

Table 3. Explanation of Annual Burden Hours Adjustments for Vessel Identification (ID) and Gear Marking

Information Collection	Annual Respondents		Annual Total Responses		Annual Total Burden Hours		Reason for change or adjustment
	Current Revision	Previous Renewal / Revision	Current Revision	Previous Renewal / Revision	Current Revision	Previous Renewal / Revision	
West Coast Region Gear ID Requirements: Open Access & Ltd Entry Gear Marking Materials	0	942	0	3,390	0-	848	This IC was removed in order to provide more granularity and clarify new marking requirements.
Vessel ID (all groundfish non-trawl respondents)	305	0	4,575	0	1,144	0	This IC is part of the above IC that was broken up. See note below table regarding updated fishery information.
Vessel ID (bottom longline and pot gears)	303	-	3,030	-	758	-	New Requirement
Gear Marking (bottom longline and/or pot gears)	112	-	112	-	560	-	New Requirement
Total for Collection	720	942	7,717	3,390	2,461	848	
Difference	-222		4,327 (3,142 - Prgm Chg) (1,185 - Adjustment)		1,613 (1,318 - Prgm Chg) (295- Adjustment)		

- Differences between the above table and ROCIS are the result of rounding.

Updated fishery information indicates the number of vessels fishing bottom longline and pot gears is lower than previously estimated so the number of respondents is reduced. Annual responses per respondent have been averaged across sectors/gears, and new responses have been added. Additionally, it is now understood that the annual vessel identification burden hour estimates were too low, because vessel ID needs to be marked more than once every 5 years to remain legible.

Materials Costs Adjustments:

Prior Renewals/Revisions estimated the number of markings that would be required for each sector or gear type and estimated the cost per marking of \$0.25 to calculate cost for materials. With this revision to group respondents differently, based on their reporting requirements, it was more practicable to estimate the cost of materials per respondent, categorized by the type of reporting required (See Table 2). For example, the requirement for the Non-Trawl Fleet to paint one buoy was estimated with a flat rate annual cost of \$15 per respondent, for a can of spray paint, and they can use those materials to paint however many buoys they are required to. With this mechanism to account for costs of marking one buoy per set, the new requirement for all bottom longline and pot gear vessels (a sub-set of the Non-Trawl Fleet) to mark every buoy (assuming it is painted on) would come at no additional materials cost. By far, the largest equipment cost is for bottom longline and pot gear vessels to purchase manufactured lines to satisfy gear marking requirements. The cost per respondent will range from \$500-1,000, depending on how much gear they typically fish. We assumed an average of \$750 per respondent (Table 4). It also may be an overestimate for respondents who choose to employ temporary methods of line marking during this 3 year-collection.

Table 4. Explanation of Annual Costs Adjustments for Vessel Identification (ID) and Gear Marking

Information Collection	Annual Materials Costs (\$)		Reason for change or adjustment
	Current	Previous	
West Coast Region Gear ID Requirements: Open Access & Ltd Entry Gear Marking Materials	0	\$847	This IC was removed in order to provide more granularity and clarify new marking requirements.
Vessel ID (all groundfish non-trawl respondents)	\$4,575	0	Number of respondents decreased by 19%; Maintenance labor burden of vessel ID for the non-trawl fleet was underestimated.
Vessel ID (bottom longline and pot gears)	\$0	\$0	New requirements for gear marking
Gear Marking (bottom longline and/or pot gears)	\$90,653	\$0	New requirements for gear marking
Total for Collection	\$95,228	\$847	
Difference	\$94,381 (\$90,653 - Prgm Chg) (\$3,728 - Adjustment)		

16. For collections of information whose results will be published, outline plans for tabulation and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the collection of information, completion of report, publication dates, and other actions.

The information collected will be publicly available, however it will not be disseminated to the public, as it consists solely of identification and marking on fishing gear and is not submitted to NMFS.

17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons that display would be inappropriate.

There are no forms associated with the gear identification requirements, which results in the OMB control number and expiration date to not be displayed.

18. Explain each exception to the certification statement identified in "Certification for Paperwork Reduction Act Submissions."

On behalf of this Federal agency, I certify that the collection of information encompassed by this request complies with [5 CFR 1320.9](#) and the related provisions of [5 CFR 1320.8\(b\)\(3\)](#).