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**Reference to:** Regulations of 15 June 1987 No. 507

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

### Regulation concerning amendments to the Regulations of 15 June 1987 No. 507 on safety measures, etc. on passenger ships, cargo ships and barges

Due to the increase in COVID-19 cases in a number of places in Norway, the Norwegian Maritime Authority has now laid down new section 13 fifth paragraph of the Regulations of 15 June 1987 No. 507 on safety measures, etc. on passenger ships, cargo ships and barges. The NMA considers it "unnecessary for obvious reasons" to circulate the amendment for review, cf. Instructions for Official Studies and Reports section 3-3 second paragraph.

Section 13 second paragraph of the Regulations of 15 June 1987 No. 507 on safety measures, etc. on ships allows passengers to remain seated in their vehicles in open ferries in trade area 2 or lesser trade area. The third paragraph sets out that passengers are not permitted to remain in their vehicles on enclosed ferries and open ferries in trade area 3 / Class D or greater trade area.

This prohibition is based on safety, among other things taking into consideration risks related to fire, evacuation and moving cargo. Also, it is clearly an effective infection control measure when as many as possible remain seated in their own vehicles.

The ferry industry implements efficient infection control measures based on the national guidelines for public transport, so that infection control is maintained while still maintaining ship safety requirements. On most ferries, it will not be a problem to keep a 1–2 metre distance when passengers avoid travelling at peak times as far as possible, cf. national guidelines.

Some areas have a high infection rate, and the Government or local authorities have introduced particularly strict measures to reduce the number of infections. In such areas, restrictions and measures have resulted in reduced mobility.

In the opinion of the NMA, safety will not be compromised by allowing passengers to remain on the car deck on ships which are in principle covered by section 13 third paragraph, when the measures of new section 13 fifth paragraph a to e are implemented. The condition for exemption is that the Government or the municipality has introduced provisions regarding measures at least corresponding to chapter 5A in the Regulations of 27 March 2020 No. 470 relating to infection control measures etc. in connection with the coronavirus outbreak.

We assume that the shipping company carries out risk assessments and establishes necessary procedures in accordance with the rules on safety management.

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Acting Director General of Navigation and Shipping

Linda Bruås  
Acting Head of  
Department

Attachment:

Regulation concerning amendments to the Regulations of 15 June 1987 No. 507 on safety measures, etc. on passenger ships, cargo ships and barges