

# **Regulations of 22 December 2000 No. 1574 on additional requirements for the handling, controllability, equipment and operation of passenger high-speed craft less than 24 m in length which are engaged on domestic voyages**

**Legal basis:** Laid down by the Norwegian Maritime Authority on 22 December 2000 under the Act of 9 June 1903 No. 7 relating to public control of the seaworthiness of ships, etc. Legal basis amended to Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 9, 11, 14, 43 and 47, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

**EEA references:** EEA Agreement Annex XIII point 56f (Directive 2009/45/EC as amended by Directive 2010/36/EC) and Annex II (Directive 98/34/EC).

**Amendments:** Amended by Regulations of 4 June 2002 No. 1083, 18 October 2004 No. 1366 and 29 June 2007 No. 1006 (i.a. legal basis), 8 February 2010 No. 147, 14 February 2012 No. 236, 20 December 2017 No. 2379.

## **Section 1**

### *Scope of application*

These Regulations apply to any new and existing Norwegian passenger high-speed craft of less than 24 meters in length (L) which is engaged on domestic voyages, when the craft is capable of reaching a speed of 20 knots or more.

Where these Regulations contain provisions of the same or similar nature as those of other regulations laid down pursuant to the Ship Safety and Security Act, the provisions of these Regulations shall apply.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

## **Section 2**

### *Definitions*

For the purpose of these Regulations, the following definitions shall apply:

- a) *“Administration”*: The expression “Administration” in the High-Speed Craft Code means the Norwegian Maritime Authority.
- b) *“Existing craft”*: A high-speed craft which is not a new craft.
- c) *“Approved, type-approved or accepted”*:
  1. In respect of equipment covered by the Regulations of 29 December 1998 No. 1455 on marine equipment: Type-approved by a Notified Body and marked in accordance with said Regulations.
  2. In respect of other equipment:
    - 2.1 *Approved*: A single piece of equipment approved by the Norwegian Maritime Authority, except for radio installations approved by the Norwegian Post and Telecommunications Authority.
    - 2.2 *Type-approved*: A prototype approved by the Norwegian Maritime Authority with or without random sample inspection of serial production.
    - 2.3 *Accepted*: Equipment accepted by the Norwegian Maritime Authority on the background of approval or type-approval of the equipment by a recognised classification society, another public or private institution or administration in a country which has ratified the SOLAS Convention.
- d) *“High-speed craft”*: Craft as defined in SOLAS chapter X regulation 1.3 and which is capable of a maximum speed of 20 knots or more.
- e) *“1994 HSC Code”*: The International Code of Safety for High-Speed Craft adopted by IMO resolution MSC.36(63) on 20 May 1994, as last amended by IMO resolution MSC.259(84).
- f) *“2000 HSC Code”*: The International Code of Safety for High-Speed Craft adopted by IMO resolution MSC.97(73) on 5 December 2000, as last amended by IMO resolution MSC.271(85).
- g) *“New craft”*: A ship the keel of which is laid or which is at a similar stage of construction on or after 14 February 2012.
- h) *“Passenger ship”*: A ship that can carry more than 12 passengers or which is required to have official permission to carry passengers.
- i) *“SOLAS Convention”*: The International Convention for the Safety of Life at Sea, 1974, as amended.
- j) *“Ship Safety and Security Act”*: The Act of 16 February 2007 No. 9 relating to ship safety and security.

Otherwise, the definitions given in the SOLAS Convention Chapter X and the High-Speed Craft Code shall apply.

Amended by Regulations of 29 June 2007 No. 1006 (in force on 1 July 2007), 14 February 2012 No. 236.

## Section 3

### *Duties*

The company, master and other persons working on board shall perform their duties in accordance with the Ship Safety and Security Act and the supplementary provisions laid down in these Regulations.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

## Section 4

### *Exemptions*

The Norwegian Maritime Authority may, in individual cases and upon written application, grant exemption from the requirements of these Regulations. There must be special reasons that make the exemption necessary and it must be justifiable in terms of safety. Exemptions may only be granted where they do not contravene international agreements to which Norway has acceded.

