

ATTACHMENT 2

Impacts from proposed changes to National Standard for Commercial Vessels - Part C1 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://obpr.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

Stakeholder Group	Total Annual Net Costs (\$000)
Businesses	\$ 482.25
Community Organisations	\$ -
Individuals	\$ -
TOTAL	\$ 482.25

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	3.5 Field of vision from the operating station	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Amendment to clarify existing field of vision requirements for the operating station (wheelhouse) of the vessel.					
2	3.6 Glazing materials and tinting of windows used for navigation	Procedural	2	-\$ 118.13	-\$ 236	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 compliance cost savings to businesses (vessel operators) is based on reduced administrative time costs, estimated to be 1 hour at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance cost savings are assumed to apply only once per vessel over a 10-year period.
	Amendment to correct a technical error in the level of light transmitting tinted glass required within the vessel wheelhouse. The current level of glass tinting is not available and businesses are already installing the glass tinting level to be required with this change. As a result, some operators will no longer need to contact AMSA to seek advice on the incorrect requirement.					
3	4.2 Provisions for masts and signals	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Amendment to remove this section from the NSCV Part C1 and relocate existing requirements to the NSCV Part C7C.					

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	4.4 Headroom for vessels Amendment to apply updated requirements under the MLC 2006. Vessels between 24m and 35m in measured length will be required to have minimum headroom of 1.98m. Vessels of 35m+ in measured length will be required to have minimum headroom of 2.03m.	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes relate to international treaty obligations under the Maritime Labour Convention (MLC) 2006. Treaty obligation costs are excluded from costing under the government's Regulatory Burden Measurement framework.
5	4.6 (b) Ventilation >24m Amendment to improve mechanical and natural ventilation requirements for vessels. Vessels over 24m in length will need to meet new mechanical ventilation requirements.	Purchasing	16	\$ 1,878.75	\$ 29,225	Additional costs are based on an estimated average of 28 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 additional cost of an accredited marine surveyor (estimated to be 1 hour at \$200 per hour charge-out rate, based on industry pricing), materials required (estimated at \$800 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are 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
6	4.6 (c) Ventilation <24m Amendment to improve mechanical and natural ventilation requirements for vessels. Vessels less than 24m in length will need to meet new natural ventilation requirements.	Purchasing	193	\$ 618.75	\$ 119,109	Additional costs are based on an estimated average of 347 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 additional cost of an accredited marine surveyor (estimated to be 1 hour at \$200 per hour charge-out rate, based on industry pricing), materials required (estimated at \$100 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.
7	4.9 Managing vessel noise Amendment to clarify existing vessel noise management requirements by highlighting existing external requirements under WHS legislation and Code of Practice. The WHS legislation and Code already apply and all vessels are expected to already comply with those requirements.	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for 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
8	4.11 Crew sleeping arrangements	Purchasing	8	\$ 12,543.75	\$ 97,563	Additional costs are based on an estimated average of 14 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 additional cost of shipyard time (estimated to be 13 hours at \$150 per hour, based on industry pricing), materials required (estimated at \$4,975 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.
	Amendment to improve existing requirements for cabin noise levels to assist in rest and fatigue prevention for crew. Vessels will need to have improved noise reduction installed for crew cabins on the vessel.					
9	4.12 Crew sleeping berths	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes relate to international treaty obligations under the Maritime Labour Convention (MLC) 2006. Treaty obligation costs are excluded from costing under the government's Regulatory Burden Measurement framework.
	Amendment to apply updated requirements under the MLC 2006. Requirements will change from a vessel length prescription to a more performance-based voyage time requirement. This will impact on the required crew berth dimensions, resulting in the ability to use standard (rather than custom) berth sizes in some cases.					

