

# Regulations of 2 February 1996 No. 115 on collection of fees to the Treasury for surveys, issue of certificates, etc. carried out pursuant to the Ship Safety and Security Act (Fees Regulations)

**Legal basis:** Laid down by the Ministry of Trade and Industry (now the Ministry of Trade, Industry and Fisheries) on 2 February 1996 under the Act of 9 June 1903 No. 7 relating to the public control of the seaworthiness of ships, etc. and Act of 19 June 1964 No. 20 relating to tonnage measurement of ships.

**Added legal basis:** Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 3, 4, 6, 10 and 48, cf. Formal Delegation of 16 February 2007 No. 171 and the Norwegian Maritime Code of 24 June 1994 No. 39 section 198, cf. Regulations of 17 June 2008 No. 607 on insurance and other security for oil pollution liability for ships pursuant to the Bunkers Convention 2001 and the 1992 Civil liability Convention, Act of 26 June 1998 No. 47 relating to recreational and small craft sections 20, 21 and 26a, cf. Formal Delegation of 27 November 1998 No. 1095. Regulations on certificates for insurance and other security pursuant to the Norwegian Maritime Code, etc.

**EEA references:** EEA Agreement Annex XIII point 56b (Directive 95/21/EC).

**Amendments:** Amended by Regulations of 14 August 1998 No. 929, 28 February 2001 No. 263 (i.a. title and legal basis), 7 May 2002 No. 673 (i.a. title), 23 November 2007 No. 1320 (i.a. title and legal basis), 23 June 2008 No. 635, 27 August 2008 No. 957, 10 September 2008 No. 1008, 25 September 2008 No. 1041, 25 June 2010 No. 1025, 11 February 2011 No. 139, 23 February 2011 No. 188, 20 December 2013 No. 1712, 1 January 2014 No. 238, 8 April 2014 No. 409, 6 February 2015 No. 90, 15 December 2015 No. 1675, 1 February 2016 No. 77, 20 December 2016 No. 1754, 29 September 2017 No. 1530, 18 December 2017 No. 2195, 20 December 2018 No. 2200, 3 January 2019 No. 3, 21 August 2019 No. 1077 No. 1077, 20 December 2019 No. 2138 (in force on 1 January 2020), 26 June 2020 No. 1403 (in force on 1 July 2020), 23 December 2020 No. 3166 (in force on 1 January 2021), 21 December 2021 No. 3826 (in force on 1 January 2022), 20 December 2022 No. 2454 (in force on 1 January 2023).

## Preface

These Regulations lay down binding rules for the services for which fees are payable in accordance with the Ship Safety and Security Act and the Act relating to a Norwegian International Ship Register (NIS Act), and for the liability for the payment of fees.

An initial fee and annual fees are payable in respect of Norwegian ships for which certificates are required and of mobile offshore units. In addition, fees are payable for a number of specified services (chapter 5 Other fees, chapter 8 Fees for tonnage measurement, and chapter 9 Load Lines).

Norwegian ships for which certificates are not required, foreign ships, naval ships, etc., and other parties requesting a service are also subject to the payment of fees for services pursuant to the Ship Safety and Security Act (cf. chapter 6).

Services provided by classification societies and others according to an authorisation from or agreement with the Norwegian Maritime Authority or according to other specific provisions shall also be subject to remuneration. Such remuneration may be claimed directly by the institution providing the service. Provisions relating to such matters are contained in chapter 10.

The fee rates are determined (annually) by the Ministry of Trade, Industry and Fisheries according to the Tariff of Fees and the ship's registration status in the NIS and NOR registers. The fees have been determined partly according to the ship/offshore unit's size (including the initial fee and the annual fee), and partly according to the time spent on providing the service in question, based on hourly rates given in the Tariff of Fees.

Amended by Regulations of 14 August 1998 No. 929 (in force 30 October 1998), 28 February 2001 No. 263, 25 June 2010 No. 1025, 1 January 2014 No. 238, 15 December 2015 No. 1675 (in force on 1 January 2016).

## Chapter 1 Introductory provisions

Amended by Regulations of 28 February 2001 No. 263, 15 December 2015 No. 1675 (in force on 1 January 2016).

