Sjøfartsdirektoratet
Norwegian Maritime Authority

# Circular - Series R

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# Adoption of the new Regulations on the construction, equipment and supervision of small cargo ships and amendments to other regulations

## 1. Introduction

***New Regulations on the construction, equipment and supervision of small cargo ships***

The Norwegian Maritime Authority (NMA) has laid down new Regulations on the construction, equipment and supervision of small cargo ships (Small Cargo Ships Regulations). At the same time, we have laid down amendments to the following regulations:

- Regulations of 5 September 2014 No. 1157 on navigation and navigational aids for ships and mobile offshore units
- Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships
- Regulations of 1 July 2014 No. 995 on radiocommunication equipment for Norwegian ships and mobile offshore units
- Regulations of 22 December 2014 No. 1893 on supervision and certificates for Norwegian ships and mobile offshore units (Certificate Regulations)
- Regulations of 14 January 2020 No. 63 on vessels of less than 24 metres carrying 12 passengers or less.

***In force on 1 January 2026***

The amendments enter into force on 1 January 2026, replacing the Regulations of 19 December 2014 No. 1853 on construction and supervision of smaller cargo ships.

## 2. The consultation

The proposed new Regulations on the construction, equipment and supervision of small cargo ships were circulated for review from 12 March to 12 June 2025. An overview of consultation bodies and received comments can be found in the attached consultation matrix (in Norwegian only).

Based on input during the consultation, some minor changes have been made to the proposal.

## 3. About the new Regulations

***General***

The new Regulations apply to Norwegian cargo ships of less than 24 metres in length (L) and less than 500 gross tonnage, with a building contract concluded on or after 1 January 2026 or delivered on or after 31 December 2026. The rules that apply to ships with building contracts concluded before 1 January 2026 and delivered before 1 January 2027 are set out in section 9 and chapter 15. This corresponds to the provisions in section 3 and chapter 11 of the Regulations on construction and supervision of smaller cargo ships. For some of the rules in chapter 15, transitional provisions have been provided.

The new Regulations largely continue the requirements and provisions of the previous Regulations. In addition, provisions concerning life-saving appliances, navigation, navigational aids and radiocommunication have been moved from other regulations into this new regulation. Although the new Regulations largely maintain existing requirements, they also introduce new and amended provisions, including some relaxations. Some of the changes are based on input or feedback from the industry, while other requirements have been changed due to new working methods and new equipment. The Regulations also include changes identified as necessary during the practical application of the current rules, and certain requirements have been clarified to make the content more accessible.

Some of the new requirements are based on lessons learned from maritime accidents, such as rules on how access from deck to water level should be designed and minimum requirements for freeing port area, which will apply to both new and existing ships. For new ships, there are requirements for minimum height of bulwarks or railings, which will apply regardless of the standard or regulatory framework chosen for construction.

For deck equipment, there are now requirements such as a clutch on new anchor-handling winches and an extension of the scope of certain requirements to include other equipment with similar hazards. The Regulations also have a dedicated chapter on deck equipment.

For cargo ships of less than 15 metres that are not required to have vessel instructions or periodic inspections, there is a requirement that new ships be built according to certain minimum standards.

New ships and ships that change their operating area on or after the date of entry into force of the Regulations or intended for operation on international voyages more than 30 nautical miles from a port or approved anchorage must pay attention to the additional requirements in section 57 third paragraph, section 65 fifth paragraph, section 95 third paragraph, section 104 sixth paragraph, section 105 fourth paragraph, section 107 second paragraph, section 108 sixth paragraph and section 115 second paragraph.

***Existing ships***

"Existing ships" refers to ships for which the building contract is placed before the new Small Cargo Ships Regulations enter into force and delivered no later than one year after the date of entry into force of the Regulations. The new regulation follows the same structure as the Regulations on construction and supervision of smaller cargo ships. This means that the regulation only applies to new ships unless section 9 or section 153 specifies that a provision also applies to existing ships. Section 153 lists all requirements in the Regulations that apply to existing ships, including chapters 2, 3 and 4, as well as certain other requirements that already apply today and are simply continued in the new Regulations.

Sections 2, 20, 47 and 52 must be complied with from the date of entry into force of the Regulations.

For sections 78, 104 (paragraphs 1–5), 108 (paragraphs 1–2) and 109 (paragraphs 1–4), the deadline for implementation is the first periodic or complete inspection for ships required to have vessel instructions, or the first intermediate or renewal inspection for ships required to have a trading certificate, after the Regulations have entered into force.

Sections 7 and 44 and chapter 7 apply to existing ships if equipment is installed or replaced. This is in accordance with the practice under the Regulations on the construction and supervision of smaller cargo ships, sections 3 and 9 of the new Regulations, under which the Norwegian Maritime Authority may require that requirements applicable to new ships or new equipment be complied with when alterations are made to the ship.

Sections 57 third paragraph, 65 fifth paragraph, 95 third paragraph, 104 sixth paragraph, 105 fourth paragraph, 107 second paragraph, 108 sixth paragraph and 115 second paragraph shall apply to existing ships that change to a greater trade area on or after 1 January 2026, and intended for operation on international voyages more than 30 nautical miles from a port or approved anchorage.

Pursuant to section 9, the NMA may, in individual cases, require that a ship, wholly or partly, shall comply with the requirements applicable to new ships.

***More ships subject to requirements for vessel instructions or trading certificates***
Ships of 8 metres in overall length and upwards, but less than 15 metres, are now required to have vessel instructions if persons are to be transferred between the ship and offshore renewable energy production facilities. Please note that ships of 15 metres in overall length and upwards are required to hold a trading certificate in accordance with the Certificate Regulations.

The general requirements applicable to ships carrying up to 12 passengers are laid down in the 12 Pax Regulations. Offshore renewable energy production is a new industry, in which ships used to transport persons working on the facilities are expected to operate in more exposed waters than, for example, ships used to transport persons within the aquaculture industry. This, together with other characteristics that distinguish this activity from ordinary passenger transport under the 12 Pax Regulations, means that the requirements applicable to these vessels should be the same as those applying to vessels subject to vessel instructions or a trading certificate, including requirements for periodic surveys and inspections. Under the new Regulations, such transfer of persons may therefore only be carried out if the ship holds a trading certificate or vessel instructions. The 12 Pax Regulations will no longer apply to such activities.
Additional requirements are laid down in the Regulations chapter 5 concerning transfer of persons.

The new requirement for vessel instructions for ships of between 8 and 15 metres in overall length follows from section 2 first paragraph (e). For cargo ships of 15 metres or more in overall length, the requirements applicable to cargo ships laid down in the Certificate Regulations, as these vessels are no longer exempt as they were under the Regulations on the construction and supervision of small cargo ships. For the same reason, the requirements applicable to cargo ships laid down in the Regulations 22 December 2011 No. 1523 on qualifications and certificates for seafarers will apply.

The NMA assumes that cargo ships of less than 8 metres in overall length will in practice not be used to carry persons to offshore renewable energy production facilities. If such vessels can nevertheless be used for this purpose in a manner that is acceptable in terms of safety, section 52 will also apply to vessels of less than 8 metres in overall length.

The Norwegian Maritime Authority also requires ships engaged in anchor-handling operations to hold vessel instructions. The same applies to ships equipped with a lifting appliance that may create a heeling arm exceeding 0.10 metres, regardless of whether the crane is actually intended to be used. These latter cases are considered to reflect the categories of ships that already hold vessel instructions today.

***Ships intended for operation on international voyages more than 30 nautical miles from a port or approved anchorage***

There are special requirements for ships intended for operation on international voyages more than 30 nautical miles from a port or approved anchorage The Regulations on the construction and supervision of small cargo ships contained only limited additional construction-related requirements for ships intended for operation outside the trade area Small Coasting, beyond the requirement that the standard set of rules according to which the ship is constructed shall be adapted to the ship with respect to construction materials, size, type and intended use. Among other things, weather criteria have been introduced in section 95 third paragraph, through a reference to the International Code on Intact Stability, 2008 (IS Code) Part A chapter 2.3, as well as stricter requirements related to freeboard conditions, such as requirements for means of closure.

## 4. Comparison of the Regulations

The table below provides an overview of the new provisions, with references to corresponding provisions in the Regulations on the construction and supervision of small cargo ships, the Regulations on navigation and navigational aids for ships and mobile offshore units, the Regulations on life-saving appliances on ships and the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units.

| **The new Regulations** | **The Regulations on the construction and supervision of small cargo ships** |
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| Section 1. Scope of application | Section 1 first paragraph and second paragraph (c), section 1 second paragraph (b), section 2 second paragraph |
| Section 2. Vessel instructions | Section 1 second paragraph (a) and section 82 |
| Section 3. Construction of ships required to have vessel instructions or a trading certificate | Section 7 |
| Section 4. Construction of ships of less than 15 metres in overall length for which vessel instructions are not required | - |
| Section 5. Definitions | Section 4 |
| Section 6. Ships used for training purposes | Section 2 first paragraph |
| Section 7. Ships with fishing gear and arrangements for fishing and catching | Section 2 first paragraph |
| Section 8. Maintenance | Section 6 |
| Section 9. Ships with a building contract concluded before 1 January 2026 and delivered before 1 January 2027 | Section 3, Regulations on life- saving appliances on ships section 13 |

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| Section 10. Transfer to the Norwegian flag or import from abroad | Section 3 |
| **2. Chapter Navigation and navigational aids** | **Regulations on navigation and navigational aids for ships and mobile offshore units** |
| Section 11. Maintenance and repair | Appendix II paragraph 1 |
| Section 12. IAMSAR Manual and International Code of Signals | Appendix II paragraph 2 |
| Section 13. Signals to be used in distress situations | Appendix II paragraph 3 |
| Section 14. Ice Patrol Service | Appendix II paragraph 4 |
| Section 15. Danger messages | Appendix II paragraph 5 |
| Section 16. *Operation of steering gear* | Appendix II paragraph 6 |
| Section 17. Steering gear – testing and drills | Appendix II paragraph 7 |
| Section 18. Wheelhouse design | Appendix II paragraph 8 |
| Section 19. Visibility from wheelhouse | Appendix II paragraph 9 |
| Section 20. Navigational aids | Appendix II paragraph 10 and Regulations on the construction and supervision of small cargo ships section 45 |
| Section 21. Nautical charts and nautical publications | Appendix II paragraph 11 |
| Section 22. Magnetic compass | Appendix II paragraph 12 |
| Section 23. Bridge navigational watch alarm system | Appendix II paragraph 13 |
| Section 24. Automatic Identification System (AIS) | Appendix II paragraph 14 |
| Section 25. Global satellite-based system for identification and tracking of ships (LRIT) | Appendix II paragraph 15 |
| Section 26. Spare magnetic compass | Appendix II paragraph 16 |
| Section 27. Integrated navigation and bridge systems | Appendix II paragraph 17 |
| Section 28. Pilot transfer arrangements | Section 24 first and second paragraph. |
| Section 29. Access requirements for pilots | Section 25 first paragraph |
| Section 30. Precautions for access to the ship's deck | Section 26 |
| Section 31. Equipment and lighting | Section 27 first paragraph (a), (c) and (d) and second to fourth paragraphs. |
| **3. Chapter Life-saving appliances** | **Regulations on life-saving appliances on ships** |
| Section 32. General alarm | Section 3 |
| Section 33. Life-saving appliances | Sections 5a, 6, 8, 11, 12 and 2, cf. SOLAS regulations III/20 and 34. |
| Section 34. Stowage of liferafts | sections 8 and 2, cf. SOLAS regulations III/12 and 13. |
| Section 35. Placement and storage of lifejackets and immersion suits | § 12,§ 2, cf. |

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| Section 36. Embarkation ladder | Section 2, cf. SOLAS regulation III/ 11. 7 |
| Section 37. Automatic emergency stop and rescue ladder | Sections 5a and 9a |
| Section 38. Recovery of persons from the water | Section 9 fifth paragraph, section 2, cf. SOLAS regulation III/17.1 |
| Section 39. Operating instructions | Section 2, cf. SOLAS regulation III/9 |
| Section 40. Muster list | Section 2, cf. SOLAS regulation III/ 8 and 37 |
| Section 41. Drills | Section 2, cf. SOLAS regulation III/19 |
| Section 42. Inspection and maintenance of life-saving appliances | Section 2, cf. SOLAS regulation III/20 |
| **4. Chapter Radiocommunication equipment for ships of less than 300 gross tonnage** | **Regulations on radiocommuniation equipment for Norwegian ships and mobile offshore units** |
| Section 43. Scope of application for chapter 4 | |
| Section 44. Radio equipment | Sections 3,3 a, 4, 10 and 2, cf. SOLAS regulation IV/7-11 and 18.1 |
| Section 45. Watchkeeping and listening duty | Section 2, cf. SOLAS regulation IV/12.3 |
| Section 46. Radio records | Sections 12 and 2, cf. SOLAS regulation IV/17 |
| Section 47. GMDSS emergency procedures and channel plan | - |
| Section 48. Placement of radio equipment | Section 2, cf. SOLAS regulation IV/6 |
| Section 49. Power supply | Section 2, cf. SOLAS regulation IV/13 |
| Section 50. Reserve source of power | Section 2, cf. SOLAS Regulation IV/13 and 14/20.1. 5 |
| Section 51. Maintenance | Section 10 first and fifth paragraphs and section 2, cf. SOLAS regulation IV/15 |
| Section 52. Transfer of persons | - |
| Section 53. Hull accessibility | - |
| Section 54. Strengthening of the hull and use of doubling plates | Section 8 |
| Section 55. Ice-strengthening | Section 9 |
| Section 56. Production conditions for ships constructed of cast materials | Section 10 |
| Section 57. Anchor and mooring equipment | Section 11 |
| Section 58. Watertight subdivision on enclosed ships | Section 21 |
| Section 59. Openings in watertight bulkheads on enclosed ships | Section 22 |
| Section 60. Openings in collision bulkheads on enclosed ships of 15 metres in overall length and upwards | Section 23 |
| Section 61. Moving parts penetrating the hull | Section 24 |
| Section 62. Definitions | - |
| Section 63. Deck equipment | - |

