

**ATTACHMENT 2**

**Impacts from the proposed introduction of the National Standard for Commercial Vessels - Part C7A (Safety equipment)  
Estimated Annual Regulatory Costs & Savings**

AMSA is required under the Australian Government Regulatory Burden Measurement framework to give consideration to the compliance costs imposed on businesses, community organisations and individuals as a result of proposed regulatory changes.

The Regulatory Burden Measurement framework considers the regulatory costs and savings resulting from regulations on businesses, community organisations and individuals. Costs are measured over a 10-year time frame against business as usual costs. Costs include administrative, operational, time and delay costs. Some costs are excluded, such as fees paid to government and the costs of international treaty obligations. Further details about the framework and costing methodology are provided at: <https://oia.pmc.gov.au/resources/guidance-assessing-impacts/regulatory-burden-measurement-framework>

This regulatory costing has been prepared consistent with the requirements of the framework. It shows each compliance cost covered by the framework and explains the cost calculations, including the assumptions and data sources used. Stakeholder comments are invited on the regulatory costing.

The regulatory costing includes the following information:

**Table A** - provides a summary table showing the outcomes of this regulatory costing for each stakeholder group.

**Table B** - details the estimated additional regulatory costs or savings incurred by businesses as a result of the proposed changes to regulations.

**Table A: Summary of Estimated Total Annual Net Regulatory Costs from this proposal**

<b>Stakeholder Group</b>	<b>Total Annual Net Costs</b>
<b>Businesses</b>	-\$ 254,228
<b>Community Organisations</b>	\$ -
<b>Individuals</b>	\$ -
<b>TOTAL</b>	<b>-\$ 254,228</b>

**Table B: Estimated Annual Regulatory Costs & Savings to Businesses**

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
1	<p><b>Infant lifejackets required for offshore passenger operations - new vessels</b></p> <p>New passenger carrying domestic commercial vessels operating in offshore waters (class 1B and 2B) will be required to carry infant lifejackets. This change aligns with the approach of the International Convention for the Safety of Life at Sea (SOLAS) standards.</p>	Purchasing	1	\$ 156.43	\$ 78	<p>Additional costs are based on an estimated average of 1 affected new 1B vessel per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). It is assumed that 2B vessels are not affected, as they will be required to carry the infant lifejacket only when an infant is actually onboard, which is assumed to align with current practices. The compliance cost to vessel operators includes the cost of purchasing an infant life jacket (\$67 each based on average industry pricing) and time costs for online purchase and administration (15 minutes at the standard Office of Impact Assessment (OIA) employed wage rate of \$79.63 per hour, including on-costs and overheads). It is assumed that 1.25 infant lifejackets will be required per vessel on average and that there are no servicing costs for the infant lifejackets as non-inflatable lifejackets would be purchased, which do not require servicing (based on industry data).. It is estimated that 15% of relevant vessels will already carry infant lifejackets and will not be affected (based on AMSA data). Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
2	<p><b>Infant lifejackets required for offshore passenger operations - existing vessels</b></p> <p>Existing passenger carrying domestic commercial vessels operating in offshore waters (class 1B and 2B) will be required to carry infant lifejackets. This change aligns with the approach of SOLAS standards.</p>	Purchasing	73	\$ 15.64	\$ 1,138	<p>Additional costs are based on an estimated average of 131 affected existing 1B vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). It is assumed that 2B vessels are not affected, as they will be required to carry the infant lifejacket only when an infant is actually onboard which is assumed to align with current practices. The compliance cost to vessel operators includes the cost of purchasing an infant life jacket (\$67 each based on average industry pricing) and time costs for online purchase and administration (15 minutes at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is assumed that 1.25 infant lifejackets will be required per vessel on average and that there are no servicing costs for the infant lifejackets as non-inflatable lifejackets would be purchased, which do not require servicing (based on industry data).. It is estimated that 15% of relevant vessels will already carry infant lifejackets and will not be affected (based on AMSA data). Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
3	<p><b>Back-up lifejackets required where inflatables are carried - new vessels with less than 20 person complement</b></p> <p>New domestic commercial vessels with less than 20 person complement must carry one additional lifejacket as a back-up if all lifejackets carried are an inflatable type of lifejacket.</p>	Purchasing	7	\$ 476.83	\$ 3,179	<p>Additional costs are based on an estimated average of 12 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a back-up life jacket (\$70 each based on average industry pricing), annual servicing of the lifejacket for 50% of affected vessels that purchase an inflatable lifejacket (\$35 per lifejacket based on average industry pricing) and time costs for online purchase and administration (15 mins at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 20% of relevant vessels will have inflatable lifejackets and that 70% of these would already carry a back-up (based on AMSA data), so they would not be affected by the change. It is also assumed that the additional time costs for servicing 1-2 back-up lifejackets is negligible. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
4	<p><b>Back-up lifejackets required where inflatables are carried - existing vessels with less than 20 person complement</b></p> <p>Existing domestic commercial vessels with less than 20 person complement must carry one additional lifejacket as a back-up if all lifejackets carried are an inflatable type of lifejacket.</p>	Purchasing	339	\$ 47.68	\$ 16,159	<p>Additional costs are based on an estimated average of 610 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a back-up life jacket (\$70 each based on average industry pricing), annual servicing of the lifejacket for 50% of affected vessels that purchase an inflatable lifejacket (\$35 per lifejacket based on average industry pricing) and time costs for online purchase and administration (15 mins at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 20% of relevant vessels will have inflatable lifejackets and that 70% of these would already carry a back-up (based on AMSA data), so they would not be affected by the change. It is also assumed that the additional time costs for servicing 1-2 back-up lifejackets is negligible. Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

