

# Regulations of 30 July 1992 No. 592 on the registration of ships in the Norwegian International Ship Register (NIS)

**Legal basis:** Laid down by the Resolution in Council of 30 July 1992 under the Act of 12 June 1987 No. 48 relating to a Norwegian International Ship Register (NIS) sections 2, 3, 5, 9 and 12, and the Maritime Act of 20 July 1893 No. 1 sections 13, 14, 15 and 38. Prepared by the Royal Ministry of Foreign Affairs (now the Ministry of Trade, Industry and Fisheries).

**Added legal basis:** The Norwegian Maritime Code of 24 June 1994 No. 39 sections 7, 11, 13, 14, 15, 16 and 38, Formal Delegation of 15 May 1992 No. 324, Formal Delegation of 15 February 2008 No. 157.

**Amendments:** Amended by Regulations of 16 December 1994 No. 1118, 13 September 1996 No. 909, 18 December 1998 No. 1209, 17 December 1999 No. 1353, 3 December 2004 No. 1543, 23 November 2007 No. 1293, 16 January 2008 No. 53, 15 February 2008 No. 155, 27 June 2008 No. 781, 11 July 2008 No. 805, 14 December 2009 No. 1647, 28 April 2010 No. 632, 22 December 2010 No. 1845, 5 January 2012 No. 18, 12 January 2012 No. 74, 11 January 2013 No. 29, 19 December 2013 No. 1615, 1 January 2014 No. 238, 19 December 2014 No. 1854, 15 December 2015 No. 1672, 13 January 2016 No. 33, 17 June 2016 No. 749, 20 December 2016 No. 1730, 18 December 2017 No. 2198, 20 December 2018 No. 2187, 20 December 2018 No. 2201, 20 December 2019 No. 2092 (in force on 1 January 2020), 26 June 2020 No. 1403 (in force on 1 July 2020), 27 July 2020 No. 1597 (in force on 1 August 2020), 23 December 2020 No. 3160 (in force on 1 January 2021), 21 December 2021 No. 3825 (in force on 1 January 2022), 20 December 2022 No. 2451 (in force on 1 January 2023).

## Chapter 1 General provisions

### Section 1 *Application*

These Regulations apply to ships registered in the Norwegian International Ship Register.

### Section 2 *Relationship to the Norwegian Maritime Code and to the Regulations relating to the registration of ships in the Norwegian Ordinary Ship Register*

The provisions of the Norwegian Maritime Code, including the rules governing the registration of ships, apply to ships in the Norwegian International Ship Register unless there are provisions to the contrary. The following provisions do not apply to ships registered in the Norwegian International Ship Register:

- The Act of 24 June 1994 No. 39, the Norwegian Maritime Code, section 8 third paragraph, section 11 first paragraph first and second sentence, and sixth paragraph, section 12 and section 28 first paragraph first sentence in respect of the third cancellation alternative that a ship is no longer to be regarded as Norwegian, section 31, section 32 and section 33.
- The Regulations of 30 July 1992 No. 593 on the registration of ships in the Norwegian Ordinary Ship Register (NOR).
- The Norwegian Maritime Code sections 2 and 3 will not apply to ships registered pursuant to the Act relating to a Norwegian International Ship Register section 1 first paragraph item 2 and 3.
- A voluntarily created mortgage in a ship in the Norwegian International Ship Register does not have legal effect unless the mortgage is registered in accordance with the rules in Chapter 2 of the Norwegian Maritime Code and in these Regulations, cf. section 41 of the Norwegian Maritime Code.

Amended by Regulation of 13 September 1996 No. 909.

### Section 3 *Drilling platforms, hovercraft, etc.*

For the purposes of these Regulations, drilling platforms and other mobile offshore units are regarded as ships.

The registration of hovercraft in the Norwegian International Ship Register shall be carried out according to the rules in the Norwegian Maritime Code and these Regulations.

Amended by Regulation 13 September 1996 No. 909.

## Section 4

### *Registration authority*

The Norwegian International Ship Register shall be kept by the official appointed by the Ministry of Trade, Industry and Fisheries as Registrar of the Ship Registers, a separate administrative agency under the Ministry with offices in Bergen.

Amended by Regulations of 20 December 1996 No. 1157, 1 January 2014 No. 238, 19 December 2014 No. 1854.

## Section 5

### *Contents of the Register*

The Ship Register is a register for ships and interests in ships, cf. sections 13 and 20 of the Norwegian Maritime Code. The register can be established electronically.

The conditions under which a ship has been registered according to section 1 of the Act relating to a Norwegian International Ship Register are also registered.