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| Section 64. Safe zone | Section 15 second paragraph |
| Section 65. Towing winch or towing hook for towing ships | Sections 13 and 20 |
| Section 66. Equipment for ships engaged in anchoring-handling operations | Section 15 first and third paragraphs and section 20 |
| Section 67. Automatic audible alarm | Sections 17 and 20 |
| Section 68. Requirement for emergency release | Sections 16 and 20 |
| Section 69. Design of towing winch and anchor-handling winch | Section 18 |
| Section 70. Dimensioning of maximum stress during operation of towing winch and anchor-handling winch | Section 18 |
| Section 71. Brake on towing winch | Section 18 |
| Section 72. Brake on anchor-handling winch | Section 18 |
| Section 73. Drum and clutch on towing winch and anchor-handling winch | Section 18 |
| Section 74. Marking of towing winch and anchor-handling winch | - |
| Section 75. Control panel with load monitor for towing winch and anchor-handling winch | - |
| Section 76. De-rating the winch capacity | - |
| Section 77. Documentation for towing winch and anchor-handling winch | Sections 19 and 85 |
| Section 78. Pull-in equipment | - |
| Section 79. Dimensioning of deck equipment | Section 18 |
| Section 80. Alternative dimensioning requirements | Section 18 |
| Section 81. Certificates for movable equipment used during towing and anchor-handling operations | Section 18 |
| Section 82. Approval of stability information | Section 26 |
| Section 83. Stability information on board | Section 27 |
| Section 84. Determination of lightship data | Section 28 |
| Section 85. Determination of BP | Section 29 |
| Section 86. Calculation of loading conditions | Section 30 |
| Section 87. Calculation of loading conditions for free flooding or circulation in wells | Section 30 |
| Section 88. Preparation of additional conditions for ships engaged in towing operations | Section 31 |

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| Section 89. Preparation of additional conditions for ships engaged in lifting operations | Section 31 |
| Section 90. Preparation of additional conditions for ships engaged in anchor-handling operations | Section 31 |
| Section 91. Preparation of additional conditions for ships operating in areas where there is a risk of ice accretion | Section 32 |
| Section 92. Conditions for calculating loading conditions | Section 33 |
| Section 93. Calculation of stability curves | Section 34 |
| Section 94. Stability | Section 35 |
| Section 95. Stability in intact condition for enclosed ships | Section 36 |
| Section 96. Alternative stability requirement for vessels with cargo wells partly flooded | Section 40 |
| Section 97. Intact stability for open ships | Section 37 |
| Section 98. Additional stability requirements for ships engaged in towing operations | Section 38 |
| Section 99. Additional stability requirements for ships with lifting appliances and ships intended for anchor-handling operations | Section 39 |
| Section 100. Exception for high-speed, light-built craft | - |
| Section 101. Freeboard for enclosed ships | Section 41 |
| Section 102. Application of draught marks for enclosed ships | Section 42 |
| Section 103. Freeboard for open ships | Section 43 |
| Section 104. Freeing port area | - |
| Section 105. Side scuttles and windows | - |
| Section 106. Ventilators | - |
| Section 107. Air pipes | - |
| Section 108. Bulwarks and guard rails | -<br>Section 20 |
| Section 109. Descent from deck to water level | - |
| Section 110. Machinery | Section 44 |
| Section 111. Main source of electrical power | Sections 46 and 47 |
| Section 112. Emergency source of electrical power | Section 47 |
| Section 113. Ships with main source of electrical power located in two independent machinery spaces | Section 47 |
| Section 114. Transitional source of power | Section 49 |

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| Section 115. The capacity of the emergency source of power | Section 48 |
| Section 116. Main and emergency electrical lighting system | - |
| Section 117. Power supply to the general alarm system or public address system | Section 50 |
| Section 118. Definitions | Section 51 |
| Section 119. Insulating materials and materials used in accommodation spaces | Section 52 |
| Section 120. Possibility of restricted use of combustible materials | Section 53 |
| Section 121. Fire-resisting divisions | Section 54 |
| Section 122. Alternative requirements for ships constructed of composite material or aluminium | Section 55 |
| Section 123. Arrangement of fire insulation | Section 56 |
| Section 124. Openings and penetrations of bulkheads and decks | Section 57 |
| Section 125. Stairways in accommodation spaces, service spaces and control stations | Section 58 |
| Section 126. Means of escape | Section 59 |
| Section 127. Ventilation systems | Section 60 first paragraph and section 61 first paragraph |
| Section 128. Arrangement of ventilation ducts | Section 60 second and fourth paragraphs and section 61 second paragraph |
| Section 129. Materials in piping systems | Section 62 |
| Section 130. Fuel oil tanks and piping systems | Section 63 |
| Section 131. Heating installations | Section 64 |
| Section 132. Storage of combustibles | Section 65 |
| Section 133. Fire detection and fire alarm | Section 66 |
| Section 134. Fire pumps | Section 67 |
| Section 135. Capacity of fire pumps | Section 68 |
| Section 136. Fire mains | Section 69 |
| Section 137. Hydrants | Section 70 |
| Section 138. Hose stations | Section 71 |
| Section 139. Portable fire extinguishers | Section 72 |
| Section 140. Fire blanket | Section 73 |
| Section 141. Fixed fire-extinguishing system in machinery spaces of category A and cargo spaces for dangerous goods | Section 75 |
| Section 142. Fixed fire-extinguishing system, etc. | Section 74 |
| Section 143. Alternative solutions for fire-extinguishing systems in small machinery spaces of category A | Section 76 |
| Section 144. Fire control plan | Section 77 |

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| Section 145. Maintenance | Section 72 eleventh paragraph |
| Section 146. Duty to notify | Section 79 |
| Section 147. Submission of documentation | Section 80, Regulations on navigation and navigational aids for ships and mobile offshore units section 2, Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units section 11 and Regulations on life-saving appliances on ships.<br>Section 15 |
| Section 148. Supervision during construction, conversion, alteration or major repairs | Section 81 |
| Section 149. Supervision for vessel instructions | Sections 83 and 86 |
| Section 150. Requirement to present an inspection form issued by accepted electrical enterprise and a Non-Convention Cargo Ship Safety Radio Certificate | Section 84 |
| Section 151. Special provisions for inspection of towing and anchor-handling winches, towing hooks and safety equipment for use during towing and anchor-handling | Section 85 |
| Section 152. Inspection in the event of modification, damage or loss of function and issue of trading permit | Section 87 |
| Section 156. Use of equivalent legislation in another EEA country | Section 5 |

## 5. Comments to the provisions of the Regulations

***General***

The Regulations consists of 16 chapters. Chapters 6 to 14 only apply to ships that are or will be required to hold vessel instructions or a trading certificate for cargo ships. Requirements applicable to existing vessels are set out in chapter 15.

***To chapter 1 on introductory provisions***

*To section 1 on scope of application*

Section 1 sets out the scope of application of the Regulations. The Regulations apply to Norwegian cargo ships of less than 24 metres in length (L) and less than 500 gross tonnage. The Regulations maintain the scope of application of the Regulations on the construction and supervision of small cargo ships, however, the scope has been expanded to also include cargo ships of less than 8 metres in overall length and cargo ships of 8 metres or more in overall length, but less than 15 metres. In addition, vessels carrying up to 12 persons to be transferred to or from facilities or installations for offshore renewable energy production are covered.

Chapters 6 to 14 apply only to cargo ships required to have vessel instructions or a trading certificate. Which ships of less than 15 metres are required to hold vessel instructions follows from section 2. Pursuant to section 24 of the Regulations of 22 December 2014 No. 1893 on supervision and certificates for Norwegian ships and mobile offshore units, cargo ships of 15 metres or more in overall length are required to hold a trading certificate.

The general requirements applicable to ships carrying up to 12 passengers are laid down in the 12 Pax Regulations.
In section 1, third paragraph of the Small Cargo Ships Regulations, the scope of the Regulations is delimited against ships covered by the scope of application of the 12 Pax Regulations, and which only carry out activities described therein. These Regulations also do not apply to ships used by approved educational institutions for training programmes leading to a certificate of competency for recreational craft, cf. the fourth paragraph. The Norwegian Maritime Authority currently approves educational institutions providing training leading to certificates of competence for operators of recreational craft, the International Certificate of Competence (ICC) and high-speed licences. The requirements applicable to training vessels are laid down in the guidelines and course plans.

Please note that neither Act of 16 February 2007 No. 9 relating to ship safety and security (the Ship Safety and Security Act) nor the Regulations distinguish between whether the shipowner is a public authority or a private entity; the decisive factor is whether the activity constitutes commercial operation. Reference is made in this regard to NOU 2005:14, page 103m which states the following:

"In determining whether one is dealing with 'commercial activity', a central factor will be whether remuneration is paid for the transport of persons or goods. The requirement of remuneration must be understood broadly, such that it also includes situations where the operation of the ship is financed by public subsidies, membership fees in associations, etc., instead of by direct monetary payment."

*To section 2 on vessel instructions*
Pursuant to the first paragraph, it follows which ships are required to hold vessel instructions. Compared with the current situation, a greater number of vessels of 8 metres in overall length and upwards, but less than 15 metres, are now required to have vessel instructions. This applies in particular to ships intended to be used to transport persons working on the facilities and who are to be transferred between the ship and facilities or installations for offshore renewable energy production. As regards (b) and (d), it is assumed that these reflect the categories of ships that already hold vessel instructions today.

*To section 3 on construction of ships required to have vessel instructions or a trading certificate*
*First paragraph*
Section 3 corresponds to section 7 of the Regulations on the construction and supervision of small cargo ships, but also includes requirements relating to machinery, auxiliary systems, piping systems and electrical installations and automation systems. It will be possible to choose the Nordic Boat Standard or other recognised standards, such as DNV Craft, or rules issued by a recognised classification society, also for machinery. The requirement thus implies that ships of less than 15 metres in overall length may apply standards other than the Nordic Boat Standard. At the same time, the use of the Nordic Boat Standard for machinery will no longer be permitted for ships of 15 metres in overall length and upwards.

*Second paragraph*

In order for a standard or a set of class rules to be applied, the ship must fall within the scope of application of the relevant standard or class rules. This means that not any standard or set of class rules may be applied.

*To section 4 on construction of ships of less than 15 metres in overall length for which vessel instructions are not required*

Section 4 lays down construction-related requirements for ships of less than 15 metres in overall length that are not required to hold vessel instructions, including vessels of vessels of less than 8 metres in overall length. These are vessels that have not previously been subject to specific construction-related requirements. Such vessels may, for example, be CE-marked recreational craft used for commercial purposes, or vessels constructed in accordance with the rules of the Nordic Boat Standard for Commercial Boats (NBS); however, they may also be vessels constructed in accordance with other rules. Pursuant to section 4, such vessels shall now be CE-marked, constructed in accordance with the Nordic Boat Standard for Commercial Boats less than 15 metres (1990), or be in compliance with another recognised standard. Another recognised standard may, for example, be DNV Craft or equivalent rules issued by another recognised classification society.

With regard to vessels that are CE-marked, the vessel shall be designed and constructed to withstand wind forces and wave heights in accordance with its design category. It is therefore important that the vessel design category corresponds to its intended use. For further information on CE-marking and the vessel's design category, please go to the NMA's website.

The provision applies only to new ships.

*To section 5 on definitions*

The definition of anchor-handling has now been clarified compared with the previous Regulations. Item (j) defines "towing". Compared with the definition of "towing" in section 4 (f) of the Regulations on the construction and supervision of small cargo ships, the wording "and short-distance movements of an object within a limited area" has been added. There may be a need to move objects within a restricted area, for example short-distance movements of work barges in connection with road construction projects, or of fish cages within an aquaculture site. Such short-distance movements are, as a general rule, not regarded as towing under the Regulations.

The definition of "cargo ship" has been maintained in section 5 (g). The explanation of the term "barge" corresponds to how the term is used and understood. As mentioned under item 3, the new Regulations apply to vessels where persons are to be transferred to or from installations for offshore renewable energy production. Cargo ships that only carry out passenger transport in accordance with the 12 Pax Regulations shall continue to be subject to those Regulations.

Following the consultation, the NMA has added a definition of "qualified personnel" in a new subparagraph (k). The term is used in section 151 first paragraph and corresponds to the same definition that was previously set out in RSV 9-2017. As a consequence, an identical definition has also been added to section 34 new fifth paragraph of the Certificate Regulations.

*To section 6 on ships used for training purposes*

The provision introduces a change compared with section 2 of the Regulations on the construction and supervision of small cargo ships. Ships used for training in fisheries-related subjects may still be constructed in accordance with the rules applicable to fishing vessels. However, as these vessels do not operate in commercial fishing or the commercial harvesting of other living marine resources, they are not regarded as "fishing vessels" under the regulatory framework. They shall therefore formally be required to hold vessel instructions or a trading certificate for cargo ships. Such vessels will be issued with a trading certificate or vessel instructions for cargo ships, with an endorsement stating that the vessel may only be used for fishing and catching activities in the context of vocational training. This means that such a vessel may not operate as an ordinary cargo ship, as would otherwise be the case if the vessel were instead constructed in accordance with the rules applicable to cargo ships, fitted with equipment and arrangements for fishing and catching pursuant to section 7.

The alternative regulatory framework referred to comprises the Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length and the Regulations of 13 June 2000 No. 660 on the construction, equipment and operation of fishing vessels of 15 m in length and over.

*To section 7 on ships with fishing gear and arrangements for fishing and catching*
Fishing gear and arrangements for fishing and catching shall comply with the rules applicable to such gear and arrangements under the regulatory framework for fishing vessels, also when installed on board a cargo ship.
Ships used for fishing or catching for research purposes shall comply with the ordinary requirements applicable to cargo ships. This means that such vessels will not be granted any regulatory entitlement to apply the rules applicable to fishing vessels, unlike the training vessels referred to in section 6. Research vessels are generally intended for a wide range of different tasks and are used to a far lesser extent than training vessels for ordinary fishing activities, including the handling of fishing gear and catch. The requirement set out in section 7 shall also be complied with by these vessels. Where fishing gear and arrangements for fishing and catching are installed on board a cargo ship, the rules applicable to fishing vessels shall be complied with. These rules ensure a minimum level of safety for the gear or arrangements, which is equally relevant whether such gear is installed on board a cargo ship or fishing vessel.

*To section 9 on ships with a building contract concluded before 1 January 2026 and delivered before 1 January 2027*
Section 9 specifies which requirements of the Regulations apply to existing ships, meaning ships with a building contract concluded before 1 January 2026 and delivered before 1 January 2027. A similar provision was included in section 3 of the previous Regulations. For these ships, the provisions in force at the time of construction will apply, in addition to provisions made applicable to existing ships under other regulations and under chapter 15 of these Regulations. The requirements applicable to existing ships are set out in section 153.

*To section 10 on transfer to the Norwegian flag or import from abroad*
The provision applies to ships that are not subject to international regulations and that are flagged to Norway. These rules are based on established practice. The wording "documented as having been used" applies in cases where the country from which the ship is imported does not require a certificate for this type or size of vessel.

***To chapter 2 on navigation and navigational aids***

Chapter 2 on navigation and navigational aids applies to all vessels covered by the scope of the Regulations. The provisions in this chapter were previously found in the Regulations on navigation and navigational aids for ships and mobile offshore units, primarily in Appendix II.