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	4.13 Clear deck area	Purchasing	3	-\$ 978.75	-\$ 3,116	Net savings 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 savings to businesses (vessel operators) includes the reduced cost of materials required (estimated at \$500 per vessel on average, based on industry pricing) and reduced administrative time costs (estimated to be 0.5 hours per vessel on average at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance cost savings are assumed to apply only once per vessel over a 10-year period.
	Amendment to reduce existing requirements for minimum clear deck areas on vessels. This is space that is unencumbered and available for use by passengers and crew, including in emergencies. There will be a small decrease in the minimum clear deck area required on the vessel from 0.922m x 0.922m to 0.9m x 0.9m.					
11	4.14 Passenger seating	Purchasing	82	\$ 1,158.75	\$ 95,365	Additional costs are based on an estimated average of 148 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 additional cost of materials required (estimated at \$600 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.
	Amendment to update strength requirements for passenger seating on vessels. Seating on sheltered water vessels will be required to be designed to take a minimum 200kg in weight. No specific weight requirement is nominated under current seating requirements.					
12	4.15 Passenger sleeping accommodation	Purchasing	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for 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
	Amendment to clarify existing passenger sleeping accommodation requirements for vessels. All vessels are expected to already comply with the changed requirement.					will not affect compliance costs for businesses.
13	4.16 Disability access for passengers Amendment to clarify that existing public transport operators have an obligation under the Disability Discrimination Act 1992 (Cth) public transport standard to provide an accessible environment for passengers with disabilities. All vessels are expected to already comply with the changed requirement.	Purchasing	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
14	4.18 Recreational facilities and amenities Amendment to apply updated requirements under the MLC 2006. The changes will affect required hot water and fridge or cool box supply on vessels. Some vessels will now need to have these fitted on the vessel where they did not previously.	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes relate to international treaty obligations under the Maritime Labour Convention (MLC) 2006. Treaty obligation costs are excluded from costing under the government's Regulatory Burden Measurement framework.

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	4.20 Sanitary facilities	Purchasing	13	-\$ 6,558.75	-\$ 83,955	<p>Net savings are based on an estimated average of 23 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 savings to businesses (vessel operators) includes the reduced cost of materials required (estimated at \$1,800 per vessel on average, based on industry pricing), reduced shipyard costs (estimated to be 12 hours at \$150 per hour per vessel on average), and reduced administrative time costs (estimated to be 0.5 hours per vessel on average at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance cost savings are assumed to apply only once per vessel over a 10-year period.</p>
	Amendment to update requirements for when toilet facilities need to be installed on a vessel. The changes will mean that some vessels may no longer be required to fit a toilet on the vessel if operators are on short voyages with close public facilities. Some minor clarifications will also be made and guidance examples provided to assist with industry compliance.					

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	4.22 Potable water	Purchasing	10	-\$ 121.50	-\$ 1,264	Net savings are based on an estimated average of 19 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 savings to businesses (vessel operators) includes an increased cost of potable water supply for the vessel (estimated at \$20 per vessel on average, based on industry pricing) but reduced administrative time costs (estimated to be 1 hour at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance cost savings are assumed to apply only once per vessel over a 10-year period.
	Amendment to incorporate existing requirements into the NSCV Part C1 from other instruments and update requirements for the minimum carriage of potable water on the vessel. Incorporating existing requirements is expected to result in an administrative time saving for some operators who will no longer have to contact AMSA. The updated requirements for potable water will result in a minor additional cost. Overall, the net result is expected to be a cost saving.					
17	5.2 General escape requirements	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Amendment to clarify existing requirements for separated escapes on the vessel that can be used in the event of an emergency.					
18	5.3 Escape from spaces	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Amendment to clarify existing requirements for escapes from confined spaces on the vessel that are needed in the event of an emergency.					

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	5.4 Design of escapes serving spaces	Purchasing	5	-\$ 978.75	-\$ 5,091	Net savings are based on an estimated average of 9 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 savings to businesses (vessel operators) includes a net reduced cost of materials required (estimated at \$500 per vessel on average, based on industry pricing) and reduced administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance cost savings are assumed to apply only once per vessel over a 10-year period.
	Amendment to update existing requirements for the design of fire escapes serving particular spaces on the vessel. There is expected to be a minor saving for walkway platforms that would no longer be required, but a small cost for additional ladder lengths that would be needed instead. Overall, the net result is expected to be a cost saving.					
20	5.6 Evacuation paths	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Amendment to clarify existing requirements for evacuation paths on the vessel that are needed in the event of an emergency.					
21	5.7 Alternative means of evacuation	Purchasing	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Amendment to introduce a new alternative means of compliance with existing requirements for evacuations in the event of an emergency. This alternative option is expected to be of similar compliance cost to other existing compliance options already provided.					

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	5.8 Assembly stations Amendment to clarify existing requirements for assembly stations (clearly marked rallying point spaces for use in evacuations) on the vessel.	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
23	5.14 Stairways Amendment to clarify existing requirements and apply updated standards (AS1657-2018) and the NCC Vol. 2 Safe Movement and Access for stairways on the vessel. The updated standards and clarifications are largely editorial changes that are not expected to result in any additional costs for affected new vessels.	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for 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
24	5.16 Safety Information and escape marking – signs <12m	Purchasing	143	\$ 632.25	\$ 90,623	Additional costs are based on an estimated average of 258 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 additional cost of materials required (estimated at \$200 per vessel on average, based on industry pricing), signage installation time costs (estimated to be 1 hour at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration and the signage installation. Compliance costs are assumed to apply only once per vessel over a 10-year period.
	Amendment to update existing requirements for safety and escape signage on the vessel. A simplified Annex B will also be added for low-risk vessels. Vessels will be required to have new or improved signage installed on the vessel.					