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5	<p><b>Back-up lifejackets required where inflatables are carried - new vessels with 20 or more person complement</b></p> <p>New domestic commercial vessels with 20 or more person complement must carry one additional lifejacket as a back-up if all lifejackets carried are an inflatable type of lifejacket.</p>	Purchasing	1	\$ 917.83	\$ 1,020	<p>Additional costs are based on an estimated average of 2 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a back-up life jacket (\$70 each based on average industry pricing), annual servicing of the lifejacket for 50% of affected vessels that purchase an inflatable lifejacket (\$35 per lifejacket based on average industry pricing) and time costs for online purchase and administration (15 mins at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 20% of relevant vessels will have inflatable lifejackets and that 70% of these would already carry a back-up (based on AMSA data), so they would not be affected by the change. It is also assumed that the additional time costs for servicing 1-2 back-up lifejackets is negligible. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
6	<b>Back-up lifejackets required where inflatables are carried - existing vessels with 20 or more person complement</b>	Purchasing	53	\$ 91.78	\$ 4,844	Additional costs are based on an estimated average of 95 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a back-up life jacket (\$70 each based on average industry pricing), annual servicing of the lifejacket for 50% of affected vessels that purchase an inflatable lifejacket (\$35 per lifejacket based on average industry pricing) and time costs for online purchase and administration (15 mins at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 20% of relevant vessels will have inflatable lifejackets and that 70% of these would already carry a back-up (based on AMSA data), so they would not be affected by the change. It is also assumed that the additional time costs for servicing 1-2 back-up lifejackets is negligible. Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.
	Existing domestic commercial vessels with 20 or more person complement must carry one additional lifejacket as a back-up if all lifejackets carried are an inflatable type of lifejacket.					