In addition to the information mentioned in section 13 of the Norwegian Maritime Code, the Register shall contain the following information, cf. the Act relating to a Norwegian International Ship Register:

- for ships registered according to section 1 first paragraph item 2a: the name and address of the owner's head office;
- for ships registered according to section 1 first paragraph item 2b: the name and address of the managing owner;
- for ships registered according to section 1 first paragraph item 3:
  - a) the owner's name, stating also the firm, the form of company and its place of registration;
  - b) the address of the owner's head office;
  - c) if the owner is a general partnership: the names, addresses and dates of birth of all partners with liability; and if a partner is a limited partnership or limited company or other company with limited liability, also the information required from such companies according to items d) and e) below;
  - d) if the owner is a limited partnership or limited company or other company with limited liability: the partnership capital and how much of it is paid up; and if the partnership capital has not been fully subscribed, only the amount subscribed may be given as the company's capital;
  - e) if the owner is a company: the names, addresses and dates of birth of the members of the Board and the Managing Director, and the names of those entitled to sign for the company;
  - f) the name and address of the representative;
- for ships registered according to section 1 first paragraph items 2 and 3; the Register shall in addition contain the name and address of the shipowning company responsible for the ship's management;
- for ships where collective bargaining agreements are entered into with foreign trade unions, the Register shall contain the name and address of the foreign party to the agreement.

For all ships, the Register shall contain the shipbuilder's name and address and, where possible, the yard number.

In all other respects, the Register shall at all times be kept in accordance with the Norwegian Maritime Authority's current requirements.

Amended by Regulations of 13 September 1996 No. 909, 20 December 2018 No. 2201 (in force on 1 January 2019).

## Section 6

### *Journal of documents*

A journal shall be kept of all documents, including notifications, received by the Ship Register for registration.

The journal of documents shall be kept using electronic data processing.

Amended by Regulations of 13 January 2016 No. 33 (in force on 1 February 2016).

## Section 7

### *Payment of fees*

For registration or annotation in the Ship Register, and for an abstract confirming a mortgage in respect of the Ship Register, fees shall be paid. Fees may also be required for additional information to be recorded. Fees are payable in arrears.

The claim will be sent to the party requesting the registration. The claim falls due for payment within 14 days of the date of dispatch of the claim.

For bank payments, a pre-printed form with customer identification (KID) issued by the Ship Registers, or whoever is authorised by the Ship Registers, shall be used. If electronic payment is used, the customer identification (KID) shall be stated together with the payment order to the payer's bank. Payment service providers shall reject electronic payment orders for fees for which a valid customer identification (KID) has not been stated.

Fees shall be paid according to the following rates:

Initial registration and bareboat registration	NOK	3,927
Registration of change in ownership	NOK	2,365
Change in other legal entity	NOK	1,184
Change of ship's name	NOK	3,145
Change of port of registry	NOK	792
Registration of mortgages	NOK	2,762
Registration of fleet mortgage	NOK	2,762 per ship
Assignment/endorsement of mortgage	NOK	2,365
Deletion of vessel/bareboat registration	NOK	2,365
Mortgage certificate / transcript of register	NOK	709
Certificate of ownership and encumbrances	NOK	709
Certificate of deletion	NOK	709
Journal confirmation	NOK	709
Certified copy of a document	NOK	274
List of registered ships	NOK	709

Amended by Regulations of 16 December 1994 No. 1118, 18 December 1998 No. 1209 (in force on 1 January 1999), 17 December 1999 No. 1353 (in force on 1 January 2000), 15 February 2008 No. 155 (in force on 1 July 2008), 11 July 2008 No. 805, 14 December 2009 No. 1647 (in force on 1 January 2010), 28 April 2010 No. 532 (in force on 1 July 2010), 22 December 2010 No. 1845 (in force on 1 January 2011), 5 January 2012 No. 18, 11 January 2013 No. 29, 19 December 2013 No. 1615 (in force on 1 January 2014), 19 December 2014 No. 1854 (in force on 1 January 2015), 15 December 2015 No. 1672 (in force on 1 January 2016), 20 December 2016 No. 1730 (in force on 1 January 2017), 18 December 2017 No. 2198 (in force on 1 January 2018), 20 December 2018 No. 2187 (in force on 1 January 2019), 20 December 2019 No. 2092 (in force 1 January 2020), 26 June 2020 No. 1403 (in force on 1 July 2020), 27 July 2020 No. 1597 (in force on 1 August 2020), 23 December 2020 No. 3160 (in force on 1 January 2021), 21 December 2021 No. 3825 (in force on 1 January 2022), 20 December 2022 No. 2451 (in force on 1 January 2023).

## Chapter 2 Registration procedure, etc.

### Section 8 *Notification concerning ships seeking registration in the Ship Register*

For registration in the Register, the ship's owner must notify the Registrar. If the ship is owned by a shipowning partnership, including a shipowning partnership according to section 1 first paragraph item 2b of the Act relating to a Norwegian International Ship Register, the notification shall be given by the managing owner. For other companies, notification shall be given by the business manager or by a member of the Board of Directors who may sign for the firm.

If the ship is owned by an owner as described in section 1 first paragraph item 3 of the Act relating to a Norwegian International Ship Register, notification shall be given by the owner's representative in Norway.

The notification shall be written on the form or submitted electronically in a format and following procedures specified by the Norwegian Maritime Authority. The Norwegian Maritime Authority determines whether an authentication method is secure to authenticate the sender of an electronic document and protect the integrity of the notification. The Norwegian Maritime Authority may lay down standard conditions for access to document submission systems.

