

Brief summary of the Impact Assessment

We expect overall positive effects of the DTR in the shipping industry. It will provide for necessary adjustment of the safety regulations and more flexibility for owners of cargo ships. Norwegian cargo ships of 500 gross tonnage and above have been able to obtain a permit to carry more than 12 industrial personnel for several years already, based on MSC.418(97). These ships, including ships on national voyages, have to comply with parts of the IP Code, but major consequences to the existing trade is not expected as a result of this. Otherwise, the DTR will only apply if a cargo ship, irrespective of date of construction, is to carry more than 12 industrial personnel for the first time. There are no consequences to their existing operation.

The consequences for the administration and the approved classification societies are also limited, and to an extent dependant on the number of ships that will apply for this specific certification. Some extra administrative burden is expected, especially during a transitional period, in connection with adjustments of administrative tools and guidance, both in-house and externally. However, in general, the DTR is not expected to have major impact on the amount of resources which have to be allocated to supervision activities.