*To section 15 on danger messages*

The IMO Maritime Safety Committee (MSC), by resolution MSC.550(108), has adopted amendments to SOLAS chapter V, regulations V/31 and V/32 concerning a reporting obligation in the event of loss of containers and observation of containers drifting at sea, as well as the procedure for such reporting. SOLAS chapter V has been implemented in Norwegian law through the Regulations on navigation and navigational aids for ships and mobile offshore units, and SOLAS regulations V/31 and V/32 were previously implemented in section 10(2) and section 10(1), respectively, as well as in Appendix II, item 5, to the Regulations. During the period from 1 November to 12 December 2025, the Norwegian Maritime Authority conducted a public consultation on the implementation of new rules on navigation in SOLAS chapter V pursuant to resolution MEPC.532(107) and MSC.550(108), and on the implementation of a new reporting procedure under MARPOL Protocol I pursuant to resolution MEPC.384(81). In this consultation, the NMA proposed amendments to Appendix II, item 5, of the Regulations on navigation and navigational aids for ships and mobile offshore units. As Appendix II of the Regulations on navigation and navigational aids for ships and mobile offshore units have been transferred to these Regulations, the proposal submitted for consultation is now adopted in the new Regulations on small cargo ships. The amendments will also enter inter into force on 1 January 2026, and the wording is adopted as proposed in the consultation.

*To section 17 on steering gear – testing and drills*

*First paragraph*

In the first paragraph, the requirement has been simplified compared with Annex II, item 7, of the Regulations on navigation and navigational aids for ships and mobile offshore units. The simplification is an adaptation for this vessel group.

*Second paragraph*

Following the consultation, the NMA has amended the wording of the second paragraph in line with input from the Norwegian Seafood Federation, and it now states that the requirement only applies to ships fitted with the mentioned equipment.

*To section 18 on wheelhouse design*

Instead of continuing the reference to SOLAS chapter V regulation 15, the wording in (a), second sentence, has been included in line with SOLAS Chapter V regulation 15, stating that the bridge shall be designed so as to minimise distractions. The wheelhouse shall primarily be arranged to ensure safe navigational watch. The location of workstations in the wheelhouse shall not interfere with the primary functions associated with the navigational watch. The requirement in (b) has been included to adapt the regulatory framework to this vessel category.

*To section 19 on visibility from wheelhouse*

The content of section 19 corresponds to Appendix II, item 9, of the Regulations on navigation and navigational aids for ships and mobile offshore units. How the requirement in (g) is to be met must be considered in relation to the climate in the waters where the vessel will operate. The purpose of the provision is to prevent ice, snow, condensation, etc., from obstructing clear visibility.

In the consultation letter, the NMA provided an example of what may constitute a “heated glass pane”. Following the consultation, and in order to clarify the wording, this has now been included by adding “or a window with warm-air nozzles” in the first paragraph (g).

*To section 20 on navigational aids*
*First paragraph*
This provision continues Appendix II, item 10, of the Regulations on navigation and navigational aids for ships and mobile offshore units, with a new table. The requirement for a Global Navigation Satellite System (GNSS) applies to all ships, including those of less than 8 metres in overall length. In section 20 eighth paragraph, the NMA proposed during the consultation that ships of less than 8 metres in overall length may use CE-marked GNSS, which is often integrated in chart plotters. Following the consultation, the NMA has amended this to apply to all ships of less than 12 metres in overall length. The requirement must be considered in relation to section 21 third paragraph (b), where the equipment is already an alternative that satisfies the requirement in section 20 eighth paragraph.

*Second paragraph*
The requirement has been slightly reworded compared with Appendix II item 10 of the Regulations on navigation and navigational aids for ships and mobile offshore units, and the wording also replaces what is currently set out in section 45 of the Regulations on the construction and supervision of small cargo ships. The requirement may be met, for example, by wireless communication.

*Third to seventh paragraphs*
The content of section 20, third to seventh paragraphs, corresponds to Appendix II, items 10.3 to 10.7, of the Regulations on navigation and navigational aids for ships and mobile offshore units.

Appendix II, item 10, eight paragraph, first sentence and ninth subparagraph of the Regulations on navigation and navigational aids for ships and mobile offshore units are not continued. These transitional provisions are no longer relevant.

*To section 21 on nautical charts and nautical publications*
*Third paragraph*
Compared to the Regulations on navigation and navigational aids for ships and mobile offshore units, there is a relaxation in (a) and (b), adapted to the size of the vessel and independent of the operating area of the vessel. In (b) of the third paragraph, there is no requirement for permanently installed equipment, and consideration has been given to the smallest vessels, such as personal water craft and similar. However, note that the chart plotter must be CE-marked and of a type that uses nautical charts based on updated chart data in accordance with the Norwegian Mapping Authority’s standard. For more information on chart plotters, see the Norwegian Mapping Authority’s website.

The Norwegian Environment Agency and the Norwegian Seafood Federation suggested that vessels of 8 metres in overall length and upwards should also be allowed to use CE-marked chart plotters. Based on these inputs, the requirement in section 21, third paragraph (b) has been adjusted to apply to ships of less than 12 metres in overall length.  This aligns with other length limits in the Regulations.

The Norwegian Mapping Authority proposed during the consultation that the sentence “nautical charts based on updated chart data from the Norwegian Mapping Authority” be changed to “nautical charts based on updated chart data in accordance with the Norwegian Mapping Authority’s standard”. Following the consultation, the NMA has amended the wording in section 21, third paragraph (b) in line with this proposal.

*To section 28 on pilot transfer arrangements*
During the consultation, NSK Fartøykontroll asked whether sections 28 to 31 apply to ships under compulsory pilotage, or if only section 28 applies to such ships. Following the consultation, the NMA added a clarification in the first paragraph of section 28 stating that these provisions only apply to ships under compulsory pilotage.

***To chapter 3 on life-saving appliances***
Chapter 3 on life-saving appliances applies to all ships covered by the scope of the Regulations. Previously, it followed from section 2 of the Regulations on life-saving appliances, cf. section 1, that SOLAS chapter III applied as regulation for cargo ships regardless of trade area or gross tonnage, with the additions and limitation set out in the Regulations. In chapter 3, certain simplifications or adaptations have been made specifically for this vessel group, concerning relevant requirements that previously appeared in the Regulations on life-saving appliances and SOLAS chapter III.

*To section 32 on general alarm*
The requirement for a general alarm system followed from section 3 of the Regulations on life-saving appliances and applied to cargo ships of 200 gross tonnage and upwards. Previously, the provision referred to the requirement that the general alarm system must comply with SOLAS regulation III/6.4. In section 32, the requirement has been simplified so that vessels of 200 gross tonnage and upwards are no longer required to have a general alarm system – only an alarm. The threshold for requiring a general alarm is now set to cargo ships of 12 metres in overall length and upwards, and the alarm may be activated using the ship's whistle, the ship’s siren or another equivalent sound alarm. The purpose is to be able to summon everyone on board to muster stations and initiate the measures described in the muster list.

*To section 33 on life-saving appliances*
*First paragraph*
Previously, the requirements for the number of life-saving appliances for cargo ships were set out in sections 5a,
6, 8, 11 and 12. Certain adjustments have been made here compared to those earlier requirements.

*Lifejackets with a light*
The Norwegian Maritime Authority has provided a clarification here stating that lifejackets must be equipped with a light. For ships of 8 metres in overall length and upwards, a relaxation has been introduced: the requirement is now only that there must be lifejackets for everyone on board, instead of 1.5 times the total number of persons on board.

*Immersion suits, thermal*
Previously, the requirement for immersion suits with thermal insulation was set out in section 6 of the Regulations on life-saving appliances. The NMA now requires one immersion suit for every person on board ships

of 8 metres in overall length and upwards. In addition, the table specifies that the immersion suits must be thermal. Previously, the requirement that the immersion suit must provide thermal protection was regulated in section 12 third paragraph of the Regulations on life-saving appliances.

*Liferaft(s)*
In section 6 of the Regulations on life-saving appliances, there was previously a requirement for life-saving appliances with capacity for twice the total number of persons on board. In the same regulations, section 8 fifth paragraph, vessels operating in trade area 1 and 2 – with the exception of tanker – were permitted to carry only one liferaft, provided it could be launched from both sides of the ship. The NMA here introduces a relaxation of the redundancy requirements for liferafts on ships of less than 15 metres in overall length, and it is now required to carry only one liferaft for ships of 8 metres in overall length and upwards, but of less than 15 metres.

*lifebuoy with a lifeline and lifebuoy with a light*
Previously, the requirements for the number of lifebuoys were regulated in section 2 of the Regulations on life-saving appliances, cf. SOLAS III/7.1, as well as sections 5a, 6 and 11. There is now a requirement for one lifebuoy with a lifeline for all ships. Ships of 8 metres in overall length and upwards, but of less than 15 metres, must in addition carry one lifebuoy equipped with a self-igniting light. For ships of 15 metres in overall length and upwards, a total of three lifebuoys is required. This requirement represents a relaxation for vessels of 300 gross tonnage or upwards, which currently must carry five lifebuoys.

The requirement that at least two of the lifebuoys must be fitted with self-activating smoke signals is not continued.

Under the fifth paragraph, ships of less than 12 metres in overall length may carry a buoyant rescue quoit, attached to not less than 30 metres of buoyant line, in place of a lifebuoy with a lifeline. The previous requirement in section 11 of the Regulations on life-saving appliances – that ships shall be provided with one lifebuoy on each side of the ship – is not continued.

*Hand flares*
Previously, ships of less than 8 metres in overall length were required tp carry six hand flares, cf. section 5a of the Regulations on life-saving appliances. For ships of 8 metres in overall length and upwards, section 6 of the Regulations required three hand flares when operating in trade areas 1 and 2, and six hand flares when operating in trade area 3 or greater trade area. Under the new Regulations, the requirement for hand flares has been reduced, such that all vessels must now carry three hand flares. The NMA has justified this amendment on the basis that vessels today are commonly equipped with instruments capable of providing precise positional information, and the revised requirement is therefore considered more consistent with current technological developments.

*Rocket parachute flares*
For ships of 8 metres in overall length and upwards, section 6 of the Regulations required three rocket parachute flares when operating in trade areas 1 and 2, and six rocket parachute flares when operating in greater trade areas. In the new Regulations, the required number of rocket parachute flares has been reduced to three. Rocket parachute flares no longer constitute the

primary means of raising an alarm, and the amended requirement is therefore considered to be more in line with current technological developments.

*Line-throwing appliance*
Concerning line-throwing appliances, section 6 of the Regulations on life-saving appliances required ships of 15 metres in overall length and upwards, operating in trade area 3 and greater trade areas, to carry a line-throwing appliance with two projectiles with two lines. This requirement is not continued. Vessels in this category have the possibility to manoeuvre sufficiently close to one another, making it feasible to employ alternative equipment, such as a heaving line.

*A means of rescue for recovering a helpless person from the water*
The requirement to carry "a means of rescue for recovering a helpless person from the water", cf. section 5a (e) of the Regulations on life-saving appliances, is not continued. This must be viewed in connection with the requirement in section 38 concerning the recovery of persons from the water. The type of equipment to be used shall be determined on the basis of vessel-specific plans and procedures for the recovery of persons from the water.

*Rescue boat*
There is no requirement for a rescue boat for ships falling within the scope of the new Regulations. Consequently, corresponding amendments have been made to the Regulations on life-saving appliances; see the notes to section 158, where a threshold has been introduced for the rescue boat requirement at a length (L) of 30 metres or more, irrespective of gross tonnage.

*Second paragraph*
Under section 8 fifth paragraph of the Regulations on life-saving appliances, cargo ships – excluding tankers – were permitted, when operating in trade area 2 or lesser trade area, to carry one liferaft capable of being launched from either side of the ship. This exemption is continued for ships of 15 metres in overall length and upwards.

*Third paragraph*
Cargo ships certified for the North Sea and Baltic Sea trade area or lesser trade area may use liferaft containers marked "SOLAS B PACK". Until now, only "SOLAS A PACK" has been permitted for cargo ships. The limitation to the North Sea and Baltic Sea trade area or lesser trade area has been applied because this area corresponds to the same trade area prescribed for passenger ships pursuant to the LSA Code 4.1.5.3.

*Fourth paragraph*
The fourth paragraph largely continues section 8 seventh paragraph of the Regulations on life-saving appliances, but includes a clarification in (e) stating that each liferaft shall be packed in a container. For ships of 12 metres in overall length and upwards, but less than 15 metres, which are required to carry only one liferaft, this entails that, instead of one wheel-marked liferaft, it may – under certain conditions – be permissible to carry two ISO liferafts on board.

The fourth paragraph has been amended following input received during the consultation, changing the length threshold from 8 to 12 metres.

*Fifth paragraph*

See the comments under “lifebuoy with a lifeline and lifebuoy with a light”.

*Sixth paragraph*
The sixth paragraph has been amended as a result of input from the Norwegian Seafood Federation. Under this paragraph, ships of less than 12 metres in overall length engaged on domestic voyages may, as an alternative to the requirement in the first paragraph, carry one liferaft in accordance with the fourth paragraph (b) to (e). This aligns with other length limits in the Regulations.

*Seventh paragraph*
The sixth paragraph in the proposal circulated for consultation has now become the seventh paragraph.
The content is derived from SOLAS regulation III/20.

The requirement in section 8 sixth paragraph of the Regulations on life-saving appliances for tankers is not continued.

*To section 34 on stowage of liferafts*
Section 34 contains provisions derived from SOLAS regulation III/12 and 13, but the requirements have been adapted to this vessel category. The third paragraph continues section 8 second paragraph of the Regulations on life-saving appliances.
Section 8 first paragraph of the Regulations on life-saving appliances is not continued, which means that no redundancy requirement is imposed for liferafts on ships of less than 15 metres in overall length.

*To section on placement and storage of lifejackets and immersion suits*
*First paragraph*
The content is derived from SOLAS regulation III/ 7. 2. 2.

*Second paragraph*
The content of the second paragraph corresponds to section 12 first paragraph of the Regulations on life-saving appliances. The requirement has been adapted to this vessel category.

*Third paragraph*
The content is derived from SOLAS regulation III/ 32. 3. 4.

*To section 36 on embarkation ladder*
This provision clarifies that the requirement applies to vessels equipped with a liferaft. By “equivalent”, this refers for example to a ladder approved by the Norwegian Maritime Authority, steps or stars providing access from deck to water level, or recessed footholds in the ship’s side.

*To section 37 on automatic emergency stop and rescue ladder*
*First paragraph*
Section 9a of the Regulations on life-saving appliances, cf. section 5a, previously required the installation of a dead man's switch and rescue ladder. The first paragraph introduces a relaxation of the requirement for a dead man’s switch, clarifying that the requirement applies only to ships with an outdoor steering position.