The notification shall enclose a copy of the ship's certificate of tonnage issued or approved by the Norwegian Maritime Authority or whoever it authorises, and the builder's certificate, a deed or other document proving the owner's title to the ship. A declaration must be provided stating that the nationality conditions have been met, cf. sections 1 and 4 of the Norwegian Maritime Code. The declaration shall be written on the form or submitted electronically in a format and following procedures specified by the Norwegian Maritime Authority.

The choice of home port, cf. section 8 of the Norwegian Maritime Code, is made by notification according to section 13 of the Norwegian Maritime Code. For ships registered according to section 1 first paragraph items 2 and 3 of the Act relating to a Norwegian International Ship Register, the owner's choice of home port shall be notified by the owners responsible for the ship's management, cf. section 1 first paragraph of the Act relating to a Norwegian International Ship Register.

When ships are transferred from abroad, a certificate of deletion or other certificate issued by a foreign register must be enclosed in accordance with the Norwegian Maritime Code section 13 third paragraph third sentence. If the certificate of tonnage is issued by or on behalf of a foreign authority, it must be approved by the Norwegian Maritime Authority or whoever it authorises that the ship has a valid classification and that on completion of a survey it will be fitted out and equipped according to the provisions of the Ship Safety and Security Act.

For a ship being transferred from the Norwegian Ordinary Ship Register, including the Shipbuilding Register, a certificate of deletion shall be enclosed. A certified transcript from the register shall also be enclosed. All registered encumbrances on ships registered in the Norwegian Ordinary Ship Register may, with the consent of the encumbrancer, be transferred to the Norwegian International Ship Register at the same time as the ship is registered in the latter and deleted from the Norwegian Ordinary Ship Register.

Annex XIII to the EEA Agreement (Regulation (EU) No 789/2004) on the transfer of cargo and passenger ships between registers within the Community and repealing Council Regulation (EEC) No 613/91 has the same validity as Norwegian legislation, subject to the details and limitations which follow from Protocol 1 to the Agreement and the Agreement in general.

Amended by Regulations of 13 September 1996 No. 909, 20 December 1996 No. 1157, 3 December 2004 No. 1543, 23 November 2007 No. 1293, 13 January 2016 No. 33 (in force on 1 February 2016), 20 December 2018 No. 2201 (in force on 1 January 2019), 26 June 2020 No. 1403 (in force on 1 July 2020).

## Section 8a

### *Notification of bareboat registration of ships*

Where a ship is to be bareboat registered pursuant to section 14 of the NIS Act, notification shall be given by the charterer. Section 8 third paragraph shall apply correspondingly. If the ship is chartered by a shipowning partnership, the notification shall be made by the managing owner. For other companies, the business manager, or a Director with full powers of attorney, shall report the ship for registration.

The notification shall include:

- a) a copy of the bareboat charter-party stating the registered owner, charterer and the charter-party period;
- b) a declaration of nationality from the charterer;
- c) a copy of the ship's tonnage certificate, cf. section 8 sixth paragraph second sentence;
- d) a transcript from the ship register in the primary State documenting the owner of the ship and all registered owners of rights;
- e) a written consent to the bareboat registration in the Norwegian ship register from the owner of the ship and all owners of rights; and
- f) documentation from the ship register of the primary State confirming that the ship is temporarily permitted to be bareboat registered in the relevant Norwegian ship register and fly the Norwegian flag, and that the ship is not allowed to fly the primary State's flag during the charter-party period.

Section 18 regarding attestation of signatures will apply correspondingly to documents referred to in the second paragraph (d) to (f).

A permission to be bareboat registered may be granted for up to 10 years, but the permission period cannot exceed the duration of the charter-party. The permission may be extended by up to five years at a time.

Added by 26 June 2020 No. 1403 (in force on 1 July 2020).

## Section 8b

### *Notification of bareboat chartering-out of ships*

Where a ship is to be bareboat chartered-out pursuant to section 16 of the NIS Act, notification shall be given by the shipowner. Section 8 third paragraph shall apply correspondingly. If the ship is owned by a shipowning partnership, the notification shall be made by the managing owner. For other companies, the business manager, or a Director with full powers of attorney, shall report the ship for registration.

The notification shall include:

- a) a copy of the bareboat charter-party stating the registered owner, charterer and the charter-party period;
- b) a written consent to the bareboat registration in the foreign ship register from all owners of rights; and
- c) documentation from the foreign ship register showing that the ship is permitted to be bareboat registered there.

Section 18 regarding attestation of signatures will apply correspondingly to documents referred to in the second paragraph (b) to (c).

A permission for bareboat chartering-out may be granted for up to 10 years, but the permission period cannot exceed the duration of the charter-party. The permission may be extended by up to five years at a time.

## Section 8c

### *Contents of the Certificate of Nationality*

The Certificate of Nationality shall state the ship's name, call sign and IMO identification number, its place and year of construction, home port, and the name and address of its owner. If a ship is bareboat registered, the Certificate of Nationality shall in addition include details of the expiry date of the certificate and the name and address of the charterer. The Certificate of Nationality is issued on a form prescribed by the Ship Register.