## Section 5

### *Conventions*

For existing high-speed craft, chapters 17 and 18 of the 1994 HSC Code shall apply as regulation with the specifications, exceptions, additions and special requirements set out in these Regulations.

For new high-speed craft, chapters 17 and 18 of the 2000 HSC Code shall apply as regulation with the specifications, exceptions, additions and special requirements set out in these Regulations.

Amended by Regulation of 14 February 2012 No. 236.

## Section 6

### *Resolutions*

The requirements of IMO Assembly resolutions shall be complied with as set out in chapters 17 and 18 of the Codes of safety for high-speed craft and the individual sections of these Regulations.

Amended by Regulation of 14 February 2012 No. 236.

## Section 7

### *Approval of equipment*

Equipment which is mandatory pursuant to the requirements of these Regulations and the High-Speed Craft Code shall be approved, type-approved or accepted.

Equipment that meets the requirements of the Regulations of 30 August 2016 No. 1042 on marine equipment is deemed to comply with the requirements of these Regulations regardless of the first paragraph of this section or other relevant regulations prescribing that the equipment shall be approved, type-approved or accepted. For lifejackets required to have thermal protection, cf. the Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships, the thermal protection properties of the equipment (IMO MSC/Circ. 922) must be documented in accordance with the first paragraph.

Amended by Regulation of 20 December 2017 No. 1579 (in force on 1 January 2018).

## Section 8

### *Drawings and other documentation*

Unless provided otherwise, drawings and other documentation necessary to verify compliance with the requirements of these Regulations shall be submitted to the Norwegian Maritime Authority. The documents shall be sent by way of one of the Norwegian Maritime Authority's local offices (stations) for craft that are to be constructed or undergo conversion in Norway, or to anyone authorised by the Norwegian Maritime Authority.

For high-speed craft which are to be constructed or converted abroad or purchased from abroad, drawings and other documentation shall be sent by way of the shipping company to the Norwegian Maritime Authority's head office, unless otherwise provided.

Where no specific time limits for submitting documentation have been given, drawings and other documentation shall be submitted as early as possible in order to allow sufficient time for the processing of the supporting documents.

For high-speed craft with novel and special design features or specific operational conditions, the Norwegian Maritime Authority may require risk analyses or other documentation.

## Section 9

### *Information on controllability and manoeuvrability*

For existing and new high-speed craft, the information on controllability and manoeuvrability required to be contained in the operating manual, cf. regulation 17.2 of the 1994 HSC Code and the 2000 HSC Code, shall include the areas specified in 17.2 and the following clarifying and additional information:

- The requirement relating to information on craft characteristics as mentioned in regulation 17.5 of the Codes shall be limited to those characteristics that are relevant to the safety of the craft concerned. Additionally, information on safe maximum speeds in accordance with regulation 17.9 of the Codes shall be contained in the operating manual.

Amended by Regulation of 14 February 2012 No. 236.

## Section 10

### *Information on operating limitations*

The information on operating limitations required to be contained in the operating manual shall include the characteristics specified in sections 9, 11 and 12. The company shall ensure that the limitations are brought to the knowledge of all officers on board.

## Section 11

### *Testing for verification of operating limitations*

The following shall apply in lieu of regulation 17.5.4.1 of the 1994 HSC Code or the 2000 HSC Code:

Tests shall be carried out in the area of the craft's operations to verify operating limitations. The tests shall be in accordance with a plan agreed between the shipping company, the shipbuilder and the Norwegian Maritime Authority.

In verifying operating limitations, special attention shall be paid to the following aspects during normal operation and subsequent to failures:

- a) yawing;
- b) turning;
- c) autopilot and steering;
- d) stopping in normal and emergency situations;
- e) stability in the non-displacement mode about three axes and in heave;
- f) trim;
- g) roll;
- h) plough in; and
- i) lift power limitations.

Amended by Regulation of 14 February 2012 No. 236.