Following the consultation, the term “automatic emergency stop”, which had been proposed as a replacement for “dead man’s switch”, has been changed to “automatic emergency stop”. This amendment must be viewed in connection with the NMA’s Regulations of 26 June 2025 No. 1372, amending the NMA’s regulations to introduce gender-neutral terminology, in which the term “dead man’s switch” was replaced with “automatic emergency stop”.

*Second paragraph*
This paragraph largely continues section 9a of the Regulations on life-saving appliances, but the phrase “waterline at 10% ballast condition” has been replaced by “submerged in all loading conditions”.

*To section 40 on muster list*
Following the consultation, the NMA has amended the second paragraph by replacing “rest room” with “other conspicuous location”. Only a small number of vessels in this category have dedicated rest rooms, and in order to avoid any misunderstanding, the requirement now more clearly specifies where the muster list is to be posted.

*To section 41 on drills*
The requirement to conduct drills previously followed from section 2 of the Regulations on life-saving appliances, cf. SOLAS regulation III/19. The content of this section is derived from SOLAS regulation III/19 but has been adapted to the vessel category covered by the new Regulations. The requirement applies only to ships of
12 metres in overall length and upwards. The provision represents a less extensive requirement compared with the previous regulations.

*To section 42 on inspection and maintenance of life-saving appliances*
The content is derived from SOLAS III/20. The requirement has been adapted to this vessel category.

During the consultation, the NMA received input from Survitec Survival Technology, noting that liferafts in accordance with MSC.1/Circ.1328 are maintained within a 30-month interval. Based on this input, the NMA has included wording in the first paragraph of the Regulations to ensure that this special arrangement is continued.

***To chapter 4 on radiocommunication equipment for ships of less than 300 gross tonnage***
Chapter 4 on radiocommunication equipment contains requirements derived from the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units. Chapter 4 applies only to cargo ships of less than 300 gross tonnage, and certain simplifications or adaptation have been made for this vessel category. This means that there will be vessels falling within the scope of the Regulations, cf. section 1, that must comply with the provisions of the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units instead. This will apply to ships of less than 24 metres in length (L) and a gross tonnage of 300 or more.

*To section 43 on scope of application for chapter 4*
In the new Regulations, requirements are imposed only on ships of less than 300 gross tonnage, as a simplification and adaptation of the regulatory framework for this group of cargo ships. For ships of 300 gross tonnage or more, the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore unite continue to apply.

*To section 44 on radio equipment*
*First paragraph*
The radio equipment is listed in a table divided according to number of units, sea area and trade area. Equipment required under section 44 must be wheel-marked, cf. the Regulations of 30 August 2016 No. 1042 on marine equipment section 1, cf. Annex IV to the same Regulations, unless otherwise provided in the individual provisions of this chapter.

*VHF radio with DSC and VHF-radio, hand-held*
The existing requirement for a VHF radio with DSC is continued. The requirement for a hand-held VHF radio was previously found in section 3a of the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units, which required two hand-held VHF radios for ships of 8 metres in overall length and upwards and a gross tonnage of less than 500. A requirement is now established for only one hand-held VHF radio.

*AIS-SART*
There is a requirement for an AIS-SART. New ships may not use a radar-SART. Transitional provisions apply to existing ships that have a radar-SART on board when the Regulations enter into force. The requirement regarding the number of SARTs is continued from section 3a of the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units and applies to ships of 8 metres in overall length and upwards in trade area 3 or greater. The rationale for requiring an AIS-SART is that significantly more ships are equipped with AIS receivers than with radar.

*EPIRB, float-free*
The requirement is essentially a continuation of the previous provision. In trade areas 1 and 2, a hand-held VHF-radio may fulfil the function of the secondary alerting method. This means that an EPIRB is not required in trade areas 1 and 2.

*EPIRB, manual*
The requirement for a manual EPIRB is more lenient than before, as a manual EPIRB was previously required for trade area 3.

*MSS ship earth station*
This provision is more lenient than the previous one. By requiring only one MSS ship earth station (satellite telephone) in sea area A2, the installation of MF radio equipment on board will no longer be required, as was previously the case. As an alternative to satellite telephone in sea area A2, the fifth paragraph permits the use of MF radio equipment with DSC in combination with a NAVTEX receiver.
An MSS ship earth station used in sea area A2 must be wheel-marked and type-approved.

*Second paragraph*
The requirement in the second paragraph is based on the fact that a NAVTEX receiver is no longer mandatory. The Norwegian Maritime Authority accepts an alternative solution for receiving MSI messages. This ensures that the requirement for up-to-date MSI information is fulfilled, whether received via SAT, by NAVTEX receiver or via the internet. VHF is an alternative for receiving weather warnings, but not navigational warnings.

*Third paragraph*

In the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units, there was no lower threshold for when a vessel was required to carry fixed radiocommunication equipment. Ships without a wheelhouse are now exempt from this requirement, and a lower threshold has also been established for ships of less than 8 metres in overall length. This represents a relaxation compared with the current requirements. The use of a CE-marked hand-held VHF radio with DSC is permitted as an alternative to a fixed VHF radio with DSC and a hand-held emergency VHF. As no hand-held VHF radios with DSC are wheel-marked, such equipment is not required to be wheel-marked.

*Fourth paragraph*
The fourth paragraph provides an alternative to the requirement for an MSS ship earth station in the first paragraph, allowing the use of equipment otherwise permitted in GMDSS sea area A2.

*Fifth paragraph*
This provision essentially continues section 4 of the Regulations on radiocommunication equipment for Norwegian ships and mobile offshore units, albeit in a simplified form.

*Sixth paragraph*
The AIS function may be fulfilled by an EPIRB provided that the EPIRB is equipped with an AIS capability in accordance with
the new performance standard applicable to EPIRBs.

During the consultation, Telenor Kystradio commented that permitting an AIS-equipped EPIRB to replace an AIS-SART could result in a safety gap should the EPIRB not be carried along in an emergency situation. Based on this comment, the sixth paragraph has been amended so that the exemption from the SART requirement applies solely to manual EPIRBs fitted with an integrated AIS function. Compared with the requirements currently in force, this is still considered to constitute a more lenient regime than that previously applied.

*Seventh paragraph*
The content has been taken from SOLAS regulation IV/18, in a simplified form.

*To section 47 on GMDSS emergency procedures and channel plan*
A new requirement has been introduced here. All holders of a radio licence receive this information annually. The NMA considers this to be simple and useful information that should be readily accessible and displayed on board.

*To section 48 on placement of radio equipment*
*Third paragraph*
This requirement is new. The EPIRB is designed such that the hydrostatic release unit will activate when submerged in water at a depth of between 2 and 4 metres. In order to ensure activation of the EPIRB, it must be positioned at a sufficient height so that it will be released even in the event that the ship capsizes.

*To section 50 on reserve source of power*
*First paragraph*
This provision constitutes a simplified version of the content of SOLAS regulations IV/13.2 and IV/13.3.

During the consultation, it was proposed that a reserve source of power should not be required for vessels operating in trade area 4 or lesser. The basis for this proposal was the NMA's view that a portable VHF radio would provide adequate redundancy. Telenor Kystradio commented that the proposal could reduce the robustness of emergency communications, noting that a hand-held VHF may be insufficient in many situations, both in terms of transmission power and antenna placement. Telenor Kystradio therefore proposed that a dedicated radio battery should be required for vessels operating in trade areas 1–4, with a possible exemption for the smallest vessels. The NMA has partly taken this input into account and has adjusted the requirement in the first paragraph for ships that are not equipped with an emergency source of power (i.e, vessels without vessel instructions), so that these must have a reserve source of power when operating in trade area 4 and greater. This corresponds to the capacity of a portable VHF, which will then serve as a redundant means of communication for vessels that do not have a reserve power source. The requirement must also be viewed in conjunction with the fact that all vessels are required to carry a float-free EPIRB from trade area 3 and greater.

*Second paragraph*
This provision constitutes a simplified version of the content of SOLAS regulation IV/13.1.

*Third paragraph*
This provision constitutes a simplified version of the content of SOLAS regulation IV/13.7.

*Fourth paragraph*
This provision constitutes a simplified version of the current requirements in SOLAS regulation IV/14.1.5, which refers to resolution MSC.515(105) paragraph 12.2

*To section 51 on maintenance*
*Fourth paragraph*
The content of the fourth paragraph is derived from SOLAS regulation IV/15.9. Batteries that are designed
for a service life exceeding five years may be retained and used for a longer period, but not beyond their documented lifespan.

***To chapter 5 on transfer of person between the ship and offshore renewable energy production facilities***
*To section 52 on transfer of persons*
New requirements have been introduced for ships engaged in the transfer of persons between the ship and offshore renewable
energy production facilities. The provision primarily sets out operational requirements intended to ensure the safety of persons being transferred between the ship and such facilities. The provision also includes certain equipment requirements. These requirements apply only in circumstances where persons are to be transferred between the ship and offshore renewable energy production facilities. The requirements apply at sea and do not apply to transfers between the ship and a quay.

***To chapter 6 on construction***
Chapter 6 sets out construction requirements for ships required to hold vessel instructions or a trading certificate for cargo ships. Several of the requirements in this chapter constitute a continuation of provisions previously contained in chapter to of the Regulations on the construction and supervision of small cargo ships.

*To section 53 on hull accessibility*

It is important for the supervisory authority to be able to verify that the standards or class rules according to which the vessel is to be constructed have been complied with. This includes, inter alia, the inspection of the quality of welding and the surface treatment (coating) carried out.

*To section 54 on strengthening of the hull and use of doubling plates*

*Third paragraph*

The requirement in the third paragraph reflects established administrative practice for vessels of 15 metres in overall length and upwards and sets a limitation on the circumstances under which doubling plates may be permitted.

*Fourth paragraph*

The requirement in the third paragraph entails that the company must apply for permission if such a solution is required. The possibility for approved companies to grant such permissions must be considered in conjunction with section 152, under which approved companies may, upon written application from the company, issue a trading permit for single journeys.

*To section 55 on ice-strengthening*

In the second sentence, a relaxation has been introduced compared with section 9 second and third paragraphs of the Regulations on the construction and supervision of small cargo ships. This requirement must be considered in light of the fact that the reference to the Nordic Boat Standard for Commercial Boats less than 15 metres, 1990, is not specifically mentioned in the new Regulations. The amendment provides the company with greater flexibility to apply the ice-strengthening provisions of the selected standard, cf. section 3, provided that the chosen standard contains requirements relating to ice-strengthening. Compared with the Regulations on the construction and supervision of small cargo ships, section 55 permits that where a recognised construction and design standard approved by the Norwegian Maritime Authority under section 3 has been selected, and where that standard contains requirements that otherwise correspond to those set out in chapter 6, such a standard may be applied.

*To section 57 on anchor and mooring equipment*

*Second paragraph*

The second paragraph introduces a relaxation compared with section 11 second and third paragraphs of the Regulations on the construction and supervision of small cargo ships. The provision provides greater flexibility in allowing the use of other recognised standards than those previously specified. This must be viewed in light of the fact that the reference in section 11 third paragraph of the Regulations on the construction and supervision of small cargo ships to the Nordic Boat Standard for Commercial Boats less than 15 metres, 1990, is not expressly included in the new Regulations. This entails that ships of 15 metres in overall length and upwards may also have anchoring and mooring equipment in accordance with a recognised standards. It should, however, be noted that this applies only within 30 nautical miles from a port or an approved anchorage, cf. the third paragraph.

Compared with the Regulations on the construction and supervision of small cargo ships, section 57 permits that where a recognised construction and design standard approved by the Norwegian Maritime Authority under section 3 has been selected, and where that standard contains requirements that otherwise correspond to those set out in chapter 6, such a standard may be applied.

*Third paragraph*

A specific requirement has been introduced for ships intended for operation on international voyages more than 30 nautical miles from a port or an approved anchorage. Such ships must, irrespective of the wording of the second paragraph, apply the rules of a recognised classification society. The requirement to comply with class rules constitutes a continuation of section 11 second paragraph of the Regulations on the construction and supervision of small cargo ships, but the threshold has been adjusted so that it now applies to a smaller group of vessels.

*Fourth paragraph*

It has been identified as necessary to clarify in the Regulations that anchoring equipment shall be arranged so that it is always ready for use. This means that the equipment may not be stowed in such a manner that it is not readily accessible.

*To section 60 on openings in collision bulkheads on enclosed ships of 15 metres in overall length and upwards*

During the consultation, the Norwegian Seafood Federation commented that there is a need to amend the requirement in the second paragraph that the valve shall be capable of being operated from the freeboard deck. The NMA refers to section 58, which provides that ships of less than 15 metres in overall length are not required to have a collision bulkhead. This provision must therefore be viewed in conjunction with section 60. The provision has been amended to clarify that the requirement in the first paragraph does not apply to all ships, but only to ships of 15 metres in overall length and upwards.

***To chapter 7 on deck equipment***

Chapter 7 contains provisions relating to deck equipment for ships required to have vessel instructions or a trading certificate for cargo ships, and continues the content previously set out in chapter 2 of the former Regulations. A substantial part of the content of RSV 9-2017 has also been taken into account in this chapter. In addition, rules and guidelines from ISO 7365 "Shipbuilding and marine structures – Deck machinery – Towing winches for deep sea use" and MSC.1/Circ.1662 "Guidelines for anchor handling winches" have been incorporated into the Regulations. For winches, section 18 fifth paragraph of the Regulations on the construction and supervision of small cargo ships refers to the following requirements: "dimensioning and testing of towing winches and anchor-handling winches shall comply with ISO 7365", and "The towing line and anchor-handling line shall, when using winch, be dimensioned in accordance with point 4.5.1 of ISO 7965". The drum and clutch fall outside the wording of the current reference in section 18 fifth paragraph, and requirements concerning these components have therefore been included in section 73. Many work winches are combined towing and anchor-handling winches. The requirements will help reduce the differences between the requirements applicable to towing winches and anchor-handling winches, as the risk profile is largely the same for both types of operations.

For tugboats, the Regulations on the construction and supervision of small cargo ships contains requirements for towing winches for towing operations in great coasting or greater trade area, cf. section 20. In the new Regulations, this requirement will apply where the tug is to operate on foreign voyages more than 30 nautical miles from a port or approved anchorage. Consequently, ships in great coasting or greater trade area which do not operate more than 30 nautical miles from a port or an approved anchorage may, under this amendment, carry out such operations using a towing hook.

*To section 62 on definitions*

This section included only the definitions that are used exclusively within this chapter.