Added by Regulation of 3 December 2004 No. 1543, amended by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 8a).

## Section 8d

### *Issue of the Certificate of Nationality*

Ships for which registration is mandatory and ships that are bareboat registered pursuant to section 14 of the NIS Act shall have their Certificate of Nationality issued as soon as the registration is completed.

In the case of any change in registered name, owner or home port, a new Certificate of Nationality shall be issued in exchange for the former one. This also applies to ships not subject to obligatory registration for which Certificates of Nationality have been issued at the owner's request.

If a Certificate of Nationality has been damaged in such a way as to become illegible, or if it has been lost, a new Certificate may be issued by the Registrar of Ships at the written request of the shipping company/master. The new Certificate shall be stamped "Duplicate".

If the Certificate of Nationality is lost, this must be confirmed by the shipping company/master at the same time as the issue of a new Certificate is requested. If the Certificate of Nationality has been damaged, the damaged document shall be returned together with the request for the issue of a new document. If a lost Certificate of Nationality is recovered after a new Certificate of Nationality has been issued, the shipping company/master shall promptly return the duplicate to the Registrar. A copy of the issued Certificate of Nationality shall be stored electronically at the Norwegian Maritime Authority.

Added by Regulation of 3 December 2004 No. 1543, amended by Regulations of 17 June 2016 No. 749 (in force on 1 July 2016), 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 8b).

## Section 8e

### *Delivery and filing of Certificates of Nationality*

The Certificate of Nationality shall be delivered to the shipowner/master or whoever is authorised by the shipowner/master. The document may also be delivered through a station (local office) of the Norwegian Maritime Authority. If the ship is abroad, the Certificate of Nationality shall be sent to the shipowner with a request to forward it to the master of the ship.

The shipping company shall send a written confirmation to the Norwegian Ship Registers upon receipt of the Certificate of Nationality. The shipping company shall return any previously issued Certificate of Nationality or provisional Certificate of Nationality that may be on board. If the ship is bareboat chartered-out pursuant to section 16 of the NIS Act, the owner shall return any previously issued Certificate of Nationality or provisional Certificate of Nationality that may be on board.

Ships for which registration is mandatory, ships that are bareboat registered pursuant to section 14 of the NIS Act, and ships engaged on foreign voyages shall carry the original Certificate of Nationality on board.

Added by Regulation of 3 December 2004 No. 1543, amended by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 8c).

## Section 8f

### *Provisional Certificate of Nationality*

If a ship is abroad at the time of issue of the Certificate of Nationality, and the Certificate of Nationality is not expected to arrive before the ship's departure, a Provisional Certificate of Nationality may be issued at the foreign service mission concerned, according to the instructions of the Ship Register in each particular case.

A Provisional Certificate of Nationality may also be issued in cases where the terms and conditions for final registration in the Ship Register is not present, but is expected to take place within a reasonable time.

If a ship upon the issuance of a Certificate of Nationality is in Norway, a Provisional Certificate of Nationality may be issued by the Norwegian Maritime Authority's stations, according to the instructions of the Ship Register in each particular case.

Added by Regulation of 3 December 2004 No. 1543, amended by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 8d).

## Section 8g

### *Prohibitions against registration*

Vessels that are included on lists of vessels that have taken part in illegal, unreported and unregulated fishing activities drawn up by fisheries management organisations, and vessels that are subject to prohibitions pursuant to the Act relating to the management of wild living marine resources section 51 first paragraph (a) and (b), and which are included on the Directorate of Fisheries' list of such vessels, cannot be registered in the Norwegian International Ship Register.

Added by Regulation of 12 January 2012 No. 74 (in force on 1 February 2012), amended by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 8e).

## Section 9

### *Registration of shipping partnerships*

Every company whose purpose it is to carry on a shipowning business, and whose members have unlimited liability for the company's obligations either jointly or severally or in proportion to their interests in the company, shall be entered in the Ship Register as a shipping partnership, cf. section 101 of the Norwegian Maritime Code.

Part owners may be registered as the owner of more than one ship provided the ownership and the relative parts are the same for each ship.

The owners must give the shipping partnership a name. It must not be possible to mistake the name for that of any other shipping partnership in the Register. The name of the shipping partnership shall be notified to the Registrar.

The shipping partnership shall in the Register be designated as the holder of the title to the ship.

Amended by Regulation of 13 September 1996 No. 909.

## Section 10

### *Transfers from the Shipbuilding Register of the Norwegian Ship Register to the Norwegian International Ship Register*

When a ship is notified for registration in the Norwegian International Ship Register, it must be stated whether or not the ship is entered in the Shipbuilding Register, cf. the provisions of section 8.