No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
7	<p><b>Re-arming kits required where inflatable lifejackets are carried - new Class 1 vessels</b></p> <p>New domestic commercial vessels that operate offshore (class 1B or 1C) and carry inflatable lifejackets will be required to carry a re-arming kit for each inflatable lifejacket.</p>	Purchasing	1	\$ 2,700.00	\$ 1,500	<p>Additional costs are based on an estimated average of 1 affected new vessel per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a re-arming kit (\$30 each based on average industry pricing) and time costs for online purchase and administration (2 hours at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 15% of relevant vessels carry inflatable lifejackets and that 75% of these already have re-arming kits (based on AMSA data), so they would not be affected by the change. It is also assumed that there are 50 people on average on each affected vessel and each re-arming kit has a useful lifespan of at least 10 years. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
8	<p><b>Re-arming kits required where inflatable lifejackets are carried - existing Class 1 vessels</b></p> <p>Existing domestic commercial vessels that operate offshore (class 1B or 1C) and carry inflatable lifejackets will be required to carry a re-arming kit for each inflatable lifejacket.</p>	Purchasing	10	\$ 270.00	\$ 2,700	<p>Additional costs are based on an estimated average of 18 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a re-arming kit (\$30 each based on average industry pricing) and time costs for online purchase and administration (2 hours at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 15% of relevant vessels carry inflatable lifejackets and that 75% of these already have re-arming kits (based on AMSA data), so they would not be affected by the change. It is also assumed that there are 50 people on average on each affected vessel and each re-arming kit has a useful lifespan of at least 10 years. Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
9	<p><b>Re-arming kits required where inflatable lifejackets are carried - new Class 2/3 vessels</b></p> <p>New domestic commercial vessels that operate offshore (class 2/3B or 2/3C) and carry inflatable lifejackets will be required to carry a re-arming kit for each inflatable lifejacket.</p>	Purchasing	3	\$ 162.00	\$ 540	<p>Additional costs are based on an estimated average of 6 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a re-arming kit (\$30 each based on average industry pricing) and time costs for online purchase and administration (2 hours at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 15% of relevant vessels carry inflatable lifejackets and that 75% of these already have re-arming kits (based on AMSA data), so they would not be affected by the change. It is also assumed that there are 3 people on average on each affected vessel and each re-arming kit has a useful lifespan of at least 10 years. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
10	<p><b>Re-arming kits required where inflatable lifejackets are carried - existing Class 2/3 vessels</b></p> <p>Existing domestic commercial vessels that operate offshore (class 2/3B or 2/3C) and carry inflatable lifejackets will be required to carry a re-arming kit for each inflatable lifejacket.</p>	Procedural	139	\$ 16.20	\$ 2,250	<p>Additional costs are based on an estimated average of 250 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of purchasing a re-arming kit (\$30 each based on average industry pricing) and time costs for online purchase and administration (2 hours at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 15% of relevant vessels carry inflatable lifejackets and that 75% of these already have re-arming kits (based on AMSA data), so they would not be affected by the change. It is also assumed that there are 3 people on average on each affected vessel and each re-arming kit has a useful lifespan of at least 10 years. Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