*To section 63 on deck equipment*

*First paragraph*

A general requirement is set out here to ensure safety in the use of deck equipment. The requirement
must be viewed in conjunction with the remaining provisions concerning towing and anchor-handling operations in sections 64 to 81.

*Second paragraph*

Where visibility is obstructed, the NMA permits the use of a camera to monitor the equipment and the operation while it is being carried out. In this way, live images of the operation can be displayed directly.

*To section 64 on safe zone*

The requirement is expanded here to cover more than anchor-handling equipment, cf. section 15 second paragraph of the Regulations on the construction and supervision of small cargo ships. The provision must be viewed in conjunction with the requirement in section 63 first paragraph. It shall be possible to remain within a safe zone in a given situation, and the placement of the deck equipment will influence the location of the safe zone during different operations.

*To section 65 on towing winch or towing hook for towing ships*

*First paragraph*

The limitation linked to trade areas, as set out in section 13 of the Regulations on the construction and supervision of small cargo ships, has not been continued.

*Second paragraph*

Here, the first sentence of section 13 third paragraph of the Regulations on the construction and supervision of small cargo ships has been continued, with the exception of the phrase "[…] , even under poor weather conditions".

*Third paragraph*

The content of the third paragraph corresponds to the second sentence of section 13 third paragraph of the Regulations on the construction and supervision of small cargo ships.

*Fourth paragraph*

A clarification of the wording has been introduced compared with section 13 fourth paragraph of the Regulations on the construction and supervision of small cargo ships. The requirement is also consistent with section 20, which previously included a reference to the obligation to comply with section 12 of the Regulations of 1 July 2014 No. 1072 on the construction of ships.

*Fifth paragraph*

The fifth paragraph contains requirements that apply specifically to ships intended for operation on international voyages more than 30 nautical miles from a port or an approved anchorage. Such ships must, irrespective of the first paragraph,
be equipped with a towing winch. The requirement constitutes a relaxation compared with the Regulations of 1 July 2014 No. 1072 on the construction of ships, where section 20 requires a towing winch for vessels operating in trade area great coasting or greater trade area.

The alternative to a towing winch or towing hook provided in section 14 of the Regulations on the construction and supervision of small cargo ships applies to only a very limited number of ships, and the NMA considers that very few make use of this provision today. The NMA therefore sees no need to continue this alternative.

*To section 66 on equipment for ships engaged in anchoring-handling operations*
The requirement in section 66 is a reformulation into a functional requirement, thereby covering a wider range of components than those previously included under section 15 of the Regulations on the construction and supervision of small cargo ships. The background for this requirement is that certain equipment presenting the same hazard potential currently falls outside the exhaustive list set out in section 15, yet such equipment must nevertheless be regulated.

*To section 67 on automatic audible alarm*
Compared with the requirements set out in the Regulations on the construction and supervision of small cargo ships, chain stopper plates and other equipment presenting the same hazards as shark jaws and closed guide pins have been included, as such equipment performs the same function as the equipment regulated in the Regulations on the construction and supervision of small cargo ships section 17. The trade area limitations have not been continued in the new Regulations.

*To section 68 on requirements for emergency release*
*First paragraph*
The provision takes into account that operational patterns may emerge which are not solely connected to anchor-handling operations. The trade area limitations set out in the Regulations on the construction and supervision of small cargo ships section 16 first paragraph have not been continued.

*Second paragraph*
The content of section 68 second paragraph corresponds to section 16 second paragraph of the Regulations on the construction and supervision of small cargo ships, except
that the limitations related to trade area are not continued. In (e), the abbreviation WWL is used instead of SWL.

*Third paragraph*
When the emergency release mechanism is activated, the tension on the line shall be gone within 10 seconds. Following the consultation, the NMA has amended the wording in the second sentence of the third paragraph from “if the equipment is fitted with a brake” to “when a brake is used”. The current standard is that a brake is used to prevent uncontrolled pay-out. When a brake is used to prevent uncontrolled pay-out, the requirement relating to the 10-second limit shall nevertheless be fulfilled, and the braking force may not exceed 20% if the board pull (BP). This implies that all components – including winch, guide pins, shark jaws and other relevant equipment – are released by the emergency release system within 10 seconds.

*Fourth and fifth paragraphs*
The inspections required to confirm and verify the conditions set out in RSV 9-2017,
point 6, are established as mandatory requirements in section 68 fourth and fifth paragraphs.

During the consultation, SHM Maritime asked whether the requirement should be understood to mean that the line must be completely run off the drum, or whether it is sufficient that the line is pulled off at a certain speed over a certain distance. To clarify the intended meaning of the wording, the NMA has, following the consultation, added the phrase "in which *part of* the line is pulled off the drum after the emergency release has been activated" in the fifth paragraph.

*To section 69 on design of towing winch and anchor-handling winch*
This section incorporates requirements consistent with MSC.1/Circ. 1662 – Guidelines for Anchor Handling Winches and ISO 7365.

*To section 70 on dimensioning of maximum stress during operation of towing winch and anchor-handling winch*
The content of section 70 second paragraph corresponds to parts of section 18 fifth paragraph of the Regulations on the construction and supervision of small cargo ships.

*To section 71 on brake on towing winch*
The requirements set out herein are consistent with ISO 7365, while also incorporating the content of RSV 9-2017
into the Regulations.

*To section 72 on brake on anchor-handling winch*
The content of this section is derived from RSV 9-2017 and is consistent with ISO 7365.
The content of the first sentence of the fourth paragraph is taken from RSV 9-2017, with the addition of certain supplementary requirements that align with class rules (DNV Offshore Service Vessel with the notation "Anchor handling/towing)".

*To section 73 on drum and clutch on towing winch and anchor-handling winch*
The requirement corresponds to ISO 7365 and RSV 9-2017. The drum and clutch fall outside the wording of the current reference in section 16 fifth paragraph.

*Third paragraph*
A new requirement has been included here, corresponding in substance to the requirement set out in the Regulations of 17 January
1978 No. 4 relating to cargo-handling appliances on ships, section 9 first paragraph (c) and (d). Such a requirement is considered appropriate in this provision in respect of the line on the drum, in order to maintain the necessary frictional force. The third sentence of the third paragraph correspond to ISO 7365.

During the consultation process, the Norwegian Maritime Authority received an input from SHM Maritime stating that three turns would be sufficient for nylon slings or spectra, although it would be adequate for steel wire. The NMA recognises the importance of taking into account the type of line used, as this will affect whether sufficient frictional force is maintained. Based on this input, the NMA has, following the consultation, included wording to the effect that: "If the line consists of fibre rope or a similar material, the number of turns on the drum shall be increased to maintain sufficient friction."

*Fourth paragraph*
The previous requirement in the fourth paragraph followed from the reference in the Regulations on the construction and supervision of small cargo ships section 18 fifth paragraph,

which referred to ISO 7365. The requirement in the fourth paragraph corresponds to the 1983 edition of the standard.

*Fifth paragraph*
The content corresponds to the 2012 edition of ISO 7365.

*Sixth paragraph*
The content corresponds to ISO 7365, which stipulates that the diameter of the drum core must be at least 14 times the diameter of the design wire.

*Seventh paragraph*
The content is derived from RSV 9-2017. Fibre ropes may tolerate a significantly smaller bending radius than that required under the sixth paragraph. When a fibre rope is used on the drum instead of wire, the rope diameter should not exceed 0,25 times the diameter of the drum core. However, if the rope manufacturer may specify stricter minimum drum core diameter requirements, those requirements shall be adhered to.

*Eighth paragraph*
The content corresponds to the 2012 edition of ISO 7365.

*Ninth paragraph*
The requirement for dimensioning of wire previously followed from the Regulations on the construction and supervision of small cargo ships section 18 fifth paragraph.
The requirement in the first sentence of the ninth paragraph stipulating 100 kN, is consistent with ISO 7365. Reference is otherwise made to the relevant class rules.

To section 74 on marking of towing winch and anchor-handling winch
The requirements in the first paragraph (a) to (e) correspond to ISO 7365, with the marking of the WLL added.
The manufacturer's assessment of the WLL must be included in the information provided.

*To section 75 on control panel with load monitor for towing winch and anchor-handling winch*
New requirements have been introduced which are not currently covered by the Regulations on the construction and supervision of small cargo ships section 16 fifth paragraph. The content corresponds to ISO 7365.

*Third paragraph*
Where the winch can be operated from locations other than the bridge, the load monitor shall be installed both at the alternative operation position(s) and additionally on the bridge.

*Fifth paragraph*
The content is derived from RSV 9-2017. The Regulations on the constriction and supervision of small cargo ships section 18 fifth paragraph second sentence
implies that in order to use a wire with a lower MBS than the design wire, the winch must be provided with tension control. Tension control means a function providing the user with an opportunity to adjust the winch SWL in relation to the wire MBL.

*To section 76 on de-rating the winch capacity*

The provision is based on the content of RSV-2017. The winch may be de-rated to reduce the maximum pull (WLL), which is maintained across multiple layers. The maximum pulling force of the winch shall not be alterable by the crew on board.

*To section 77 on documentation for towing winch and anchor-handling winch*
The content is derived from RSV 9-2017 but has been elaborated compared with the circular.

*To section 78 on pull-in equipment*
This requirement is new. The use of pull-in equipment, such as nocks/capstans, involves significant risk and constitutes equipment with a high hazard potential. Since the Regulations on the construction and supervision of small cargo ships entered into force, the NMA has received regular accident reports relating to incidents involving pull-in equipment. This provision sets out minimum requirements for such equipment, which has previously been subject to limited regulation.

*To section 79 on dimensioning of deck equipment*
Requirements for the dimensioning of equipment and arrangements used during towing and anchor-handling operations were previously included in the Regulations on the construction and supervision of small cargo ships section 18. These requirements are now made applicable to all small cargo ships, regardless of trade area.

*To section 80 on alternative dimensioning requirements*
This provision allows the winch to be founded in accordance with a recognised standards or the rules of a recognised classification society. This is consistent with existing administrative practice. Alternative requirements for foundation previously followed from the Regulations on the construction and supervision of small cargo ships section 18 third paragraph. As alternative dimensioning requirements
may derive from a recognised standard for the equipment concerned, or from the rules of a recognised classification society for the same equipment, it is not appropriate to retain the wording "[t]he standard or set of rules shall be appropriate to the equipment".

*To section 81 on certificates for movable equipment used during towing and anchor-handling operations*
This clarification establishes that certification of movable equipment must correspond to the intended use of the specific equipment in question.

***To chapter 8 on stability documentation***
Chapter 8 contains requirements for stability documentation for ships required to hold vessel instructions or a trading certificate for cargo ships. Based on the NMA's administrative practice, this chapter includes some minor amendments and several clarifications compared with chapter 3 of the Regulations on the construction and supervision of small cargo ships. Among other points, the chapter clarifies how the NMA assesses changes in lightship weight following conversions. This represents a relaxation compared with the wording in the Regulations on the construction and supervision of small cargo ships fourth paragraph. Furthermore, the term "crane operations" has been replaced with "lifting operations", which the NMA considers to be a more precise and comprehensive term.

*To section 82 on approval of stability information*

The content of section 82 corresponds to section 26 of the Regulations on the construction and supervision of small cargo ships. However, the first paragraph now specifies that the stability information must be approved. It is the Norwegian Maritime Authority or an approved company that verifies the stability calculations to which the master must have access, and on which the master shall rely for guidance.

*To section 83 on stability information on board*
*First paragraph*
The first paragraph partly continues the requirement in the Regulations on the construction and supervision of small cargo ships section 27 first paragraph but clarifies that the stability poster shall be prepared using the form specified by the NMA.

*Second paragraph*
The second paragraph reflects current administrative practice and has been included in the Regulations to establish a clear documentation requirement concerning lifting diagrams.

*Fourth paragraph*
This paragraph continues the final sentence of the Regulations on the construction and supervision of small cargo ships section 31 third paragraph, and specifies that, in addition to anchor-handling operations, towing and lifting operations are also covered.

To section 84 on determination of lightship data
*Second paragraph*
Compared with the current wording, the term “calculation” has been replaced with “displacement measurement”. This change is due to repeated enquiries to the NMA regarding the meaning of “calculation”. With the new wording, the NMA considers it clearer that a physical measurement must be carried out to determine the ship’s weight. “Displacement measurement” is considered a more precise term.

*Third paragraph*
A clarification has been introduced compared with section 28 third paragraph of the Regulations on the construction and supervision of small cargo ships. It specifies that no more than ten years may elapse between each physical measurement of displacement. This reflects the intention behind the 2015 provision, and the updated wording is meant to make this requirement explicit.

*Fourth paragraph*
This paragraph represents a relaxation compare with the wording in the Regulations on the construction and supervision of small cargo ships section 28 fourth paragraph. The requirement now allows for minor changes in the lightship weight without necessitating new stability calculations.

*To section 86 on calculation of loading conditions*
*First to fifth paragraphs*
The content of the first to fifth paragraphs of section 86 corresponds to section 30 of the Regulations on the construction and supervision of small cargo ships, with the exception of the second paragraph.

*Sixth paragraph*

This paragraph provides a clarification of the Regulations on the construction and supervision of small cargo ships section 30 seventh paragraph in line with
the NMA's administrative practice. It specifies that the density used in the calculations shall be the density of the liquid cargo the ship in intended to carry, and not necessarily the density of seawater, as stated in the previous wording.

*Eighth paragraph*
This paragraph introduces an alternative option that reflects the current administrative practice.

*To section 87 on calculation of loading conditions for free flooding or circulation in wells*
The content of section 87 second paragraph corresponds to section 30 fifth paragraph, and section 30 sixth paragraph, of the Regulations on the construction and supervision of small cargo ships.
Section 30 fifth paragraph (d) of the Regulations on the construction and supervision of small cargo ships is not continued.

*To section 89 on preparation of additional conditions for ships engaged in lifting operations*
The content of section 89 corresponds to section 31 second paragraph of the Regulations on the construction and supervision of small cargo ships but provides a clarification regarding when additional calculations for lifting operations must be prepared.

*To section 90 on preparation of additional conditions for ships engaged in anchor-handling operations*
*First paragraph*
The first paragraph includes a clarification requiring the preparation of additional and more specific loading conditions. This revision of section 31 third paragraph of the Regulations on the construction and supervision of small cargo ships is, in the NMA's view, intended to make the requirement clearer and easier for the industry to apply. The amendment should al so be understood in connection with section 34 eighth paragraph of the same Regulations, which requires limit curves indicating KGmax when the ship is engaged in towing or anchor-handling operations. The condition "anchor-handling" is not continued, cf. the requirement in section 93 eighth paragraph. The requirement is justified by the fact that several approved stability calculation programmes have encountered difficulties in meeting the existing provision in a satisfactory manner.