The Registrar shall terminate the registration in the Shipbuilding Register and transfer establishments of legal rights noted there to the Norwegian International Ship Register. The date and time when the entry is made in the journal of documents, and from which priority will be counted, shall be noted in the Norwegian International Ship Register. Where establishments of legal titles consisting of title transfers are concerned, only the most recent shall be included. Encumbrances which have been deleted are not transferred. Cross references are to be given in the Shipbuilding Register and the Norwegian International Ship Register.

## Section 11

### *Entry in the journal of documents*

Documents shall be entered in the journal consecutively according to the date and time when they are received for registration. Documents reaching the Registrar in the same mail shall be regarded as having been received at the same time. Documents arriving by morning mail shall be regarded as arriving at the beginning of office hours. The document journal number, date and time shall be noted on the document.

Documents shall be registered with consecutive numbers for the calendar year. Only one document journal number shall be used even if the document relates to more than one ship.

The abstract of the document in the journal must be brief, but must clearly indicate which document the entry relates to, its date and time, and the main rights it establishes, using key words if necessary. The objects to which rights are established and the fees paid must be specified.

In respect of documents received for registration, requisitioners may demand receipts stating the date and time of the registration. The Registrar may demand that requisitioners submit completed receipts for signature.

Amended by Regulation of 17 June 2016 No. 749 (in force on 1 July 2016).

## Section 12

### *Provisional entries*

When a deadline has been set for corrections according to section 16 second paragraph of the Norwegian Maritime Code, and when an appeal has been lodged against a refusal to register information, the document shall be provisionally entered in the Register. Certificates of registration, mortgage certificates and transcripts shall state that the document has only been provisionally entered in the Register, cf. the provisions of section 28.

Amended by Regulation of 13 September 1996 No. 909.

## Section 13

### *Returning documents obviously incomplete*

A document that clearly cannot be registered may be returned to the requisitioner without an allocated document journal number. A paper document for which registration is requested shall be returned as soon as possible after receipt of the document, and only when there is reason to believe that this will not result in loss of priority. When registration of an electronic document is requested, the requisitioner shall as soon as possible be notified that the document has not been entered into the journal of documents. The requisitioner shall at the same time be informed why the document cannot be registered and that it has not been entered into the journal of documents. Additionally, the requisitioner shall be made aware that the document will be entered if this is required. If such requirement is imposed, the document will be recorded on the day the requirement is imposed.

If a document received a second time still cannot be registered, the Registrar shall refuse registration according to the provisions of section 21 below.

Amended by Regulation of 27 July 2020 No. 1597 (in force on 1 August 2020).

## Section 14

### *Entries in the Ship Register*

A document is entered (abstracted) in the Ship Register by entering its document journal number, the date and time of its receipt, the designation of the document, and a short abstract of the main rights it establishes, including all financial encumbrances. The same applies correspondingly to enforcements. The notification, certificate of tonnage, ship's data and information concerning ownership, etc., shall be entered in accordance with the provisions applicable at any time to the keeping of the Register.

## Chapter 3

### Requirements concerning documentation, attestation of signatures, etc.

## Section 15

### *Obligation to supply information*

If the Registrar requires further information in connection with a registration, he may demand that the requisitioner supply it, unless it is available in protocols and documents in the Register's archives.

## Section 16

### *Clarity and form*

A document for registration shall be legibly written. It shall moreover be so clearly formulated that there can be no doubt what the establishment of rights applies to and where this is to be entered. The document should be brief and as far as possible only contain information that may be registered, cf. section 20 of the Norwegian Maritime Code. If the document contains information that cannot be registered, this should be gathered together separately at the end of the document. If a document has not been edited accordingly, the requisitioner may be instructed to replace it with a new document.

The parties shall be unambiguously identified. For persons who have been allotted Norwegian national identity numbers (date of birth + personal identity number), this must be stated. Persons who have not been allotted such numbers must instead give their year and date of birth and nationality.

Amended by Regulation of 13 September 1996 No. 909.

## Section 17

### *Documents in foreign languages*

A document for which registration is requested must be written in Norwegian, Danish, Swedish or English, but the translation of the document into Norwegian may nevertheless be demanded when this is necessary in order to ascertain how the document is to be understood and entered in the Register. The translation must be certified by a translator authorised by Norwegian authorities. The Registrar may also approve a translation confirmed by a Norwegian lawyer or Norwegian Foreign Service official.

A certificate of registration, cf. the provisions of section 28, shall be added to the original document.

The translation shall be regarded as an auxiliary document, cf. the provisions of section 20.

An auxiliary document in a foreign language need not be translated if the Registrar is in no doubt about its contents.

Amended by Regulation of 17 June 2016 No. 749 (in force on 1 July 2016).

## Section 18

### *Attestation of signatures*

Where signatures on the document is a requirement laid down in or pursuant to the Norwegian Maritime Code, electronic certificates shall be used in connection with electronic registration of documents, cf. section 8. When such electronic certificates are used, witness attestation is not required

In cases of paper-based registration where a signature must be attested, cf. section 15 of the Norwegian Maritime Code, attestation may be given by two witnesses of at least 18 years of age and resident in Norway, or by a Norwegian:

- judge or deputy judge
- lensman or assistant lensman (eq. to district sheriff or sheriff's officer)
- enforcement officer or executive enforcement officer approved by the District Court
- member of the conciliation board
- advocate or authorised advocate's assistant
- state authorised public accountant or registered public accountant
- notary public.