11	<p><b>Flexible storage of liferafts - Hydrostatic release (HSU) / Weak link requirements</b></p> <p>More flexibility will be provided for the stowage of liferafts on new vessels to align with the current requirements of SOLAS. The use of HSU or weak link equipment will no longer be mandated.</p>	Purchasing	6	-\$ 1,710.00	-\$ 10,450	<p>Net savings are based on an estimated average of 11 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The reduced compliance cost to vessel operators includes the avoided cost of purchasing HSU/weak link equipment (\$200 based on average industry pricing) and servicing/replacing this equipment (\$150 every 2 years based on average industry pricing). It is assumed that only new Class B and C vessels will be affected, except those which take up the flotation or lifejacket wear options. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
12	<p><b>Flexible storage of liferafts - enquiries to AMSA</b></p> <p>More flexibility will be provided for the stowage of liferafts on new vessels to align with the current requirements of SOLAS. This is also expected to result in fewer queries to AMSA from operators seeking clarification of liferaft stowage requirements.</p>	Procedural	11	-\$ 134.12	-\$ 1,490	<p>Net savings are based on an estimated average of 11 enquiries (by 11 different businesses) to AMSA per year over a 10-year period (based on AMSA data). The reduced compliance cost to vessel operators is the avoided time cost of contacting AMSA to clarify requirements (estimated at 1.5 hours based on AMSA data). It is estimated that 80% of affected operators are small owner-operators where the vessel Master will enquire to AMSA. An estimated \$91.86 per hour wage rate is used for vessel Masters (based on publicly available national wage rates for masters of applicable vessels), including on-costs and overheads at standard OIA rates. For the estimated 20% of large affected operators (who will have other staff to make enquiries to AMSA), the standard OIA employed wage rate of \$79.63 per hour is used, including on-costs and overheads. Compliance costs are assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
13	<p><b>Lifejacket instructions to be displayed at the muster point</b></p> <p>A new requirement will be introduced for domestic commercial vessels to display lifejacket instructions at the vessel's muster point, not at the lifejacket stowage point if the vessel is of the size or layout where the lifejacket stowage area and muster point are not visible from each other. This aligns with the current requirement of SOLAS. It will require some vessels to move already required instruction signage to a different location on the vessel.</p>	Purchasing	1539	\$ 8.05	\$ 12,386	<p>Additional costs are based on an estimated average of 2770 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators is the time cost of moving existing signage on the vessel (30 minutes at the vessel Master wage rate of \$91.86 per hour, including on-costs and overheads). It is assumed that all existing domestic commercial vessels will be affected, except small open vessels and an estimated 30% of vessels that will already have the signage at the muster point (based on AMSA data). Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
14	<p><b>Lifejacket wear in place of liferafts - new vessels</b></p> <p>New non-passenger and fishing vessels &lt;7.5 metres in length with restricted offshore operations will not be required to carry a liferaft if certain other conditions are met, including that all persons onboard wear lifejackets at all times. This option is only available where it is safe for persons to be immersed in the water while awaiting rescue (e.g. where average water temperatures are above 15 degrees and where there are no crocodiles and/or box jelly fish).</p>	Purchasing	2	-\$ 19,800.00	-\$ 41,250	<p>Net savings are based on an estimated average of 4 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The reduced compliance cost to vessel operators includes the avoided cost of purchasing a liferaft (\$3000 for a four-person type, based on average industry pricing) and servicing the liferaft (\$800 every year, based on average industry pricing). It is estimated that 15% of new relevant vessels will take up this option (excluding those vessels operating in hazardous waters where a liferaft is required), while 70% would choose level flotation option and 15% would choose liferaft option (based on AMSA data). Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>