*Second paragraph*
The second paragraph introduces a requirement to prepare a loading condition demonstrating that the ship's stability before
the anchor-handling operation begins, in cases where the ship must apply counterbalancing during anchor-handling.

*To section 92 on conditions for calculating loading conditions*
The content of section 92 corresponds to section 33 of the Regulations on the construction and supervision of small cargo ships, and the requirement in (c) subparagraph (iii) is consistent with current administrative practice.

*To section 93 on calculation of stability curves conditions*
*Eighth paragraph*

Compared with the Regulations on the construction and supervision of small cargo ships, the wording “is engaged in anchor-handling” has been removed. This requirement must be viewed in connection with section 90, where, instead of the previous provision in the Regulations on the construction and supervision of small cargo ships section 34, the Regulations now require the preparation of a greater number of loading conditions applicable during anchor-handling operations.

***To chapter 9 on stability criteria***

Chapter 9 sets out the stability requirements for ships required to hold vessel instructions or a trading certificate for cargo ships. Compared with chapter 4 of the Regulations on the construction and supervision of small cargo ships, this chapter contains minor amendments.

*To section 94 on stability*

*First paragraph*

The NMA has received several enquiries regarding the wording in the Regulations on the construction and supervision of small cargo ships section 35 first paragraph second sentence, which states that “any list shall be avoided”. The second sentence of the first paragraph therefore includes a clarification to specify what is meant by “list” in this context.

*To section 95 on stability in intact condition for enclosed ships*

*Third paragraph*

The Regulations on the construction and supervision of small cargo ships primarily targeted vessels operating close to the coast. Changing
operational needs within the industry mean that smaller cargo ships will now operate in waters that are now coastal. Compared with vessels operating exclusively along the coast, the intact stability requirements have been strengthened for ships operating on international voyages more than 30 nautical miles from a port or approved anchorage. A weather criterion is provided through the reference to the international intact stability requirements in the IS Code, Part A, chapter 2.3.

*To section 96 on alternative stability requirement for vessels with cargo wells partly flooded*

This provision clarifies the wording “calm seas” used in the Regulations on the construction and supervision of small cargo ships section 40, which may be ambiguous. The NMA considers the term “completely sheltered waters” to provide greater clarity, and it is consistent with the intended interpretation of the existing wording.

*To section 98 on additional stability requirements for ships engaged in towing operations*

*Fourth paragraph*

The fourth paragraph allows the NMA to accept compliance with the stability requirements of the 2008 International Code on Intact Stability (IS Code) as an alternative to the requirements set out in the second and third paragraphs.

*To section 99 on additional stability requirements for ships with lifting appliances and ships intended for anchor-handling operations*

*First paragraph*

The requirements apply to all ships fitted with a lifting appliance. The assessment is therefore not limited to the operational use of the appliance. This reflects the original intention of the provision when it was introduced in 2015.

*Third paragraph*
The third paragraph is a rewording of the Regulations on the construction and supervision of small cargo ships section 39 second paragraph to align the criterion with the wording in section 90 fourth paragraph. The weight and transverse centre of gravity (TGC) of the point load referred to in section 90 fourth paragraph, shall be included in the vessel's displacement when calculating the righting arm curve (GZ curve).

*Fifth paragraph*
The fifth paragraph includes a clarification compared with the current requirements. If the ship is subject to heeling moments from other equipment simultaneously with the use of the lifting appliance or anchor-handling winch, the combined total heeling moment shall be used as the basis for the stability calculations.

*Seventh paragraph*
The seventh paragraph reflects the NMA's administrative practice. The manufacturer's information on the maximum pulling force of the anchor-handling winch is intended to enhance the safety of anchor-handling operations.

*Eighth paragraph*
The eighth paragraph includes a clarification on how the consequences of load loss from the lifting appliance are to be
assessed.

***To chapter 10 on load lines and freeboard***
Chapter 10 sets out the requirements for load lines and freeboard applicable to ships required to hold vessel instructions or a trading certificate for cargo ships. Section 109 introduces new technical requirements aimed at enhancing the safety of persons on board, including explicit provisions concerning the descent from deck to water level, which shall provide physical barriers to prevent falls overboard. Additional requirements have been established for vessels operating on international voyages at a distance of more than 30 nautical miles from a port or approved anchorage.

*To section 100 on exception for high-speed, light-built craft*
The requirements set out in this chapter are not adapted to high-speed craft, and therefore parts
of this chapter do not apply to ships constructed in accordance with the rules for high-speed, light-built craft issued by a recognised classification society. Several of the requirements in this chapter are derived from the Load Line Convention.

*To section 101 on freeboard for enclosed ships*
*First paragraph*
The first paragraph provides a relaxation compared with section 41 of the Regulations on the construction and supervision of small cargo ships, aligning the requirements more closely with the rules applicable to ships of 24 metres in length (L) and upwards.

*Third paragraph*
The third paragraph contains a clarification of the bow height requirement, which was previously interpreted into section 7 of the Regulations on the construction and supervision of small cargo ships.

*To section 102 on application of draught marks for enclosed ships*
*First paragraph*
As the reference to the Nordic Boat Standard is not continued, the requirement will apply to all cargo ships covered by the Regulations, regardless of size. The distinction between ships above and below 15 metres has been removed. The NMA has established a marking form that shall be used. Ships on which draught marks have been applied prior to the entry into force of the new Small Cargo Ships Regulations will not be affected.

*Second paragraph*
Ships that do not carry cargo are exempt from the requirement in the first paragraph.

*To section 104 on freeing port area*
The requirements are intended to ensure that all Norwegian cargo ships comply with minimum standards for freeing port area.

Sixth paragraph
The requirement in the sixth paragraph is intended to enhance safety for ships operating beyond the
Small Coasting trade area and more than 30 nautical miles from a port or approved anchorage.

*To section 105 on side scuttles and windows*
The requirement entails that side scuttles located below the freeboard deck shall be fitted with hinged deadlights on the inside. Windows below the freeboard deck are not permitted. Not all construction standards or rules of recognised classification societies currently permitted for use contain explicit provisions concerning deadligths and side scuttles. This will continue to be the case, cf. section 3. The Norwegian Maritime Authority therefore considers it necessary to establish requirements in this regard. The additional requirements in the fourth paragraph are intended to enhance safety for ships operating outside the trade area Small Coasting and more than 30 nautical miles from a port or approved anchorage.

*To section 106 on ventilators*
The requirements set out in this section are consistent with the NMA's administrative practice. Ventilators serving machinery spaces shall not become submerged until an angle of heel of 40 degrees is reached; however, the provision allows this requirement to be deviated from under certain conditions, cf. first paragraph (a) to (c). Catamarans currently experience challenges in meeting the 40-degree requirement, and the provisions have therefore been formulated in a way that is simpler and better adapted to catamaran designs.

*Fifth paragraph*
If the selected standard or the rules of a recognised classification society contain stricter provisions than those set out in section 106 first to third paragraphs, the relaxation permitted under the fifth paragraph may be applied.

*To section 107 on air pipes*
The requirement in the first paragraph is consistent with the existing administrative practice in this area. Ships operating on international voyages more than 30 nautical miles from a port or approved anchorage are required to be fitted with air pipes equipped with automatic closing devices, cf. the second paragraph.

*To section 108 on bulwarks and guard rails*
The first and second paragraphs are in accordance with the NMA's established administrative practice.

*Third, fourth and fifth paragraphs*
Bulwarks and guard rails on open deck shall have a minimum height of 1 metre. This requirement also appears in section 6 of the Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length.

During the consultation, Moen Marine submitted comments stating that the proposed wording in the third paragraph was stricter than current practice and not in line with DNV Craft. They pointed out that higher guard rails may reduce functionality and be impractical for many types of operations. Following the consultation, the NMA has amended the wording of the third paragraph to state that "[t]he height may be reduced in limited areas where the installation and use of permanent deck equipment make this necessary". This wording therefore provides flexibility, allowing for reduced guard rail height in certain specific locations.

*Sixth paragraph*
The requirement is essentially a continuation of section 20 of the Regulations on the construction and supervision of small cargo ships, with further reference to sections 12, 13, 14 and 16 of the Regulations of 1 July 2014 No. 1072 on the construction of ships. The wording "[…] in great coasting or greater trade area […]", cf. section 20 of the Regulations on the construction and supervision of small cargo ships, has been amended to "on international voyages more than 30 nautical miles from a port or approved anchorage".

*To section 109 on descent from deck to water level*
In recent years, the Norwegian Maritime Authority has undertaken several initiatives with increased focus on smaller commercial vessels. This vessel segment has experienced substantial growth in numbers, yet has been subject to relatively limited regulation concerning both personnel and vessel requirements when compared with larger commercial vessels. From 17 October to 31 December 2023, the NMA carried out a supervisory campaign entitled "Safe workboat". The campaign placed particular emphasis on ensuring a safe working environment, appropriate competence and safe operation on board small cargo ships. With regard to the descent/stairs from deck to water level, the NMA has recorded several incidents in which persons on board have fallen overboard. New, specific construction requirements have therefore been introduced for the design of the descent from deck to water level. The first to fourth paragraphs apply to existing vessels; see the transitional provision in section 153 (i) subparagraph vi.

***To chapter 11 on machinery and electrical installations***
Chapter 11 sets out the requirements for machinery and electrical installations on board ships required to hold vessel instructions or a trading certificate for cargo ships. The chapter mainly consists of minor adaptations and clarifications of existing requirements.

*To section 110 on machinery*
Compared with section 44 first paragraph of the Regulations on the construction and supervision of small cargo ships, the reference to the Nordic Boat

Standard has been removed. Furthermore, the first paragraph clarifies that machinery installed on board shall be suitable for maritime use and intended for commercial purposes. The wording "associated control and monitoring systems" has been added. This provides a more precise requirement compared with the current formulation, where the list of components is followed by the phrase "etc.".

*Third paragraph*
The third paragraph clarifies that propulsion and steering machinery, cf. (a) and (b), shall be type-approved for maritime use. This aligns with the requirement already applied by the NMA.

*Sixth paragraph*
The sixth paragraph introduces a new requirement stipulating that, where sight glasses are installed on board, they shall be protected against mechanical damage and fitted with self-closing valves.

During the consultation, NKS Fartøykontroll submitted comments pointing out that the meaning of the phrase "designed for maritime use" was unclear. Following the consultation, the NMA has removed the wording "designed for maritime use". It is our assessment that requiring the sight glasses to be protected against mechanical damage is sufficiently comprehensive, making an additional requirement that the equipment be "designed for maritime use" unnecessary.

Section 45 of the Regulations on the construction and supervision of small cargo ships, concerning communication between the wheelhouse and the position for emergency steering, has been continued in section 20 second paragraph.

*To section 111 on main source of electric power*
*First paragraph*
The requirements of section 46 of the Regulations on the construction and supervision of small cargo ships are continued here, but the term "main generating set"
has been replaced with "main source of power" in order to ensure greater technological neutrality.

*Second paragraph*
This is a new requirement that aligns with the rules of recognised classification societies. It has been introduced as a new provision because it is not necessarily included in all recognised standards.

*Third paragraph*
This requirement clarifies what is considered unacceptable use of the emergency source of electrical power. The wording is identical to section 56 third paragraph of the Regulations of 1 July 2014 No. 1072 on the construction of
ships.

*Fourth paragraph*
This is a clarification of section 47 second paragraph of the Regulations on the construction and supervision of small cargo ships concerning the requirement for mutual independence between the main and emergency power installations. The wording is identical to section 56 fourth paragraph of the Regulations of 1 July 2014 No. 1072 on the construction of ships.

*To section 112 on emergency source of electrical power*

This section is a rewording of section 47 of the Regulations on the construction and supervision of small cargo ships, intended to clarify and further elaborate on the requirements.

*Sixth paragraph*
The requirement contained in section 47 fourth paragraph first sentence of the Regulations on the construction and supervision of small cargo ships is continued; however a clear and measurable requirement is now introduced, specifying a 45-second limit for the emergency power source to connect in the event of failure of the main electrical power source.

*Eighth paragraph*
This provision continues part of section 47 fifth paragraph of the Regulations on the construction and supervision of small cargo ships but includes a clarification regarding location requirements when a generator is used as the emergency source of electrical power.

*To section 114 on transitional source of power*
*Second paragraph*
The consumers listed in (e) and (f) shall be capable of receiving electrical power from the transitional source. The consumers mentioned in (e) allow for alternative solutions and new technologies that may encompass the consumers referred to in (a) to (c). The provision takes into account that different systems on board may be essential and necessary in an emergency situation. The requirement in (f) must be viewed in conjunction with the fact that this requirement is mandated under chapter to on navigation and navigational aids.

*To section 115 on capacity of the emergency source of power*
*First paragraph*
Compared with section 48 of the Regulations on the construction and supervision of small cargo ships, new consumers have been added in the first paragraph (a) subparagraph iv, as well as in (c) and (d). The existing requirements in this area have been insufficient.

*Second paragraph*
Ships intended for operation on international voyages more than 30 nautical miles from a port or approved anchorage shall have an emergency power source capable of supplying consumers listed in the first paragraph for 18 hours.
This requirement is stricter than the previous three-hour requirement, which applied irrespective of the vessel's operational area, and it will necessitate increased battery capacity on board.

*Fourth paragraph*
The requirement in the fourth paragraph ensures that the emergency power source is capable of supplying the required consumers. It must be ensured that sufficient capacity is available for all consumers connected to the emergency switchboard in an emergency situation, including consumers not listed in the first paragraph.

*To section 116 on main and emergency electrical lighting system*
The requirement set out in section 116 establishes independence between the main and emergency lighting systems,
thereby clarifying the requirement in section 47 second paragraph of the Regulations on the construction and supervision of small cargo ships. The requirement aligns with

the rules of recognised classification societies, but is introduced as a new provision, as independence between the main and emergency lighting systems is not necessarily included in all recognised standards. The content of the provision corresponds to section 57 of the Regulations of 1 July 2014 No. 1072 on the construction of ships.

*To section 117 on power supply to the general alarm system or public address system*
The Norwegian Maritime Authority continues the requirement set out in section 50 of the Regulations on the construction and supervision of small cargo ships, where such equipment is installed on board and requires electrical power. This must be viewed in conjunction with chapter 3 on life-saving appliances.

***To chapter 12 on fire safety***
Chapter 12 contains requirements for fire safety for ships required to hold vessel instructions or a trading certificate for cargo ships. Compared with chapter 7 of the Regulations on the construction and supervision of small cargo ships, this chapter contains minor amendments.

*To section 118 on definitions*
A definition of "dangerous goods" has been included in (c) in order to make it explicit that the term refers to
goods governed by the Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships. In addition, a definition of FRD 30 has been introduced in (d). The remaining definitions in section 118 are substantively identical to those set out in section 51 of the Regulations on the construction and supervision of small cargo ships.

