

# Regulation of 6 September 2017 No. 1360 concerning amendments to Regulations on dangerous goods on Norwegian ships and Regulations on fire protection on ships

**Legal basis:** Laid down by the Norwegian Maritime Authority on 6 September 2017 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act), sections 6, 9, 11, 12, 19 and 20, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

## I

Regulations of 1 July 2014 No. 1099 on fire protection on ships are amended as follows:

Section 6 should read:

Ro-ro ships engaged on domestic voyages, which form a part of the classified or county road network in Norway, carry packaged dangerous goods and have fixed foam fire-extinguishing systems on the car decks, shall in lieu of SOLAS consolidated edition 2014 Chapter II-2 Regulation 19, cf. section 3, satisfy the following requirements:

- a) the foam fire-extinguishing system shall have sufficient capacity for an application time of at least 30 minutes and a foam application rate of at least 6.5 l/m<sup>2</sup>/minute in the parking area for vehicles used for the carriage of persons and goods which are not packaged dangerous goods (vehicle space) and 10 l/m<sup>2</sup>/minute in the parking area for vehicles used for the carriage of packaged dangerous goods (dangerous goods area), where vehicle spaces are at least 15 metres in length and dangerous goods areas are at least 20 metres in length;
- b) the foam fire-extinguishing system shall be capable of operating a parking area where there is a fire as well as adjacent parking areas, or only the area where there is a fire when the ship has an extra protective wall of foam with at least 35 per cent additional coverage in front of and behind this area;
- c) the necessary amount of foam concentrate shall be calculated on the basis of the zone combination with the greatest simultaneous need for foam application, cf. subparagraphs a) and b);
- d) foam tanks shall be provided with a level alarm or a gauge glass;
- e) power supply to the foam fire-extinguishing system shall come from the main and emergency source of power, or from a special generator for the foam fire-extinguishing system;
- f) fixed foam-generating equipment shall be independent of manual operation;
- g) it shall be possible to activate release of the foam fire-extinguishing system manually from two locations; from the bridge or fire control central, and from a location near parked vehicles.

## II

Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships are amended as follows:

Section 2 new second paragraph should read:

The prohibition does not apply to carriage of packaged dangerous goods mentioned in ADR 2017 subsection 1.1.3.1.a when the cargo is carried in the vehicles of private individuals on board ro-ro ships forming a part of the road network in Norway.

Section 8 should read:

Section 5 shall apply accordingly to passenger ships engaged on domestic voyages, which comply with section 3 first paragraph of the Regulations of 1 July 2014 No. 1099 on fire protection on ships.

Section 10 first and new eighth paragraphs should read:

Ro-ro ships constructed of steel with fixed foam fire-extinguishing system in accordance with section 6 of the Regulations of 1 July 2014 No. 1099 on fire protection on ships, which form a part of the road network in Norway, need not comply with the requirements of section 8 when the ship:

- a) has a maximum of:
  - i. four motor vehicles with or without a trailer attached (ADR transport units) at the same time in open cargo spaces or two ADR transport units in closed cargo spaces; or
  - ii. two ADR transport units carrying flammable liquids in packing group I and II or flammable gases at the same time;
- b) places and separates ADR transport units in an appropriate manner so that the risk of accidents is reduced and emergency measures can be implemented;
- c) has fire and safety equipment appropriate to the various types of dangerous goods carried by the ship;
- d) stows the ADR transport unit in accordance with the stowage plan in Appendix 1.

The company shall ensure that personnel who are to perform duties involving, among other things, the evaluation and handling of dangerous goods receive training in accordance with the requirements of the IMDG Code and ADR.

Section 10 current eighth and ninth paragraphs become new ninth and tenth paragraphs.

Section 11 first paragraph should read:

Ro-ro ships constructed of steel without fixed foam fire-extinguishing system in accordance with section 6 of the Regulations of 1 July 2014 No. 1099 on fire protection on ships, which form a part of the road network in Norway, need not comply with the requirements of section 8 when the ship:

- a) has a crossing time from port to port of less than one hour;
- b) has maximum one ADR transport unit on board;
- c) places the ADR transport unit in an open ro-ro cargo space;
- d) places the ADR transport unit in an appropriate manner so that the risk of accidents is reduced and emergency measures can be implemented;
- e) has at least 100 litres of appropriate foam on cans and at least five sacks of 25 kg non-flammable absorption material which is ready for use during the carriage of dangerous goods;
- f) stows the ADR transport unit in accordance with the stowage plan in Appendix 2;
- g) complies with the requirements of section 10 second to eighth paragraphs.



The Regulation enters into force on 15 September 2017.