No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
15	<p><b>Lifejacket wear in place of liferafts - existing vessels</b></p> <p>Existing non-passenger and fishing vessels &lt;7.5 metres in length with restricted offshore operations will not be required to carry a liferaft if certain other conditions are met, including that all persons onboard wear lifejackets at all times. This option is only available where it is safe for persons to be immersed in the water while awaiting rescue (e.g. where average water temperatures are above 15 degrees and where there are no crocodiles and/or box jelly fish).</p>	Purchasing	20	-\$ 1,980.00	-\$ 39,617	<p>Net savings are based on an estimated average of 36 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The reduced compliance cost to vessel operators includes the avoided cost of purchasing a liferaft (\$3000 for a four-person type, based on average industry pricing) and servicing the liferaft (\$800 every year, based on average industry pricing). It is estimated that 30% of existing relevant vessels carry a liferaft and that 5% of these will take up this option when the liferaft needs to be replaced (excluding those vessels operating in hazardous waters where a liferaft is required) (based on AMSA data). Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

<b>No.</b>	<b>Proposed new or changed requirement</b>	<b>Cost category</b>	<b>Number of affected businesses per year</b>	<b>Average annual cost or saving per business</b>	<b>Total annual net cost</b>	<b>Comments</b>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
16	<b>Clarification of lifebuoy carriage requirements - new vessels</b>	Purchasing	6	-\$ 252.00	-\$ 1,467	
	Current lifebuoy carriage requirements for new non-passenger and fishing vessels in sheltered waters can be met by any lifebuoys already carried to meet other existing requirements. Additional lifebuoys no longer need to be carried for person overboard situations. This clarification will allow some operators to avoid obtaining and carrying unnecessary additional equipment.					Net savings are based on an estimated average of 10 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The reduced compliance cost to vessel operators is the avoided cost of purchasing additional lifebuoys and lights (\$80 for lifebuoy and \$60 for a light, based on average industry pricing). It is estimated that 32% of relevant vessels each carry one lifebuoy too many (based on AMSA data). It is also assumed that life buoys are only replaced every 10 years. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
17	<p><b>Clarification of lifebuoy carriage requirements - existing vessels</b></p> <p>Current lifebuoy carriage requirements for existing non-passenger and fishing vessels in sheltered waters can be met by any lifebuoys already carried to meet other existing requirements. Additional lifebuoys no longer need to be carried for person overboard situations. This clarification will allow some operators to avoid obtaining and carrying unnecessary additional equipment.</p>	Purchasing	100	-\$ 25.20	-\$ 2,513	<p>Net savings are based on an estimated average of 180 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The reduced compliance cost to vessel operators is the avoided cost of purchasing additional lifebuoys and lights (\$80 for lifebuoy and \$60 for a light, based on average industry pricing). It is estimated that 32% of relevant vessels each carry one lifebuoy too many (based on AMSA data). It is also assumed that lifebuoys are only replaced every 10 years. Compliance costs are shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
18	<p><b>Inflatable lifejacket servicing - new vessels</b></p> <p>Inflatable coastal lifejackets will be permitted to be serviced on new vessels, rather than taken to on-shore servicing stations, provided the person conducting the servicing is trained, competent and certified by the manufacturer of the lifejackets being serviced.</p>	Purchasing	10	-\$ 7,718.90	-\$ 74,294	<p>Net savings are based on an estimated average of 17 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The reduced compliance cost to vessel operators includes the reduced time cost of servicing inflatable lifejackets. It is estimated that servicing lifejackets on the vessel will save 2 hours of vessel Master time for 80% affected vessels used by small owner-operators (at the vessel Master rate of \$91.86 per hour based on publicly available national wage rates for masters of applicable vessels) or 2 hours of an employee time for 20% affected vessels used by larger operators (at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). The reduced compliance cost also includes avoided courier fees that would be required for servicing lifejackets on an estimated 50% of affected vessels operating in regional and remote areas (estimated \$500 saving based on average industry pricing). It is estimated that 30% of relevant vessels have inflatable lifejackets and that 25% of those will have lifejackets serviced on the vessel (based on AMSA data). It is also assumed that annual servicing of inflatable lifejackets is required (as per manufacturer's specifications) and that all other costs of servicing lifejackets are the same for on-vessel and other forms of lifejacket servicing. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
19	<p><b>Inflatable lifejacket servicing - existing vessels</b></p> <p>Inflatable coastal lifejackets will be permitted to be serviced on existing vessels, rather than taken to on-shore servicing stations, provided the person conducting the servicing is trained, competent and certified by the manufacturer of the lifejackets being serviced.</p>	Purchasing	489	-\$ 771.89	-\$ 377,744	<p>Net savings are based on an estimated average of 881 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The reduced compliance cost to vessel operators includes the reduced time cost of servicing inflatable lifejackets. It is estimated that servicing lifejackets on the vessel will save 2 hours of vessel Master time for 80% of affected vessels used by small owner-operators (at the vessel Master rate of \$91.86 per hour based on publicly available national wage rates for masters of applicable vessels) or 2 hours of an employee time for 20% of affected vessels used by larger operators (at the standard OIA wage rate of \$79.63 per hour, including on-costs and overheads). The reduced compliance cost also includes avoided courier fees that would be required for servicing lifejackets on an estimated 50% of affected vessels operating in regional and remote areas (estimated \$500 saving based on average industry pricing). It is estimated that 30% of relevant vessels have inflatable lifejackets and that 25% of those will have lifejackets serviced on the vessel (based on AMSA data). It is also assumed that annual servicing of inflatable lifejackets is required (as per manufacturer's specifications) and that all other costs of servicing lifejackets are the same for on-vessel and other forms of lifejacket servicing. Compliance costs shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
20	<p><b>Medical kit carriage requirements - new vessels</b></p> <p>Operators of new vessels in offshore operations (class B vessels) will be required to seek advice from medical professionals or pharmacists regarding medical supplies to be carried on the vessel.</p>	Purchasing	9	\$ 548.33	\$ 4,862	<p>Additional costs are based on an estimated average of 16 affected new vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of medical advice fees (\$225 based on average industry pricing) and time costs for seeking medical advice (1 hour at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 16% of relevant vessels would already seek medical advice and would not be affected by the change (based on AMSA data). The cost of medical items is excluded as these are already required. Compliance costs are shown as a one-off cost and assumed to apply only once per vessel over a 10-year period.</p>