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	5.16 Safety Information and escape marking – signs 12-24m	Purchasing	49	\$ 1,806.75	\$ 88,832	Additional costs are based on an estimated average of 89 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 additional cost of shipyard time (estimated to be 2 hours at \$150 per hour, based on industry pricing), materials required (estimated at \$660 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.
	Amendment to update existing requirements for safety and escape signage on the vessel. A simplified Annex B will also be added for low-risk vessels. Vessels will be required to have new or improved signage installed on the vessel.					

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
26	5.16 Safety Information and escape marking – signs >24m Amendment to update existing requirements for safety and escape signage on the vessel. A simplified Annex B will also be added for low-risk vessels. Vessels will be required to have new or improved signage installed on the vessel.	Purchasing	6	\$ 1,806.75	\$ 10,848	Additional costs 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 compliance cost to vessel operators includes the additional cost of shipyard time (estimated to be 2 hours at \$150 per hour, based on industry pricing), materials required (estimated at \$660 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.
27	5.16 Low location lighting for vessels 12-24m Amendment to update existing requirements for escape lighting installed on some vessels. This change will affect larger passenger vessels that are required to have strip lighting installed currently, however low location lighting is now more clearly defined as it has an ISO standard.	Purchasing	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for 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
28	<p>5.16 Low location lighting for vessels >24m</p> <p>Amendment to update existing requirements for escape lighting installed on some vessels. This change will affect larger passenger vessels that are required to have strip lighting installed currently, however low location lighting is now more clearly defined as it has an ISO standard.</p>	Purchasing	6	\$ 3,426.75	\$ 20,574	<p>Additional costs 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 compliance cost to vessel operators includes the additional cost of shipyard time (estimated to be 8 hours at \$150 per hour, based on industry pricing), materials required (estimated at \$660 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.</p>
29	<p>6.4 Bulwark and guardrails</p> <p>Amendment to update and clarify existing requirements for bulwark (the ship's side extended above the level of the deck) and guardrails on vessels. Current requirements apply to "excursion vessels", which is not well defined. This will be clarified and some additional vessel types will now face additional requirements as a result.</p>	Purchasing	11	\$ 1,518.75	\$ 16,875	<p>Additional costs are based on an estimated average of 20 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 additional cost of materials required (estimated at \$800 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. 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
30	6.5 MOB device	Purchasing	13	\$ 528.75	\$ 6,895	Additional costs are based on an estimated average of 23 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 additional cost of materials required (estimated at \$250 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.
	Amendment to update existing requirements for “Man Over Board” (MOB) electronic locating devices on a vessel, which assist in the recovery of crew in an emergency. Vessels with lower guardrails will now be required to have a MOB device as specified in updated Australian Standards. This device is more expensive than is currently required.					
31	6.9 Harness, safety lines and clipping points	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Amendment to introduce a new alternative means of compliance with existing requirements for a harness, safety lines and clipping points on the vessel, as provided for in international standards (ISO 12401). This alternative option is expected to be of similar compliance cost to other existing compliance options already provided.					

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
32	6.12 Access to and from the vessel Amendment to update existing requirements for vessels carrying gangways. Vessels will now be required to comply with specific standards for gangways. There will be numerous options for compliance to provide flexibility for industry.	Purchasing	7	\$ -	\$ -	Additional costs are based on an estimated average of 13 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 additional cost of materials required (estimated at \$1,160 per vessel on average, based on industry pricing) and administrative time costs (estimated to be 0.5 hours at the DCV Master wage rate of \$87.50 per hour, based on publicly available national wage rates for masters of applicable vessels, including on-costs and overheads at standard OBPR rates). It is assumed that the vessel Master will complete the administration. Compliance costs are assumed to apply only once per vessel over a 10-year period.
33	6.15 Pilot launches Amendment to clarify existing requirements for the hi-vis colour of pilot launches for the vessel.	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
34	7.15 Safety rails Amendment to correct an error in existing requirements for safety rails on vessels. Current requirements refer to a 1.2kN continuous safety rail that is not available. Vessels are already being fitted to comply with the correct requirement for 6kN safety rails as these are readily available.	Purchasing	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for 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
35	Annex A	Other	0	\$ -	\$ -	This costing item is shown as a 'Nil cost' as these changes will not affect compliance costs for businesses.
	Minor editorial amendments to improve readability and industry compliance with existing requirements.					

Total Annual Net Cost \$ 482,245