## Section 12

### *Documentation of experience from the operation of existing craft*

High-speed craft constructed before 1 January 2001 may be exempted from the requirement for failure and effects analysis (FMEA) under regulation 17.4 and Annex 4 of the 1994 HSC Code. In such cases, operating limitations shall be documented on the basis of experience from the operation of the craft, such as experienced technical failure effects and characteristics of the craft in different sea states.

If there is a possibility of major equipment failure which has not yet been experienced for the craft concerned, it may be necessary to perform a verification test in accordance with Annex 8 to the High-Speed Craft Code in which such possible malfunction is assumed.

The operating manual shall contain a description of the effects experienced and, where appropriate, tested and the necessary operational measures taken.

Amended by Regulation of 14 February 2012 No. 236.

## Section 13

### *Operational requirements*

The requirement for craft to be provided with various types of technical manuals, cf. regulation 18.2 of the 1994 or the 2000 HSC Code, shall apply with the modifications set out below:

- Technical manuals may be limited to a craft operating manual and a route operational manual.
- The craft operating manual shall contain information required in accordance with the 1994 HSC Code or the 2000 HSC Code regulation 18.2.1 Craft operating manual, regulation 18.2.3 Training manual and regulation 18.2.4 Maintenance and servicing manual/system.

The provision of regulation 18.1.3.6 second sentence of the 1994 HSC Code or the 2000 HSC Code, requiring that two officers are on duty when the craft is under way, shall not apply to passenger high-speed craft unless two officers are required under the Regulations currently in force on the manning of Norwegian ships. On high-speed craft with two or more crew members and only one deck officer, a bridge arrangement shall, as far as practicable, be established to enable one of the other crew members to contribute to safe navigation.

A permit to operate high-speed craft and a high-speed craft safety certificate will not be issued to passenger high-speed craft to which these Regulations apply. Operating limitations are to be entered in the passenger certificate issued to the craft.

The company's system for training and evaluation of the crew's level of competence for the type of craft concerned required in regulation 18.3 of the 1994 HSC Code or the 2000 HSC Code shall at least comply with the following criteria:

- a) *Assessor*  
The company shall designate one or more assessors qualified in accordance with section 13 of the Regulations of 22 December 2011 No. 1523 on qualifications and certificates for seafarers (Qualification Regulations).
- b) *Training*  
The company's training programme shall specify the duration and contents of training to enable the candidate, in addition to acquiring knowledge, to acquire the practical skills necessary to perform his or her functions, both in normal situations and emergency situations, prior to taking up position on board. Relevant parts of the training shall take place when the craft is under way, to enable the candidate to become familiar with all applicable ports and the entire area of operation, both during day and night time sailing on the craft concerned.
- c) *Competence*  
The company shall make sure that each member of the crew has achieved the level of competence specified below, prior to taking up position on board:

	Crew of navigational bridge		
	Master and navigator	Engineer	Other members of the crew
<b>A =Management level</b> <b>B =Operate</b> <b>C =Understand</b>	<b>Make complex strategic decisions on an independent basis</b>	<b>Use processes, components and systems on an independent basis</b>	<b>Understand the intention, the use and the effect of processes, systems and components</b>
.1 Knowledge of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pumping;	A	B	C
.2 The failure mode of the control, steering and propulsion systems and proper responses to such failures;	A	B	C
.3 Handling characteristics of the craft and the limiting operational conditions;	A	B	C
.4 Bridge communication and navigation procedures;	A	C	C
.5 Intact and damage stability and survivability of the craft in damage condition;	A	B	C
.6 Location and use of the craft's life-saving appliances, including survival craft equipment;	A	B	B
.7 Location and use of escapes in the craft and the evacuation of passengers;	A	B	B
.8 Location and use of fire protection and fire detection and extinguishing appliances and systems in the event of fire on board;	A	B	B