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21	<p><b>Medical kit carriage requirements - existing vessels</b></p> <p>Operators of existing vessels in offshore operations (class B vessels) will be required to seek advice from medical professionals or pharmacists regarding medical supplies to be carried on the vessel.</p>	Purchasing	874	\$ 54.83	\$ 47,902	<p>Additional costs are based on an estimated average of 1572 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators includes the cost of medical advice fees (\$225 based on average industry pricing) and time costs for seeking medical advice (1 hour at the standard OIA employed wage rate of \$79.63 per hour, including on-costs and overheads). It is estimated that 16% of relevant vessels would already seek medical advice and would not be affected by the change (based on AMSA data). The cost of medical items is excluded as these are already required. Compliance costs shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>



No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
22	<p><b>New compliance date for lifejacket type requirements - Class 1 vessels</b></p> <p>A new compliance date will be set for existing Class 1 vessels to meet current requirements for the type of lifejacket they are required to carry on the vessel.</p>	Purchasing	254	\$ 630.00	\$ 160,230	<p>Additional costs are based on an estimated average of 458 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators is the cost of replacement compliant lifejackets (\$100 based on average industry pricing). It is estimated that 30% of relevant existing vessels would not already comply and will need to replace lifejackets on their vessels (based on AMSA data). It is also assumed that there are 50 people on average on each affected vessel and lifejackets have a useful life of at least 10 years. Compliance costs shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
23	<p><b>New compliance date for lifejacket type requirements - Class 2/3 vessels</b></p> <p>A new compliance date will be set for existing Class 2/3 vessels to meet current requirements for the type of lifejacket they are required to carry on the vessel.</p>	Purchasing	947	\$ 37.80	\$ 35,809	<p>Additional costs are based on an estimated average of 458 affected existing vessels per year over a 10-year period, with an estimated average of 1.8 vessels per business (based on AMSA data). The compliance cost to vessel operators is the cost of replacement compliant lifejackets (\$100 based on average industry pricing). It is estimated that 30% of relevant existing vessels would not already comply and will need to replace lifejackets on their vessels (based on AMSA data). It is also assumed that there are 3 people on average on each affected vessel and lifejackets have a useful life of at least 10 years. Compliance costs shown as an annualised cost over a 10-year period and assumed to apply only once per vessel over a 10-year period.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
24	<p><b>Additional standards accepted for lifejackets and liferafts</b></p> <p>Additional standards will be accepted for lifejackets on vessels engaged in offshore operations. Lifejackets meeting specified International Standard Organisation (ISO) and Australian Standard (AS) standards will be accepted in addition to the current requirement for lifejackets to meet specified SOLAS standards. Additional standards will also be accepted for small liferafts on vessels &lt;12 metres in length with restricted offshore operations. These additional standards include an alternate ISO standard and aviation industry standards.</p>	Other	0	\$ -	\$ -	<p>There are no additional costs from this item because these changes provide additional options for compliance with current requirements, with all compliance options expected to involve similar costs. This does not change existing requirements and is not expected to have any regulatory impacts or affect compliance costs for industry.</p>

No.	Proposed new or changed requirement	Cost category	Number of affected businesses per year	Average annual cost or saving per business	Total annual net cost	Comments
25	<p><b>Minor editorial changes</b></p> <p>Minor editorial amendments will be made to the standard to update terminology, clarify existing text and redraft some elements in a modern drafting style. Consequential editorial amendments may also be required to related instruments as a result of the changes to this standard.</p>	Other	0	\$ -	\$ -	<p>There are no additional costs from this item because these are minor editorial changes to clarify existing requirements. They do not change existing requirements and are not expected to have any regulatory impacts or affect compliance costs for industry.</p>

**Total Annual Net Cost - \$ 254,228**