

High Speed Offshore Service Craft Maritime and Coastguard Agency

RPC rating: **validated**

Description of proposal

Under current Maritime and Coastguard Agency industry codes, high speed cargo-carrying craft are not allowed to transport more than 12 passengers at a time.

The Regulator proposes to introduce the High Speed Offshore Service Craft Code (HS-OSC Code), which will allow high speed cargo-carrying craft to transport more than 12 wind farm technicians at a time, as these individuals are not typical passengers.

Impacts of proposal

The Regulator states that the proposal is likely to benefit business by negating the need for high speed cargo-carrying craft to make multiple trips to offshore wind farms when transporting technicians. The Regulator also states that it should reduce the need to use helicopters to transport quickly large numbers of technicians to offshore wind-farms. This is expected to increase operational efficiency and reduce costs for businesses in the UK wind farm sector. The Regulator has not been able to monetise these costs.

The Regulator also expects that there will be minor transitional costs for businesses that choose to adapt current high speed cargo-carrying craft to carry additional passengers. The Regulator has not been able to monetise these costs.

Quality of submission

The Regulator has not been able to monetise the impacts of the proposal. However, it explains that it is not proportionate to do so as the proposal is small and permissive and it is very difficult to obtain accurate information on the cost savings to business.

The Regulator also states that the proposal originated with industry and has strong support from industry groups such as British Marine and the National Workboat Association (NWA).

The Regulator expects that many of the businesses that benefit from this proposal are small and micro. For instance, 37% of the membership of the NWA (who are active in the wind farm sector) are small businesses and 29% are micro businesses.

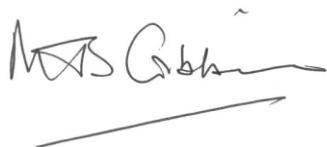
In future, the Regulator should 'bundle' multiple small qualifying regulatory proposals, such as this proposal, together and send them as a single submission to the RPC.

Departmental assessment

Classification	Qualifying regulatory provision (OUT)
Equivalent annual net cost to business (EANCB)	Zero (not quantified)
Business net present value	Zero (not quantified)

RPC assessment

Classification	Qualifying regulatory provision (OUT)
EANCB – RPC validated ¹	Zero (not quantified)
Business Impact Target (BIT) Score ¹	Zero (not quantified)



Michael Gibbons CBE, Chairman

¹ For reporting purposes, the RPC validates EANCB and BIT score figures to the nearest £100,000.