The signature may also be attested by a foreign notary public.

Norwegian notary public also comprises Norwegian Foreign Service officials stationed abroad, insofar as the official is competent to carry out the duties of a notary, cf. section 13 of the Foreign Service Act of 13 February 2015 No. 9. Where a foreign notary public is concerned, which local authorities are entrusted with the duties of a notary depend on the law of the country in question.

In the case of a signature on behalf of a foreign company, organisation or other legal person, the notary must also certify that the person or persons who sign are authorised to bind that company, etc.

The signature of a foreign notary public should generally be authenticated by a Norwegian foreign service official.

The issuer of a document cannot attest his own signature. Nor may a person acquiring a right through a document or his/her spouse, parents, children or siblings or a person in his/her employment attest the issuer's signature. If the document is issued to a Norwegian bank or insurance company, employees of the bank or insurance company may nevertheless attest the issuer's signature. The same applies correspondingly to civil servants if the document is issued to the state or a municipality.

If the Registrar sees no objection, he may accept a document for registration even though the signature has not been attested in the prescribed manner.

Amended by Regulations of 13 September 1996 No. 909, 27 July 2020 No 1597 (in force on 1 August 2020).

## Section 19

### *(Repealed)*

Repealed by Regulation of 17 June 2016 No. 749 (in force on 1 July 2016).

## Section 20

### *Auxiliary documents*

A document which cannot be registered may be presented as an auxiliary document when it serves as evidence of matters that have a bearing on the registration or deletion of another document (the principal document). If a principal document is issued on the basis of an authorisation, an auxiliary document must be presented showing such authorisation. If the authorisation conveys a right to issue a deed or mortgage document, cf. section 15 second paragraph of the Norwegian Maritime Code, the rules in section 18 above concerning the attestation of signatures apply correspondingly to the signature of the person granting the authority.

If the auxiliary document is a transcript from an official protocol or a certification of a public authority issued on the strength of information contained in an official protocol or document, it is not necessary to keep the auxiliary document at the Registrar's office. Unless there are provisions to the contrary, other auxiliary documents shall be stored electronically.

One auxiliary document is sufficient even when the registration applies to more than one ship.

The Norwegian Maritime Authority determines whether help documents may be submitted electronically.

Amended by Regulations of 13 September 1996 No. 909, 17 June 2016 No. 749 (in force on 1 July 2016), 20 December 2018 No. 2201 (in force on 1 January 2019).



## Chapter 4

### Refusing registration and considering appeals. Deletion, etc.

#### Section 21

##### *Refusing registration and considering appeals*

Until a certificate of registration, cf. section 17 first paragraph of the Norwegian Maritime Code, has been signed, registration of a document may be refused.

If a document is refused registration, the requisitioner and others directly concerned shall immediately be informed by registered mail or in another verifiable manner. The information shall include the reasons for the refusal. Information shall also be given concerning the right to appeal to the Ministry of Trade, Industry and Fisheries, and that any such appeal must reach the Registrar within three weeks of the date on which notification of the refusal was sent. If the Registrar sets a later deadline, this deadline instead shall be specified. The information shall also be given that legal action to have the decision tried cannot be taken unless recourse has been had to the right of appeal.

Amended by Regulations of 13 September 1996 No. 909, 20 December 1996 No. 1157, 1 January 2014 No. 238, 19 December 2014 No. 1854, 27 July 2020 No 1597 (in force on 1 August 2020).

#### Section 22

##### *Consent to certain proceedings from the holders of rights*

For the holder of a right according to a registered encumbrance to consent to the deletion of a ship, etc., from the Ship Register according to section 12 third paragraph of the Act relating to a Norwegian International Ship Register, it must be certified that the person giving the consent is the correct party. If the encumbrance is a negotiable mortgage deed, cf. section 11 of the Act of 17 February 1939 relating to instruments of debt, this must generally be presented in the original, annotated with the consent, and the wording of the deed or a continuous series of transfer annotations must show that the consenting party is the holder of the right. If the deed carries a restrictive clause – not to order – making it non-negotiable, it is not necessary to submit it in the original. Consent may then be given in a separate declaration.

The provisions of this section apply correspondingly when the establishment of an interest in the ship or other disposal of it requires the consent of the holder of a right in consequence of registered restrictions on the right of disposal of the title holder.

An endorsement consenting to deletion or other disposal shall from the point of view of registration be dealt with like other endorsements on previously registered documents (entry in the document journal, calculation of fees, annotation and copies).

#### Section 23

##### *Deletion of registered documents*

When a document is deleted, it shall be noted in the Register that the document has been deleted, with its journal number and the date and time of its deletion. A certificate of deletion shall be added to the document according to the rules section 28 first paragraph below. On the first page, a stamp or the like shall be placed showing clearly that the document has been deleted.

