

## **Safety management code for domestic passenger ships**

### **Maritime and Coastguard Agency**

**RPC rating: validated**

#### **Description of the measure**

Domestic passenger ships are required, under The Merchant Shipping (Domestic Passenger Ships) (Safety Management Code) Regulations 2001, to develop and implement a safety management system for the safety of the crew and passengers. A revised regime was introduced in 2015, whereby the domestic safety management (DSM) code and certification regime was made less onerous for business and better aligned with international safety management practice. The revision reduced the requirement for the number of ship surveys carried out over a five-year period from ten to two. The revisions also introduced the need for an annual DSM self-assessment audit to be undertaken, ideally at the same time as a survey. However, the Maritime and Coastguard Agency (MCA) states that it expects that up to 50 per cent of the DSM audits will be undertaken separately.

#### **Impacts of the measure**

The MCA explains that approximately 400 passenger ship operators and 800 ships will be affected by the revised requirements. The assessment estimates that the requirement will reduce MCA surveyor travel costs by £144,360 over a ten-year period (2017 prices). The MCA also assumes that 50 per cent of required DSM audits may now be undertaken independently of surveys, creating a total ongoing cost to ship operators of £28,872 over 10 years (2017 prices).

The RPC verifies that this is a qualifying regulatory provision that will score under the Business Impact Target with an estimated equivalent annual net direct cost to business (EANDCB) that rounds to £0.0 million.

#### **Quality of submission**

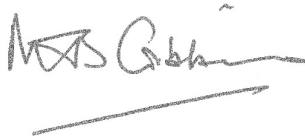
The MCA has provided sufficient evidence to support its estimate of the impact of the measure. The assessment could have benefited from evidence of support from business for the measure. It would also have benefitted from discussing whether the need for DSM audits to be carried out separately would impose any additional costs on business, although it would be unlikely for this to affect the EANDCB.

### **Regulator assessment**

Classification	Qualifying regulatory provision (IN)
Equivalent annual net direct cost to business (EANDCB)	£0.0 million
Business net present value	£0.0 million

### **RPC assessment<sup>1</sup>**

Classification	Qualifying regulatory provision (IN)
EANDCB – RPC validated	£0.0 million
Business impact target score	£0.0 million



**Michael Gibbons CBE**, Chairman

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<sup>1</sup> For reporting purposes, the RPC validates EANDCB and BIT score figures to the nearest £100,000.