.9 Location and use of damage control appliances and systems, including operation of watertight doors and bilge pumps;	A	B	C
.10 Cargo and vehicle stowage security systems;	A	B	C
.11 Methods for control and communication with passengers in an emergency;	A	B	B
.12 All items listed in the training manual. Cf. paragraph 18.2.3. of the Code.	A	B	B
.13 Ports, routes and specific conditions or requirements relating to the operation and evacuation of the craft. Cf. paragraph 18.2.2. Route operational manual of the Code.	A	B	C
.14 Restrictions relating to operation and the basis of the Permit to Operate. Cf. paragraph 18.1.3. of the Code.	A	A	C
.15 Passenger management, passenger comfort and information to passengers, including the use of the public address system during normal operation.	A	B	B
.16 Company policy and procedures for passenger management in compliance with regulation V3 (V2) of the STCW Code, viewed in relation to paragraph 18.2.3.24 of the Code.	A	B	B
.17 Company policy and procedures for security.	A	B	B
.18 Company practice to ensure a proper working environment ("HMS", i.e. occupational health and safety – OHS).	A	B	B

d) *Final evaluation*

The evaluation of the level of competence shall consist of a practical and a written part. The candidate shall also by practical use display satisfactory skills in the use of instruments, equipment and technical appliances that form part of job functions.

Relevant parts of the final evaluation shall take place when the craft is under way, and shall consist of at least one arrival at and one departure from all applicable ports and sailing in the entire area of operation both during day and night time on the craft concerned.

The final evaluation of the craft shall be performed by a certified assessor, cf. section 13 of the Qualification Regulations. Craft training shall at least meet the requirements of the craft's operation, training, maintenance and service manual.

e) *Documentation of the final evaluation*

All crew members shall have passed, and must be able to document, the final evaluation before taking up their position on board a craft or in a new area of operation. A new final evaluation shall take place before taking up position following an interruption of more than 6 months of service on a craft or on a route.

Amended by Regulations of 18 October 2004 No. 1366 (in force on 1 January 2005), 14 February 2012 No. 236, 20 December 2017 No. 1579 (in force on 1 January 2018).

## Section 14

### *Embarkation arrangement and stowage of survival craft*

New passenger high-speed craft shall comply with the survival craft stowage and embarkation arrangement requirements set out in regulations 8.6.5, 8.7.4 and 8.7.5 of the 2000 HSC Code.

Existing passenger high-speed craft shall comply with the survival craft stowage and embarkation arrangement requirements set out in regulations 8.6.5, 8.7.4 and 8.7.5 of the 1994 HSC Code.

For existing passenger high-speed craft which are not certified under the High-Speed Craft Code, the arrangement is considered in relation to the damage waterlines of the calculations made.

In the case of passenger high-speed craft for which no damage calculations are made, the safety margin of the freeboard in relation to the arrangement of the life-saving appliances is considered to be such as is necessary to ensure dry-shod evacuation.

Amended by Regulation of 14 February 2012 No. 236.

## Section 15

### *Emergency lighting in the passenger accommodation*

New passenger high-speed craft shall be fitted with emergency lighting in the passenger accommodation which at least complies with the requirements of regulations 12.7.9.1 and 12.7.9.2 of the 2000 HSC Code.

Existing passenger high-speed craft shall be fitted with emergency lighting in the passenger accommodation which at least complies with the requirements of regulations 12.7.9.1 and 12.7.9.2 of the 1994 HSC Code.

The emergency lighting shall during the first 30 minutes be capable of a luminous intensity in the passenger accommodation which is adequate to permit the reading of emergency instructions and the handling of lifejackets.

Amended by Regulation of 14 February 2012 No. 236.

## Section 16

### *Megaphone*

New and existing passenger high-speed craft shall be provided with a battery-operated megaphone located on the bridge. The megaphone shall be of a type that permits continuous recharging and provides a speaking time of at least 15 minutes.

## Section 17

### *Entry into force*

These Regulations enter into force on 1 January 2001.

For passenger high-speed craft constructed prior to 1 January 2001, the Regulations enter into force at the first annual survey or renewal survey after 31 March 2001.

Amended by Regulation of 27 June 2007 (in force on 1 July 2007, formerly section 18).