Section 53 second paragraph of the Regulations on the constriction and supervision of small cargo ships is not continued in the new Regulations. The NMA considers that there are no compelling reasons to maintain a strict distinction in this area between ships of
less than 15 metres in overall length and those of 15 metres in overall length and upwards. As a consequence, cargo ships of less than 15 metres in overall length m ay no longer opt out of the general regulatory requirements for fire-resisting divisions set out in section 120. These ships are now subject to the same limited provisions for the use of combustible materials as cargo ships of 15 metres in overall length and upwards.

*To section 121 on fire-resisting divisions*
*First and third paragraphs*
The NMA has received several enquiries concerning which fire-resisting divisions are to be applied adjacent to open deck spaces. The term "open deck" is not used in the Regulations on the construction and supervision of small cargo ships. Furthermore, there are several types of spaces that are not covered by the categories set out in the Regulations on the construction and supervision of small cargo ships, such as ventilation rooms and machinery spaces containing internal combustion machinery with an output of less than 375 kW. For this reason, two new space categories – "other machinery spaces" and "open decks" – have been introduced in the table in section 121 third paragraph. As a consequence, the term "machinery spaces" used in the Regulations on the constriction and supervision of small cargo ships has been replaced by "machinery spaces of category A".

*Second paragraph*
Under section 54 of the Regulations on the construction and supervision of small cargo ships, there is currently no requirement for fire insulation adjacent to open decks, cf.

Table 1, with the exception of machinery spaces on ships constructed of composite material or aluminium, where the ship's sides are required to be fire-insulated, cf. the second paragraph. Previously, the Regulations did not specify minimum requirements for fire insulation of the ship's sides. The requirement set out in the second paragraph is consistent with the NMA's established practice in this area and serves to clarify the requirements for structural fire protection of the ship's side.

*Fourth paragraph*
Compared with section 54 of the Regulations on the construction and supervision of small cargo ships, "wardrobes" has been added to the list in (b). In (c), the area limitation for paint lockers and storerooms has been removed, while "laundries" has been added to the list. Furthermore, "stove" has been removed from the description of "pantry" in (e). In addition, a description has been included of what is comprised by the terms "other machinery spaces" and "open decks spaces".

*Fifth paragraph*
Under section 54 fifth paragraph of the Regulations on the construction and supervision of small cargo ships, ships of less than 15 metres in overall length are permitted to comply with the Nordic Boat Standard for Commercial boats less than 15 metres C 14 point 3.3 as an alternative to the requirements set out in the first to fourth paragraph of that provision. This option is not continued in the new Regulations, and for the purposes of fire safety, the Nordic Boat Standard for Commercial boats will not constitute "another accepter recognised standard by the Norwegian Maritime Authority".

*To section 124 on openings and penetrations of bulkheads and decks*
*First paragraph*
The final sentence of the first paragraph is consistent with the NMA's established administrative practice, according to which doors and hatches in divisions separating the open deck from the wheelhouse, accommodation spaces and corridors may be constructed of fibre-reinforced polymer (FRP).

*Sixth paragraph*
For steel sleeves used for penetration of ventilation ducts, the sixth paragraph introduces more detailed requirements than those laid down in section 60 third paragraph of the Regulations on the construction and supervision of small cargo ships.

*To section 125 on stairways in accommodation spaces, service spaces and control stations*
Compared with section 58 of the Regulations on the construction and supervision of small cargo ships, this provision clarifies the spaces to which the requirement applies, namely accommodation spaces, service spaces and control stations.

*To section 126 on means of escape*
*Second paragraph*
Compared with section 59 second paragraph of the Regulations on the construction and supervision of small cargo ships, the provision has been supplemented by adding "machinery spaces other than those of category A", and that "spaces that are only entered exceptionally" are excluded from the requirement.

*Third paragraph*

This paragraph clarifies the wording of the corresponding provision in the previous Regulations. The option to use a window as means of escape does not apply where deadlights are required for that window. It is important that this limitation is taken into account at the design stage.

*Sixth paragraph*
The requirement relating to kick plates has not been continued.

*Eighth paragraph*
In the final sentence, a clarification has been included specifying the required clear width dimensions. This is consistent with current administrative practice in this area.

*Ninth paragraph*
The requirement in the second sentence concerning the distance constitutes a clarification of the consisting wording in section 59 seventh paragraph of the Regulations on the construction and supervision of small cargo ships.

*Tenth paragraph*
The tenth paragraph clarifies the regulatory requirement that means of escape shall be clearly marked.

*To section 127 on ventilation systems*
*First paragraph*
Compared with section 60 first paragraph of the Regulations on the construction and supervision of small cargo ships, the requirement is now applicable
to ventilation opening serving all spaces.

*Second paragraph*
Compared with section 61 first paragraph of the Regulations on the construction and supervision of small cargo ships, the requirement for independence has not been
continued for galleys.

*To section 128 on arrangement of ventilation ducts*
The content of section 128 corresponds to section 60 second and fourth paragraphs, and section 61 first and second paragraphs of the Regulations on the construction and supervision of small cargo ships. Compared with section 61 first paragraph of the Regulations on the construction and supervision of small cargo ships, a clarification has been added in section 128 second paragraph, specifying that ventilation ducts leading to and from galleys shall be independent of other ventilation ducts.

*To section 131 on heating installations*
*Third paragraph*
A new requirement has been introduced in the third paragraph. Where diesel heaters are installed on board, such heaters shall be located
in accordance with the requirements set out in this provision.

*To section 133 on fire detection and fire alarm*
The content of section 133 corresponds to section 66 of the Regulations on the construction and supervision of small cargo ships, with simplifications introduced in the first and sixth paragraphs.

*To section 139 on portable fire extinguishers*
*Fourth paragraph*
In the table in the fourth paragraph, "other machinery spaces" has been added compared with the current table.

*Fifth paragraph*
The NMA has previously received questions concerning whether a single fire extinguisher may cover multiple spaces.
The NMA's established practice in this regard is clarified in the final sentence of the fifth paragraph.

*Eighth paragraph*
A relaxation is introduced in the eighth paragraph. For ships with five or fewer fire extinguishers, one spare extinguisher will be sufficient.

Section 72 seventh paragraph of the Regulations on the construction and supervision of small cargo ships is not continued, as it is considered to be outdated.

*To section 144 on fire control plan*
New requirements are introduced in the final three sentences of this provision. The third sentence requires that the fire control plan clearly indicate any spaces containing equipment or cargo that may present a fire or explosion hazard. The fourth sentence requires that a copy of the fire control plan shall be stored in a weathertight container located so as to ensure ready access for external fire-fighting personnel. The fifth sentence requires that the text of the fire control plan be provided in the working language used on board.

*To section 145 on maintenance*
Yearly inspection and service of fire extinguishers follow from section 72 eleventh paragraph of the Regulations on the construction and supervision of small cargo ships.
Based on questions received by the NMA concerning maintenance, inspection and service of fire extinguishers and other fire-safety equipment, it is evident that clearer regulatory requirements are needed, not only for fire extinguishers but also for other fire-safety equipment.
The new requirements refer to guidelines incorporated in annexes to decisions adopted by IMO bodies.

The requirement for wheelmarking of relevant marine equipment follows from the Regulations of 30 August 2016 No. 1042 on marine equipment. It is therefore unnecessary to duplicate this requirement in the present regulation. Consequently, the wheelmarking provision set out in section 78 of the Regulations on the construction and supervision of small cargo ships is not continued in the new Regulations on small cargo ships.

***To chapter 13 on general requirements for supervision and inspection***
The chapter applies to ships required to carry vessel instructions and a tracing certificate, and consolidates the requirements previously contained in chapters 8 and 9 of the Regulations on the construction and supervision of small cargo ships. Minor adjustments and clarifications have been made compared with the current requirements.

*To section 146 on duty to notify*

"Change of use" is no also subject to notification. Such changes may introduce new requirements and may trigger supervision. The requirement is consistent with the form currently completed by companies, and the NMA considers it appropriate to regulate this expressly in the regulation.

*To section 147 on submission of documentation*

The content of section 147 corresponds to section 80 of the Regulations on the construction and supervision of small cargo ships, with the exception of the fifth paragraph.
"Appendix I. List of drawings" in the Regulations on the construction and supervision of small cargo ships is not continued. When a shipping company contacts
the NMA or an approved company, it will receive a list of drawings. This is the list referred to in the first paragraph.

*To section 148 on supervision during construction, conversion, alteration or major repairs*

Compared with section 81 of the Regulations on the construction and supervision of small cargo ships, the company is now required to request supervision also in the case of alterations. This is consistent with current practice.

***To chapter 14 on supervision of ships required to have vessel instructions***

Chapter 10 of the Regulations on the construction and supervision of small cargo ships contains provision on the supervision of ships required to have vessel instructions. Chapter 14 introduces only minor changes compared with those requirements. Among other things, the requirement for a control conducted by the company has been removed. Pursuant to section 152 second paragraph, approved companies may, in certain circumstances and upon written application, issue a trading permit.

*To section 149 on supervision for vessel instructions*

The arrangement of a control conducted by the company set out in section 83 fourth paragraph of the Regulations on the construction and supervision of small cargo ships is not continued in the new Regulations. Based on experience and feedback from approved companies, the NMA has determined that the current arrangement does not function as intended. The NMA is in the process of reviewing the arrangement. Depending on the further development of this work, the NMA may at a later stage consider whether a revised form of control conducted by the company could constitute a cost-effective measure to improve safety at sea.

*Fifth paragraph*

This paragraph introduces a requirement for external inspection of the ship's bottom, which shall be carried out at least once within a five-year period
in dry dock or on a slipway.

*To section 150 on requirement to present an inspection form issued by accepted electrical enterprise and a Non-Convention Cargo Ship Safety Radio Certificate*

During the consultation, NSK Fartøykontroll proposed deleting the phrase "at least until the next renewal", noting that it would be impractical if the DSB approval and the Radio Certificate were required to remain valid until the expiry of the next vessel instructions. Based on this input, the NMA has amended the provision.

*To section 151 on special provisions for inspection of towing and anchor-handling winches, towing hooks and safety equipment for use during towing and anchor-handling*

*First paragraph*
Compared with section 85 first paragraph of the Regulations on the construction and supervision of small cargo ships, the words “on board” have been removed.
The NMA has previously received questions regarding who may carry out such inspections. The wording makes clear that the inspections are to be carried out by qualified personnel.

Following the consultation, the NMA has included a definition of “qualified personnel” in section 5 new subparagraph (k).

*Second and third paragraphs*
The content of the second and third paragraphs continues section 85 second and third paragraphs of the Regulations on the construction and supervision of small cargo ships.

*Fourth paragraph*
The content of the fourth paragraph corresponds to section 85 first sentence of the fourth paragraph of the Regulations on the construction and supervision of small cargo ships; however, following the consultation, the NMA has removed the term “simplified” from the text. This amendment must be viewed in conjunction with the fact that the requirement for the company to conduct a control is not continued in the new Regulations.

The final sentence of section 85 fourth paragraph of the Regulations on the construction and supervision of small cargo ships is not continued.
If it becomes apparent during functional testing that the winch does not operate as intended, it will be natural to consider whether dismantling of the equipment is required.

*To section 152 on inspection in the event of modification, damage or loss of function and issue of trading permit*
*Second paragraph*
This provision allows approved companies, upon written application from the company, to issue a trading permit for single journeys. Equivalent authority has been delegated to approved companies for fishing vessels of less than 15 metres in overall length, see section 99 second paragraph of the Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length.

***To chapter 15 on requirements for ships with a building contract placed before 1 January 2026 and delivered before 1 January 2027***
Chapter 15 provides an overview of the requirements in the Regulations that are also made applicable to cargo ships constructed before the Regulations enter into force, i.e. existing ships.

*To section 153 on ships with a building contract concluded before 1 January 2026 and delivered before 1 January 2027*
This provision specifies which requirements of the Regulations apply to existing ships.

Section 9 of the Regulations sets out the requirements applicable to ships with a building contract concluded before 1 January 2026 and delivered before 1 January 2027. As a general principle, a small cargo ship shall be designed, constructed and equipped in accordance with the provision applicable to Norwegian small cargo ships at the time of its construction. Any amendments to the relevant regulations made after the construction date, and which apply to the ship in question, shall also be complied with.

The existing cargo ship is furthermore subject to the provisions of section 153 of the new Regulations on small cargo ships, which specify the chapters or sections that apply to such ships. If should be noted that section 153 establishes requirement applicable to existing ships. These requirements must be considered in conjunction with the scope of application of the referenced chapters and sections. For examples, a provision that applies only to ships required to have vessel instructions will, correspondingly, apply only yo existing ships that are required to have vessel instructions.

The transitional provision in section 153 first paragraph (b), has been transferred from the Regulations on navigation and navigational aids. This amendment entered into force on 1 July 2022 and is therefore reflected in the transitional provision.

***To chapter 16 on concluding provisions***

Chapter 16 contains the concluding provisions of the Regulations. Amendments to other regulations that are necessary as a consequence of the new Regulations are incorporated into this chapter. The chapter applies to all cargo ships falling within the scope of the Regulations.

*To section 154 on exemptions*

This provision gives the NMA the legal basis to grant exemption from the requirements of the Regulations. To obtain an exemption, the company must submit a written application containing the necessary information and a justification that the NMA can assess. It is the applicant's responsibility to demonstrate that the conditions for granting an exemption are met. The justification must be based on the consideration and interests that the relevant requirements are intended to safeguard. Companies applying for an exemption under section 154 do not have a right to have the exemption granted, even when the conditions
for exemption are fulfilled. The general rule is that the requirements of the Regulations shall be met. Exemptions may only be granted where special reasons justify doing so. The Norwegian Maritime Authority may not grant exemptions from chapter 2 on navigation and navigational aids where this would conflict with the requirements of Directive 2002/59/EC on vessel traffic monitoring and information systems.

*First paragraph*

An exemption from the requirements of the Regulations may be granted where the NMA finds it demonstrated that alternative solutions provide a level of safety equivalent to that of the regulatory requirements. When new technology is used, the guidelines set out in section 155 shall be applied.

*Second paragraph*

The NMA may grant an exemption from one or more requirements of the Regulations where, in the particular case, the requirement(s) have no material significance for the safety level, or where compensating measures maintain the required level of safety.

*To section 155 on new technology*

Where new technology is used to comply with the requirements of the Regulations, or as the basis for an exemption, the company must submit a written application to the NMA. The second paragraph refers to three alternative processes to be followed in cases involving the use of new technology. The applicable guidelines will depend on the specific technology concerned.

Alternative methods or guidelines may also be applied by mutual agreement with the Norwegian Maritime Authority, cf. the third paragraph.