Amended by Regulations of 13 September 1996 No. 909, 17 June 2016 No. 749 (in force on 1 July 2016).

#### Section 24

##### *Conditions for deleting ships*

If the conditions for deletion pursuant to of section 12 first paragraph of the Act relating to a Norwegian International Ship Register or section 28 of the Norwegian Maritime Code are satisfied, the Registrar may delete the ship from the Register.

The Registrar may only delete a ship pursuant to section 12 second paragraph of the Act relating to a Norwegian International Ship Register at the request of the Ministry.

If a ship registered in the Norwegian International Ship Register is included on lists as mentioned in section 8g, the Registrar may delete the ship from the Register.

The Norwegian Ship Registers and the court of appeal for registration decisions only consider matters relating to terms and conditions of registration, and not matters relating to certifying the legitimacy of ships being included on lists as mentioned in section 8g.

Before a deletion is made or a request is presented, the owners must have received written instructions to rectify the matter within a stated deadline. It shall also be stated that an action to have the decision tried cannot be brought before recourse has been had to the right of appeal.

Amended by Regulations of 13 September 1996 No. 909, 12 January 2012 No. 74 (in force on 1 February 2012), 13 January 2016 No. 33 (in force on 1 February 2016), 26 June 2020 No. 1403 (in force on 1 July 2020).

**Section 25**  
*Procedure for deleting ships pursuant to section 12  
first paragraph of the Act relating to a Norwegian  
International Ship Register*

Before a ship can be deleted from the Register pursuant to section 12 first paragraph of the Act relating to a Norwegian International Ship Register, holders of rights shall be given an opportunity to submit comments within a given deadline. They shall at the same time be informed that the ship cannot be deleted without the written consent of the holders of rights, that encumbrances retain their priority, and that the establishment of any new rights cannot be registered.

If there are no registered encumbrances on the ship, or the holders of rights consent to deletion, an annotation shall be made in the Register that the ship has been deleted according to section 12 first paragraph of the Act relating to a Norwegian International Ship Register.

The Registrar shall without delay inform the owner, and any holders of rights who consented to deletion, by registered mail or in another verifiable manner. The Norwegian Maritime Authority shall also be notified.

If the holders of rights do not consent to the deletion of the ship, the Registrar shall make an annotation in the Register of the circumstances that should have led to deletion. The Registrar shall inform the owner and holders of rights, by registered mail or in another verifiable manner, of this annotation and that already registered encumbrances retain their priorities, but that the establishment of new rights cannot be registered (the folio is closed). The Norwegian Maritime Authority shall also be notified.

The Registrar may delete the annotation when he finds that the conditions for registration have again been fulfilled (the folio is opened). Notice of this is to be given to the owner and holders of rights by registered mail or in another verifiable manner.

Amended by Regulations of 26 June 2020 No. 1403 (in force on 1 July 2020), 27 July 2020 No. 1597 (in force on 1 August 2020).

**Section 26**  
*Procedure for deleting ships pursuant to section 12  
second paragraph of the Act relating to a Norwegian  
International Ship Register*

The Registrar shall ascertain that the deadline has expired and that legal proceedings have not been instituted against the State, cf. section 27b of the Public Administration Act, before deleting a ship at the Ministry's request.

The owner and the holders of rights shall be informed of the request. Section 25 of these Regulations applies correspondingly.

If proceedings have been instituted against the State or leave has been granted to lodge an appeal after the deadline, the deletion shall not be proceeded with. The decision and the reasons for it, and the fact that proceedings have been instituted, shall be noted in the Register and on the certificate of registration.

If the court upholds the decision, the Registrar shall proceed with the deletion provided the conditions in section 12 third paragraph of the Act relating to a Norwegian International Ship Register have been satisfied. The procedure in section 25 of these Regulations applies correspondingly.

If the decision is ruled invalid, the Registrar shall delete the annotation concerning the decision, and promptly notify the owner and the holders of rights by registered mail. The Norwegian Maritime Authority shall also be notified.

Amended by Regulations of 16 January 2008 No. 53, 27 June 2008 No. 781 (in force on 1 July 2008).

**Chapter 5**  
**Other provisions**

**Section 27**  
*(Repealed)*

Repealed by Regulation of 17 June 2016 No. 749 (in force on 1 July 2016).

**Section 28**  
*Certificates of registration – annotations – mortgage certificate*

A certificate of registration, cf. section 17 first paragraph of the Norwegian Maritime Code, is issued when the document has been finally entered in the Ship Register. It shall also be certified on what date and at what time and under what number the document was entered in the Register, what fee was paid for the registration or if the registration was

free of charge. If the information in the document concerning the ship's data does not conform with that contained in the Register, this shall be noted on the certificate.

For documents submitted electronically for registration, the certificate of registration will be given to the sender as a receipt when the document has been finally registered in the ship register. The receipt will be sent to the sender electronically or by mail, or be made available to the sender in another safe and secure manner. When documents are sent to the registration authority in paper format, the certificate of registration shall be attached to the original document or provided in another safe and secure manner.

