Sjøfartsdirektoratet
Norwegian Maritime Authority

Circular - Series R

Circular Series R (Regulations) supersedes previous Series F.
In the new Series R, relevant legal amendments and amendments to conventions are also published.

Circular recipients: (check box)

- ☐ Sdir: Norwegian Maritime Authority
- ☐ A: 16 specially authorised employment offices
- ☐ U: Selected foreign service missions
- ☐ P: Equipment manufacturers, any subgroups
- ☐ OFF: Offshore companies / OIM / operators
- ☐ Hov: Main organisations
- ☐ H.i. Bodies or agencies for their comments
- ☐ Others:

No.:	**RSR 04-2023**
Date:	5 October 2023
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Supersedes:	-
Reference to:	Act of 16 February 2007 No. 9 relating to ship safety and security, Regulations of 30 August 2016 No. 1042 on marine equipment.

The Circular should be entered into a special diagram or as appropriate in the latest editions of relevant NMA publications and kept until the next editions.

Amendments to Regulations on marine equipment – updated table

1. Introduction

The Norwegian Maritime Authority has laid down amendments to the Regulations of 30 August 2016 No. 1042 on marine equipment.

Regulation (EU) 2023/1667 was adopted on 8 August 2023 and published in the EU Official Journal on 31 August 2023. The Regulation enters into force in the EU on 10 October 2023. On account of equal conditions of competition, it is of great importance that manufacturers and designated notified bodies in the EFTA States at all times are able to apply the same requirements as their competitors in the rest of the EEA. On 22 September 2023, it was decided to implement the Regulation into the EEA Agreement. The regulatory amendments now laid down incorporate the EU Regulation into Norwegian law.

2. Consultation

The proposed amendments were circulated for review from 30 June to 14 August 2023. A short response time was considered necessary to ensure that Norwegian design, construction and performance requirements and testing standards comply with the requirements in force in the EU at all times. A shortened response period for the consultation was considered to be in accordance with the Instructions for Official Studies and Reports. We have only received consultative statements from DNV. The consultative statements will be taken into account at the next audit of the Implementing Regulation, which is audited annually.

3. Details on the legislation

The EU Regulation has been implemented by incorporation into section 2 of the Regulations on marine equipment, and the EU Regulation will therefore apply as regulation as is, word for word. In section 2 of the Regulations, the reference to Regulation (EU) 2022/1157 is replaced with a new reference to Regulation (EU) 2023/1667.

The structure is continued, so that the requirements for design, construction, performance and testing for each piece of equipment are listed in a table. The table includes reference to the

origin of the requirements in the relevant international conventions and further indicates the relevant modules for conformity assessment for each piece of equipment.

Where requirements are amended, the table will indicate the first allowed placing on the market of equipment that satisfies the new requirement, and the last allowed placing on board for equipment certified in accordance with the old requirements.

EU regulations and other legal acts that are incorporated into the EEA Agreement are translated into Norwegian, but it may take a relatively long time before an official translation is available. For that reason, an unofficial Norwegian translation of the EU Regulation will be published together with the Regulations on Lovdata for information purposes, as soon as it is available.

4. Economic and administrative consequences of the proposal

The pan-European regime ensures harmonised implementation of the requirements of the international conventions (SOLAS, MARPOL, COLREG) and promotes equal conditions of competition for manufacturers and notified bodies. Common rules also help reduce transaction costs associated with placing such equipment on the market. The regime shall at the same time ensure that marine equipment which is sold and installed or placed on board Norwegian ships has a proper standard of safety.

The proposed amendments do not change the regime for conformity assessment and certification as such and will therefore not have further administrative or financial consequences for the industry than those arising from the international conventions. The financial and administrative consequences for the authorities are limited to the participation in EU processes in order to draw up amendments to the Marine Equipment Directive and implement such amendments into Norwegian legislation.

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This document has been electronically approved, and therefore does not contain handwritten signatures.

Attachments: Regulation concerning amendments to the Regulations of 30 August 2016 No. 1042 on marine equipment.