

ANNUAL COST AND BENEFIT OF THE PROPOSED RULE  
[2003 Dollars]

Item	Cost per initial call	Cost per update call	Total
Personnel .....	\$9462	\$17,871	\$27,333
Operating Expenses .....	28,386	53,613	81,999
Total .....	37,848	71,484	109,332

This cost estimate assumes: (1) The average merchant mariner's hourly rate is \$30, (2) the average initial call is 6 minutes, (3) the average update call is 2 minutes, (4) the average cost per cell phone call is \$1.50 per minute, and (5) 15 percent of all responses are initial reports to the IRVMC. Therefore, based on 177 respondents, the average cost is \$618 per CDC barge per year. The reporting requirements proposed are necessary to provide immediate, improved security for the public, vessels, and U.S. ports and waterways. The requirements do not alter normal barge transits. The minimal hardships that may be experienced by persons or vessels, as a result of this rule, are necessary to the national interest in protecting the public, vessels, and vessel crews from the devastating consequences of acts of terrorism, and from sabotage or other subversive acts, accidents, or other causes of a similar nature.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This rule will affect the following entities, some of which may be small entities: Towing vessel operators and fleeting area managers responsible for CDCs barges on inland waterways within the Eighth Coast Guard District. This RNA will not have a significant economic impact on a substantial number of small entities because this rule does not require any alteration of barge operations or transits. The operational communications required by this RNA do not require towing vessel operators or fleeting area

managers to obtain new equipment, and can be made toll free to the IRVMC.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

#### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact CDR Jerry Torok, Project Manager for the Eighth Coast Guard District Commander, Hale Boggs Federal Bldg., 501 Magazine Street, New Orleans LA 70130, telephone (504) 589–6271.

#### Collection of Information

This proposed rule would call for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.). As defined in 5 CFR 1320.3(c), “collection of information” comprises reporting, recordkeeping, monitoring, posting, labeling, and other, similar actions. The title and description of the information collection, a description of those who must collect the information, and an estimate of the total annual burden follow. The estimate covers the time for reviewing instructions, searching existing sources of data, gathering and maintaining the data needed, and completing and reviewing the collection.

This proposed rule revises an existing OMB-approved collection of information (1625–0105). The new collection of information estimate is based on data gathered as a result of the information collected under the temporary rule and is based on actual

reports received by the IRVMC, as well as actual observation and tracking, for April 2003 and May 2003.

*Title:* Regulated Navigation Areas; Reporting Requirements for Barges Loaded with Certain Dangerous Cargoes, Inland Rivers, Eighth Coast Guard District and the Illinois Waterway, Ninth Coast Guard District.

*OMB Control Number:* 1625–0105.

*Summary of the Collection of Information:* The Coast Guard requires position and intended movement reporting, and fleeting operations reporting, from barges carrying CDCs in the inland rivers within the Eighth and Ninth Coast Guard Districts. This rule will amend 33 CFR part 165 to require:

Towing vessel operators and fleeting area managers responsible for CDC barges must report the following information via toll free telephone, toll free fax, or email:

- Name of barge and towboat;
- Name of fleeting area and facility;
- Estimated time of arrival (ETA) at fleeting area and facility;
- Planned route, including estimated time of departure (ETD) from fleeting area and facility;
- Upon entry into the covered geographical area;
- 4 hours prior to originating a voyage with a CDC within the RNA
- Upon picking up an additional CDC barge from a fleeting area or facility
- Upon dropping off a CDC barge at a fleeting area or facility,
- Upon moving a CDC barge from one fleeting area to another fleeting area or facility;
- Once daily, all CDC barges within a fleeting area
- ETA at approximately 105 designated reporting points within the covered geographical area;
- At any time ETA to a reporting point varies by 6 hours from the previously reported ETA;
- any significant deviation from previously reported information;
- Upon departing the covered geographical area; and
- When directed by the Coast Guard.

A company representative or dispatcher may report to the IRVMC on behalf of a towing vessel operator or fleeting area manager.

*Need for Information:* To ensure port safety and security and to ensure the uninterrupted flow of commerce, the