## 6. Amendments to other regulations

*Regulations on navigation and navigational aids for ships and mobile offshore units*
The scope of the Regulations on navigation and navigational aids section 1 first paragraph (a) has been amended, and Appendix II has been repealed. The Regulations now apply to cargo ships of 24 metres in length (L) and upwards, or of 500 gross tonnage and upwards. The remaining amendments to the Regulations are editorial in nature.

*Regulations on life-saving appliances on ships*
The scope set out in section 1 first paragraph (a), has been amended. The amendment entails that cargo ships of 24 metres in length (L) and upwards, or of 500 gross tonnage and upwards fall within the scope of
the Regulations. Section 3 first paragraph contains requirements for cargo ships of less than 200 gross tonnage,
which must be read in conjunction with the threshold for the requirements section 32 i The new Regulations,
which applies to cargo ships of 12 metres in overall length and upwards. In section 6 on rescue boats, the gross tonnage requirement has been deleted, and a requirement for a rescue boar now applies to ships of 30 metres in length (L) and upwards. This constitutes a relaxation compared with the previous requirement and reflects existing administrative practice. The remaining amendments to the Regulations are consequential changes arising from the amendment to the scope of the Regulations.

*Regulations on radiocommuniation equipment for Norwegian ships and mobile offshore units*
The Regulations have been given a new scope in section 1 (a), for cargo ships. With regard specifically to cargo ships, cargo ships of 24 metres in length (L) and upwards, or of 300 gross tonnage and upwards, or of 300 gross tonnage and upwards, fall within the scope of the Regulations. The content of section 3 has been amended. With respect to section 3 (c) and (d), the frequencies referred to therein are ensured through the requirement for wheel-marked equipment, and it is therefore not necessary to maintain the content of existing letters (c) and (d). The new content in section 3 (a) replaces section 3 (a) to (c); (b) replaces section 3 (f), and the alternative solution set out in section 3 second paragraph, while (c) replaces section 3 (g). The amendment to section 3 (a) is a consequence of the revised scope of the Regulations. In section 4, the heading has been amended, and the content of section 4 first paragraph is continued in a simplified wording. In light of the revised scope of the Regulations on radiocommunication equipment on Norwegian ships and mobile offshore units, section 4 first paragraph is not carried forward.

*Regulations on qualifications and certificates for seafarers*
The definition of “towage” in section 32 second paragraph, has been amended to align with the definition set out in the new Regulations section 5 first paragraph (j).

Following the consultation, the NMA has included a definition of “qualified personnel” in section 34 fifth paragraph. This amendment must be viewed in conjunction with the inclusion of the same definition in the new Regulations section 5 (k).

*12 Pax Regulations*

As the new Regulations introduce a requirement for a trading certificate or vessel instructions for ships intended to be used for the transfer of persons to installations or facilities for offshore renewable
energy production, the scope of the 12 Pax Regulations has been amended. A new third paragraph (c) has been added to section 1, stipulating that the Regulations do not apply to vessels intended to be used for the transfer of persons to installations or facilities for offshore renewable energy production.

## 7. Administrative and financial implications

***Consequences for the industry***

Most of the provisions continue existing law, however, the Regulations also introduce certain new requirements as well as some relaxations. Overall, the NMA believes that the Regulations are better adapted to this vessel group, and that maritime safety will be enhanced. The new requirements are intended to help prevent accidents, and the resulting benefit will outweigh the disadvantages connected to increased costs. The overall gain expected from the new Regulations is therefore assumed to exceed the costs incurred by individual operators.

Amendments to the equipment requirements, in addition to constituting obligations for shipowners, will indirectly
guide manufacturers and suppliers of equipment intended to be installed on board ships. This applies in particular to deck equipment under chapter 7.

Section 152 second paragraph allows approved companies to issue a trading permit, following a written application from the shipowner. The shipowner shall submit the application to an approved company. The costs associated with this will be remuneration required by the approved company for processing the application, which we estimate will be 1–2 hours of work.

If companies have referenced provisions from current legislation in their normative documents, they will need to update these references to align with the new Regulations, incurring associated costs.

*Newbuildings*

The consequences of the Regulations for new ships will vary between the different vessel categories covered. It is difficult to estimate the actual cost of constructing a new ship compared with building an equivalent ship today. The costs associated with newbuildings will depend on several factors that may vary between companies. As a general rule, most of the requirements in chapters 6 to 12 will apply only to newbuildings. If the requirements are considered during the design phase, the NMA expects the amendments will not have a negative economic impact on the industry.

Additional requirements for ships operating on international voyages more than 30 nautical miles from a port or approved anchorage may increase the complexity of constructing a ship for domestic voyages and later changing its trade area to international voyages. When construction a new ship, the shipowner should therefore carefully consider the areas in which the vessel is intended to operate. However, the NMA's assessment is that ships within this size category normally operate within the specified limitations, including within 30 nautical miles from a port or approved anchorage abroad, and that this amendment will therefore have limited practical consequences for the industry.

It will likely be more expensive to construct a vessel intended to support offshore renewable energy production, as such vessels will be subject to a requirement for vessel instructions or a trading certificate. However, this requirement will help prevent accidents and will enhance maritime safety.

*Existing ships*
In the NMA's database, for cargo ships of less than 24 metres in overall length, 177 vessels with a trading certificate and 1,187 vessels with vessel instructions are registered. All of these will, as a general rule, fall within the new requirements applicable to existing ships. In addition, there are existing vessels of 8 metres in overall length and upwards but less than 15 metres, which are currently not required to hold vessel instructions, as well as vessels of less than 8 metres in overall length. The NMA does not have an exact overview of how many such vessels there are or what they are used for. However, the amendments for this group will have relatively limited consequences, and in several cases the requirements will be less stringent.

*1. Ships that will be subject to a requirement for vessel instructions or a trading certificate (section 2)*
In section 2 first paragraph (b), (d) and (e), a requirement for vessel instructions is introduced for certain ships that have not previously been subject to such a requirement under the Regulations on the construction and supervision of small cargo ships. The amendments in (b) and (d) will not have any significant consequences for the industry. Ships currently performing anchor-handling operations generally also carry out other activities that entail a requirement for vessel instructions. Furthermore, it is only in exceptional cases that a ship has lifting appliances installed on board that are not intended to be used.

Ships currently used for the transfer of persons between the ship and installations or facilities for offshore renewable energy production are regulated under the 12 Pax Regulations.- The 12 Pax Regulations will be amended to include an exemption for ships, both below and above 15 metres, that are used for the transfer of persons between the ship and installations or facilities for offshore renewable energy production. Ships of between 8 and 15 metres engaged in such activity will therefore be subject to a requirement for a vessel instruction, cf. section 2 (e) of the draft Regulations, whereas ships of 15 metres in overall length and upwards will fall under the requirement for a trading certificate for cargo ships under the Certificate Regulations. We do not know how many vessels this concerns,
but as this pertains to a new industry, we consider it reasonable to assume that the number of vessels is very limited.

The cost of an initial registration to obtain vessel instructions will vary depending on the size and complexity of the vessel. For ships undergoing first-time certification, costs related to the preparation of drawings and stability calculations will apply in addition, where such documentation has not previously been prepared.

*2. Global Navigation Satellite System (GNSS) (section 20)*
Until 1 July 2022, the requirement for wheel-marked GNSS applied to cargo ships regardless of size and trade area. As of 1 July the same year, the requirement was amended such that, in domestic voyages, it applied only to cargo ships of 8 metres in overall length and upwards. The requirement for GNSS now applies again to all vessels; however, for vessels of less than 12

metres in overall length, irrespective of trade area, it will be permissible to use CE-marked Global Navigation Satellite System (GNSS) equipment, cf. section 20 eighth paragraph. Taken together with section 21 third paragraph (b), under which this equipment is already an alternative that satisfies the requirement in section 20 eighth paragraph, the NMA assumes that only a small number of vessels will not already have a chart plotter with an integrated GNSS. Only where a ship uses paper charts and a chart table will GNSS equipment need to be procured separately. According to a supplier contacted by the NMA, a CE-marked GNSS costs approximately NOK 1,500 to 5,000.

Due to an oversight, the incorrect symbol was entered in table no. 10 in Appendix II to the Regulations on navigation and navigational aids, which could give the impression that the requirement did not apply when the vessel's length was exactly metres. However, it follows from RSR 11-2022 that the requirement for GNSS was intended to apply to ships of 8 metres in overall length and upwards. The NMA's practice regarding this provision is likewise in accordance with this understanding. The NMA therefore assumes that the requirement for GNSS has been amended only for vessels of less than 8 metres in overall length engaged on domestic voyages, and not for vessels with an overall length of exactly 8 metres.

*3. Chart system with backup arrangement (section 21)*
A chart system with a back-up arrangement approved by the Norwegian Maritime Authority nay also be used in international voyages. Furthermore, a CE-marked chart plotter with nautical charts based on updated chart data in accordance with the Norwegian Mapping Authority's standard may be used instead of the alternatives set out in section 2 second paragraph for ships of less than 12 metres in overall length and for ships without a wheelhouse. These amendments represent a relaxation of the current requirements.

*4. General alarm (section 32)*
This is not a new requirement for ships of 12 metres in overall length and upwards and a gross tonnage of less than 200, as it already follows from the Regulations of 1 December 1975 No. 5 on the prevention of collisions at sea (the Rules of the Road at Sea), rule 33. The NMA therefore assumes that the requirements in section 32 and in section 3 first paragraph of the Regulations on life-saving appliances will not entail negative economic consequences for the industry.

*5. Immersion suits, lifebuoys, hand flares, rocket parachute flares and emergency pack in liferafts (section 33).*
There is no longer an option co carry immersion suits with thermal protection for cargo ships that do not carry cargo in bulk and that operate solely outside the trade areas north of 30° N and south of 30° S, i.e. Only in tropical waters. It is assumed that this will not have any significant consequences for the industry, as it is believed that very few, if any, vessels covered by the Regulations would be able to make use of this exemption.

The requirements concerning the number of lifebuoys, hand flares and rocket parachute flares are being relaxed. The requirement for the number of lifebuoys on vessels of 300 gross tonnage or more has been reduced from five to three.

For ships of less than 8 metres in overall length, and for ships of 8 metres in overall length and upwards operating in trade area 3 or greater, the requirement for the number of hand flares is reduced from six to three.

For ships of less than 8 metres in overall length, and for ships of 8 metres in overall length and upwards operating in trade area 3 or greater, the requirement for the number of hand flares is reduced from six to three. It is furthermore permitted to use a SOLAS B-PACK in the liferaft container instead of a SOLAS A-PACK.

*6. Radiocommunication equipment (chapter 4)*
The requirements for radiocommunication equipment for ships of less than 300 gross tonnage will be less extensive than the current requirements.

*7. Ships used for transferring persons between the ship and offshore renewable energy production facilities (chapter 5)*
It is assumed that the main cost will be associated with preparing a procedure for the transfer of persons. Additionally, companies without a 360-degree rotating light will need to procure one. The price for such a light starts at approximately NOK 2,000.

*8. Equipment for ships engaged in anchoring-handling operations (section 66)*
The Norwegian Maritime Authority assumes that operators currently performing anchor-handling operations already have on board equipment that meets the required safety level, and that the introduction of this requirement will entail minimal or no consequences.

*9. De-rating the winch capacity (section 76)*
It is assumed that the de-rating and programming of winches is already carried out by the manufacturer today, and that this requirement will therefore not result in increased costs.

*10. Pull-in equipment (section 78)*
It is assumed that the requirements for pull-in equipment are already standard today, and that any additional costs associated with these requirements will therefore be minimal.

*11. Freeing port area (section 104)*
Regarding the requirement in section 104, the NMA estimates that compliance will entail minimal costs for the industry. If the vessel does not satisfy the provision, additional openings will need to be made in the bulwark plating to allow water to drain off the deck.

*12. Bulwarks and guard rails (section 108)*
It is assumed that there will be few or no consequences for the industry, as the NMA considers that most vessels already comply with this requirement.

*13. Descent from deck to water level (section 109)*
It is assumed that any costs will be mainly associated with the installation of a hinged gate or hinged guardrail and a handrail in the access opening, for ships that do not already have such arrangement. However, the NMA's impression is that most ships with access from deck to water level already comply with the requirements of this provision.

*14. Portable fire extinguishers (sections 139 and 145)*
The amendments codify current practice and are consistent with the guidance presently provided.

*15. Supervision of ships required to have vessel instructions (sections 149 to 152, first paragraph)*

Sections 149 to 152 contain minor amendments related to the supervision scheme, which are assumed to entail minimal or no economic consequences compared with current practice.

*16. Ships intended for operation on international voyages more than 30 nautical miles from a port or approved anchorage*

Sections 57 third paragraph, 65 fifth paragraph, 95 third paragraph, 104 sixth paragraph, 105 fourth paragraph, 107 second paragraph, 108 sixth paragraph and 115 second paragraph will apply to existing ships that change to a greater trade area on or after the entry into force of the new Regulations. Thus, the amendment does not interfere with existing operations. If the ship increases its trade area but will not operate more than 30 nautical miles from a port or approved anchorage, an operational limitation will nonetheless be entered on the certificate.

***Consequences for the Norwegian Maritime Authority and approved companies***

The economic consequences for the public sector are considered to be limited.

Supervision will be carried out in the same manner as today. For vessels required to hold vessel instructions, inspections are conducted by approved companies on behalf of the NMA. For vessels that are not required to hold vessel instructions, the NMA will retain the ability to carry out unscheduled inspections, as is currently the case.

The NMA assumes that, as the regulatory framework becomes more accessible and it becomes easier for the industry to identify the applicable requirements, the number of enquiries regarding the requirements and their interpretation for the different types of cargo ships will, over time, decrease.

The new Regulations will result in additional inspection tasks for approved companies, particularly for processing trading permits and due to the requirement for vessel instructions applying to more vessels. This may lead to a slight increase in the scope of inspections, depending on the number of ships of less than 15 metres in length currently carrying up to 12 passengers to renewable energy facilities or installations and the extent to which this activity increases in the future.

The NMA prepares normative documents for approved companies. These documents, used by approved companies for vessel certification and reporting, include vessel instructions and inspection forms. Several of these documents will need to be updated.

The changes will also require the NMA to review and update internal checklists and procedures. All forms will need to be reviewed and updated. Additionally, personnel responsible for implementing and overseeing the regulatory amendments will require training.

The possibility for approved companies to issue a sailing permit pursuant to section 152 second paragraph, will reduce the use of public resources.

Initially, there may be an increased demand for guidance on the Regulations, which could result in a temporary increase in workload for the NMA. Additional resources will need to be allocated to address this demand.

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