

## Business Engagement Assessment

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| <b><i>Title of Proposal</i></b> | <b>Revisions to the Codes of Practice:</b> <ul style="list-style-type: none"> <li>for the Safety of Small Fishing Vessels - Standards which can be used to prepare for your MCA Inspection;</li> <li>for the Safety of 15-24m Fishing Vessels – Standards which can be used to prepare for your MCA Survey; and</li> <li>for the Safety of 24m and over Fishing Vessels – Standards which can be used to prepare for your MCA Survey</li> </ul> |
| Lead Regulator                  | <i>Maritime and Coastguard Agency</i>   |
| Contact for enquiries           | <i>David Fenner</i>   |

|   |                 |
|---|-----------------|
| Date of assessment  | <i>5/6/2015</i> |
| Net Cost to Business (EANCB):                                       | <i>£85,120</i>  |
| Which area of the UK will be affected by the change(s)?             | <i>All</i>      |
| Does this include implementation of Red Tape Challenge commitments? | <i>No</i>       |

|  |                   |
|--|-------------------|
| Stage of assessment  | <i>Discussion</i> |
| Commencement date  | <i>July 2015</i>  |
| Price and Present value base years                                 | <i>2015</i>       |
| Is this directly applicable EU or other international legislation? | <i>No</i>         |

### ***Brief outline of proposed change in regulatory action***

***To amend current guidance to recommend the fitting of Carbon Monoxide (CO) Detectors to fishing vessels of less than 15 metres in length (small fishing vessel) where there are fired heating or cooking appliances that could emit CO into spaces that can be enclosed.***

***The Code also recommends only purchasing appliances complying with relevant standards, getting them regularly serviced by qualified persons and only using proprietary components for repairs***

***The Code also clarifies that EPIRBs on all vessel sizes should, on renewal, conform to IMO Resolution A810 (19)/ETS 300 062 (second edition) and transmit the position obtained from a built-in GPS receiver to satellite.***

### ***Why is the change proposed? Evidence of the current problem?***

As a result of an Marine Accident Investigation Branch (MAIB) investigation into the death of two fishermen whilst sleeping on board the under 15m Fishing Vessel Eshcol<sup>1</sup> the Maritime and Coastguard Agency (MCA) was recommended to make it mandatory that all accommodation should have a CO detector fitted.

The MCA proposes to issue guidance recommending that CO detectors should be fitted where there is a fired cooking or heating appliance, that could emit CO, located in an enclosed space on a small fishing vessel which has restricted means of dispersal. This is because vessels may not only have gas fired appliances but also diesel or paraffin heaters, which may also emit CO.

This recommendation will not apply to all small fishing vessels. For instance, where a small fishing vessel does not have any such fired appliances or where these appliances are fitted in an open space that cannot be closed off, therefore allowing CO to disperse in the open air quickly. However, it will be recommended that any small fishing vessel fitted with a fired appliance in an open space such as a wheelhouse, which can be closed off, has a CO detector.

The guidance will also recommend that CO detector should have an in built Lithium battery to reduce the risk of the battery running out.

It is already a mandatory requirement for CO detector to be fitted on board vessels of 15m and over, having been included in previous Rules and Regulations which applied to these vessels but not those of less than 15m.

The cooker on the FV Eschol was also in a poor state of repair and it is possible that on a harsh environment such as a fishing vessel, the cookers and heaters should be kept in a good state of repair to counteract this environment.

For EPIRBs to quickly locate vessels in trouble, they should be able to transmit their position from a built in GPS receiver to a satellite. 406 MHz EPIRBs have an alert delay of about 45 minutes, which depends on the time that the satellites come over the horizon into view. The accuracy of your position is determined to within 3 miles. GPS-enabled EPIRBs alert the rescue services within 3 minutes to a position of about 50 metres.

The current Codes do not clarify that GPS enabled EPIRBs are the requirement and the revisions to the Codes now make this clear and state that non GPS enabled EPIRBs should be replaced at renewal.

### ***Which types of business will be affected? How many are affected?***

The MCA Ship Register shows all owners of small fishing vessels are all small or micro businesses.

On the advice of MCA Consultant Surveyors, who carry out statutory surveys on all commercial fishing vessels, it is estimated that 50% of under 15m vessels have fired appliances fitted in enclosed spaces, or where a space may be enclosed for which CO detector is now recommended. In addition, it is estimated that 10% of that 50% will need to fit a fired appliance in more than one enclosed space.

The MCA Ship Register has 5094 small fishing vessels registered in the UK. Based on this figure approximately 2547 small fishing vessels will be affected by the MGN and would be recommended to carry one CO alarms with 254 of these carrying at least two. As 2547 vessels will need one or more CO Alarms, the same number of vessels will need to ensure the appliances are serviced by a qualified person and proprietary components are used. It is not known how many vessels would replace appliances in any given year.

<sup>1</sup> [http://www.maib.gov.uk/publications/investigation\\_reports/2014/eshcol.cfm](http://www.maib.gov.uk/publications/investigation_reports/2014/eshcol.cfm)

### ***How will the change impact these businesses?***

Quotes obtained from general equipment suppliers show the cost of a CO detector ranges between:

|               |     |
|---------------|-----|
| High Cost     | £39 |
| Best Estimate | £32 |
| Low Cost      | £29 |

The small fishing industry is predominately single handed or share fishermen. When they are not fishing, they are not earning income. The fitting of CO detectors is not expected to impact on fishing time and therefore can be done in non-productive working time. In addition, as they can be fitted by fishermen themselves they do not require payment to a third party to fit. As a result, we do not propose to consider the cost to a fishermen of fitting the equipment as part of the net cost to Industry. **The best estimate cost to fit one CO alarm is £32.**

Based on the information provided by MCA Consultant Surveyors following recent surveys, it is assumed that the following proportion of vessels already have CO detectors fitted on board:

|                          |     |
|--------------------------|-----|
| High level of compliance | 10% |
| Best Estimate            | 5%  |
| Low level of compliance  | 1%  |

**Therefore the best estimate equates to 2178 small fishing vessels needing one CO detector and 241 needing two,** given that Consultant Surveyors estimate that 5% of vessels will currently have CO alarms.

**The total best estimate of costs, the likely costs of purchasing and fitting the alarm to all small fishing vessels which need one detector is £69,696 and to those needing at least two is £15,424, making a total of £85,120.**

CO detectors can also be obtained with a life of ten years and an inbuilt lithium battery. Therefore, no ongoing costs are expected within a ten year period. No training is considered necessary, the items being fitted are familiar to fishermen through their use on other non-fishing environments.

The current voluntary Codes already recommend EPIRBs. On reviewing costs on Chandlery websites, EPIRBs with in-built GPS receivers could be obtained for prices similar to those without such receivers. As the Codes only require non GPS EPIRBs to be replaced at renewal, there is therefore no additional cost to industry.

### ***Impact on small businesses***

*It is not expected that the proposed recommendation for small fishing vessels to fit CO detectors will have an impact on time. The devices would be fitted whilst the vessel is in port and therefore not impact on their fishing time. These devices are widely understood and in use by the general public and therefore they are easy to obtain and simple to fit. Again, this means that fishing time would not be affected and outside contractors would not be needed to fit them.*

*It is also not expected that the clarification on the EPIRB requirement will impact on the time of fishermen. EPIRBs would have been replaced at renewal and this new requirement only states that an EPIRB with a GPS receiver should be purchased to replace to old EPIRB.*