When encumbrances are noted on a document, cf. section 17 second paragraph of the Norwegian Maritime Code, or included in a special mortgage certificate, cf. section 17 third paragraph of the Norwegian Maritime Code, or in a certificate of deletion, cf. section 28 third paragraph of the Norwegian Maritime Code, the annotation shall state the designation of the encumbrance or document and the date/time of its registration. A brief statement shall also be made of what the encumbrance chiefly consists of – including its nominal amount or value as the case may be – and who is the holder of the right. If the encumbrance has not been finally entered in the Register, this must be stated.

In the event of advance registration, cf. section 14 final paragraph of the Norwegian Maritime Code, the date and time when the document is regarded as having been entered in the journal of documents shall be stated, cf. section 24 fourth paragraph of the Norwegian Maritime Code.

Annotations, special mortgage certificates or certificates of deletion may be issued in the form of copies of the relevant pages of the Register.

Amended by Regulation of 13 September 1996 No. 909, 20 December 2018 No. 2201 (in force on 1 January 2019).

## Section 29

### *Notification of changes.*

#### *Notification to the Norwegian Maritime Authority*

If there are changes in the information concerning a ship contained in the Register, cf. section 13 first paragraph of the Norwegian Maritime Code, the owner shall notify the Registrar, cf. section 13 second paragraph of the Norwegian Maritime Code. The same applies to any changes of the conditions under which the ship was registered according to section 1 of the Act of 12 June 1987 No. 48 relating to a Norwegian International Ship Register. The owner does not, however, need to report a new measurement (remeasurement) of the ship and the changes in the ship's data shown in the new tonnage certificate, cf. the third paragraph below.

Notification of changes in the ship's data shall be accompanied by written evidence of such changes. If the ship's name is changed, an application must be submitted to the Norwegian Ship Registers. For a change of home port, it is sufficient for the owner to declare in writing where the new home port is to be. Changes of ownership are considered to have been notified as and when the document conferring title is sent for registration. The title deed must be accompanied by an auxiliary document declaring – on a form prescribed by the Ministry of Trade, Industry and Fisheries – that the nationality conditions have been satisfied, cf. sections 1 and 4 of the Norwegian Maritime Code.

Amended by Regulations of 13 September 1996 No. 909, 20 December 1996 No. 1157, 23 November 2007 No. 1293, 1 January 2014 No. 238, 19 December 2014 No. 1854.

## Section 30

### *Dispatching documents, transcripts etc.*

Anyone may demand a certified transcript of documents entered in the journal of documents and registers kept by the Registrar, including mortgage certificates.

The documents shall be dispatched – and transcripts issued – in the order in which the documents or the demand arrived. If the requisitioner makes good that rapid dispatch is of particular importance to him, a document for registration, transcription, certification or the like may be dealt with out of turn. In such cases it must always be ascertained whether, among the documents registered in the journal of documents and not yet noted in the Register, there is any document which must be annotated as an encumbrance on the relevant document or certificate demanded.

Requisitioned lists of particular groups of documents entered in the journal of documents are issued in such order as the Registrar shall decide.

The Registrar may give permission for uncertified lists or abstracts concerning registration to be issued, for instance in connection with historical or other research.

## Section 31

### *Office hours – access to registers, etc.*

On ordinary working days, office hours for registration shall be from 0900 to 1500 hours. If on certain days, such as Christmas Eve or New Year's Eve, the office closes before 1500 hours, the office must be open from 0900 until closing time. In special cases, the Ministry may consent to shorter office hours.

Outside these hours, it must be possible to deliver documents for registration on all weekdays, including Saturdays and Norwegian national holidays, between 0700 and 2400 hours if this is necessary for the sake of simultaneous deletion

from or registration in foreign registers. The same applies when this is indicated out of regard to foreign holders of rights. Delivery of documents outside office hours must always be arranged with the Registrar.

Electronic documents, cf. section 8, may be delivered for registration outside office hours.

During office hours, members of the public shall have access to the register.

It is permitted to restrict telephone inquiries to office hours.

Amended by Regulations of 20 December 1996 No. 1157, 13 January 2016 No. 33 (in force on 1 February 2016), 27 July 2020 No. 1597 (in force on 1 August 2020).

## Section 32

### *Announcements according to section 29 of the Norwegian Maritime Code*

Invitations to holders of rights, if any, to contact the Registrar shall be published once in the Official Gazette and at least one newspaper with nationwide circulation. The requisitioner must pay the cost of the announcement.

When the address of a person entered in the register as the holder of a right is known, the Registrar should also notify that person by registered mail or in another verifiable manner.

Amended by Regulation of 13 September 1996 No. 909, 27 July 2020 No. 1597 (in force on 1 August 2020).

## Section 33

### *Entry into force*

These Regulations enter into force on 1 August 1992, except for the final paragraph of section 8 which shall enter into force as decided by the Ministry of Trade, Industry and Fisheries.

Amended by Regulations of 20 December 1996 No. 1157, 1 January 2014 No. 238, 19 December 2014 No. 1854.