**Section 5: Response form**

|  |
| --- |
| What is your name? |
| What is your email address? |
| What is your job title? |

|  |
| --- |
| **When responding please state whether you are responding as an individual or representing the views of an organisation:** |
| ☐ | I am responding as an individual |
| ☐ | I am responding on behalf of an organisation |
|  | (name of organisation) |

**Please check the box that best describes you as a respondent and the size of your organisation:**

|  |  |
| --- | --- |
| Respondent Type | Size of Organisation |
| ☐ | Classification Society | ☐ | Large business (over 250 staff) |
| ☐ | Government Agency/Department | ☐ | Medium business (50 to 250 staff) |
| ☐ | Individual | ☐ | Small business (10 to 49 staff) |
| ☐ | Legal representative | ☐ | Micro business (up to 9 staff) |
| ☐ | Protection & Indemnity |  |  |
| ☐ | Seafarer |  |  |
| ☐ | Ship Operator |  |  |
| ☐ | Ship Owner |  |  |
| ☐ | Trade Union |  |  |
| ☐ | Other |  |  |
|  | (please describe)  |  |  |

**Section 5.1 Consultation Questions**

5.1.1 - It is an assumption of the analysis that all UK flagged bulk carriers would already be compliant with the updated international requirements. Therefore, it is expected that the impacts of the proposed changes will be negligible. Do you have any evidence in support of, or to challenge, this rationale? If so, please provide evidence of likely costs implications for your business.

* + 1. - Do you know of any costs that a vessel that is compliant with the current UK regulations would need to incur to be compliant with the proposed changes? If so, please provide any evidence.
		2. - What are the key areas, if any, where costs and benefits may arise for your business due to the proposed changes?
		3. - Do you know if any businesses will be disproportionately affected by the proposed changes?
		4. - Do you know of any likely unintended consequences resulting from the proposed changes?
		5. - What impact do you think the proposed changes will have upon safety standards? Please provide any evidence to support this.

5.1.7 - If you are an operator of a bulk carrier of double-side skin construction, what impact do you think the requirements to adhere to the same standards as single-side skin constructed bulk carriers, as outlined in this consultation document, have on you?

**Section 5.2**

Do you have any additional comments to add to the response?

**Please return completed response forms to** **MEQA@mcga.gov.uk**

Alternatively, responses may be posted to:

Ship Safety Policy Lead

Maritime and Coastguard Agency Spring Place

105 Commercial Road Southampton

SO15 1EG