

Regulation concerning amendments to the Regulations on the obligation to notify and report at sea and the Regulations on navigational aids for ships, etc.

Legal basis: Laid down by the Norwegian Maritime Authority on 17 December 2025 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2 first and second paragraphs, 9, 11, 14 and 47 fourth paragraph, cf. Formal Delegation of 16 February 2007 No. 171, Formal Delegation of 31 May 2007 No. 590 and Formal Delegation of 29 June 2007 No. 849.

I
Regulations of 27 June 2008 No. 744 on the obligation to notify and report marine accidents and other incidents at sea are amended as follows:

Section 7 fifth paragraph should read:

5. In the event of loss of freight containers, the report shall be prepared in accordance with the provisions on danger messages as laid down in regulations V/31 and V/32 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS).

II
Regulations of 5 September 2014 No. 1157 on navigation and navigational aids for ships and mobile offshore units are amended as follows:

Section 10 first paragraph subparagraph d should read:

d. winds of force 10 or above on the Beaufort scale for which no gale warning has been issued;

Section 10 first paragraph subparagraph e should read:

e. observed floating freight containers;

Section 10 first paragraph subparagraph f should read:

f. loss of one or more freight containers. If the ship is abandoned, or if a report from the ship is incomplete or cannot be submitted, the company shall, as far as practicable, assume the obligations imposed on the master under this regulation.

Section 10 second paragraph should read:

(2) Messages pursuant to the first paragraph may be transmitted in English or in accordance with the International Code of Signals. The content of danger messages shall comply with Regulation V/32 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as adopted by Res. MSC.99(73) and amended by Res. MSC.550(108).

New section 15a should read:

Section 15a Electronic inclinometer or equivalent equipment

Container ships and bulk carriers, as defined in SOLAS regulations V/2.8 and V/2.9, of 3,000 gross tonnage and upwards, constructed on or after 1 January 2026 shall be fitted with an electronic inclinometer, or other means, to determine, display and record the ship's roll motion.

Appendix II item 5 (1) (d) should read:

d. winds of force 10 or above on the Beaufort scale for which no gale warning has been issued;

Appendix II item 5 (1) (e) should read:

e. observed floating freight containers;

Appendix II item 5 (1) (f) should read:

f. loss of one or more freight containers. If the ship is abandoned, or if a report from the ship is incomplete or cannot be submitted, the company shall, as far as practicable, assume the obligations imposed on the master under this regulation.

Appendix II item 5 (2) should read:

2. Messages pursuant to item 1 shall be transmitted in English or in accordance with the International Code of Signals. The content of danger messages shall comply with Regulation V/32 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as adopted by Res. MSC.99(108) and amended by Res. MSC.550(108).

III

This Regulation enters into force on 1 January 2026.