### Section 1

#### *Scope of application*

1. These Regulations apply to the collection of fees for surveys, issue of certificates etc. for:
  - 1.1. Norwegian ships, including barges, for which certificates are required;
  - 1.2. Norwegian ships for which certificates are not required, to which a certificate of identity, permits, etc. is issued;
  - 1.3. Norwegian mobile offshore units, including subsea vehicles;
  - 1.4. foreign ships, and mobile offshore units, and ships belonging to the Norwegian Navy, which request a survey or the issue of a certificate, tonnage certificate, or other documentation.
  - 1.5. These Regulations apply to bareboat chartered-in and bareboat chartered-out ships and mobile offshore units.
  - 1.6. Commercial ships of 7 metres or more that are registered in the Norwegian Ordinary Ship Register (NOR) and for which certificates are not required.

2. These Regulations also apply to manufacturers of equipment and others who request a survey, approval of equipment, etc.

Amended by Regulations of 28 February 2001 No. 263 (formerly section 2), 26 June 2020 No. 1403 (in force on 1 July 2020), 23 December 2020 No. 3166 (in force on 1 January 2021).

## Section 2

### *Definitions*

#### 1. Definitions.

For the purpose of these Regulations, the following definitions shall apply:

1. “*Recognised classification societies*”: Det Norske Veritas (DNV), Lloyd’s Register of Shipping (LR), Bureau Veritas (BV), Germanischer Lloyd (GL), American Bureau of Shipping (ABS).
2. “*Standby vessel*”: A vessel with duties associated with dangerous situations and casualties in the petroleum industry, as well as guard duty around offshore units.
3. “*GRT/GT*”: Gross tonnage.
4. “*Owner*”: The owner as registered in the ship register.
5. “*Fishing vessel*”: A vessel used for the commercial catching of fish, whales, seals or other living resources of the sea, including seaweed and sea tangle.
6. “*Mobile offshore unit*”: A mobile platform, including drilling ship, equipped for drilling for subsea petroleum deposits, and a mobile platform for purposes other than drilling for subsea petroleum deposits.
7. “*Supply vessel*”: A vessel built and equipped to provide supply, anchor-handling and diving services, and other similar services in connection with the exploration for and production of hydrocarbons, minerals, etc. on the seabed, and a ship which is to operate in the close proximity of oil drilling platforms and other offshore installations in the open sea.
8. “*Ship for which a certificate is not required*”: A ship which is not under the obligation to hold a certificate.
9. “*Imported ship*”: A ship which is purchased from or imported from a foreign country and which is not a newbuilding.
10. “*Cancellation*”: That the building contract is terminated, or the contractual relationship is otherwise changed, implying that the newbuilding will no longer fly the Norwegian flag or that a voluntary Norwegian survey will not be applicable.
11. “*Classified ship / classed ship*”: A ship with class in a recognised classification society.
12. “*Cargo ship*”: A ship which is not a passenger ship, a fishing vessel, a barge, and which does not belong to the Norwegian Navy.
13. “*Barge*”: A hull or ship without propulsion machinery, which is towed or pushed whenever moved, and which is used for the carriage of cargo.
14. “*Letter of Compliance*”: The document issued by the Norwegian Maritime Authority, confirming that a foreign mobile offshore unit complies with all technical requirements laid down by the Norwegian Maritime Authority.
15. “*Small coasting*”: Trade on the Norwegian coast in which the ship crosses unsheltered stretches of sea exceeding 25 nautical miles, including all more restricted waters, but never farther off the coast than 20 nautical miles from the Base Line (cf. Regulations of 14 June 2002 No. 625 on the base lines and territorial waters surrounding continental Norway, laid down by the King). Trade from Norway to Svalbard and Jan Mayen is exempted.
16. “*MARPOL*”: The International Convention for the Prevention of Pollution from Ships, 1973, with the addition of the 1978 Protocol.
17. “*NOR*”: The Norwegian Ordinary Ship Register.
18. “*NRT/NT*”: Net tonnage.
19. “*Norwegian ship*”: A ship, except mobile offshore units, registered in a Norwegian ship register or the Register of Fishing Vessels. Ships for which a certificate is not required with a Norwegian owner, provided the ship is not registered in any foreign register.
20. “*NIS*”: The Norwegian International Ship Register.
21. “*Newbuilding*”: A ship taken over by a Norwegian owner directly from the building yard.
22. “*Passenger ship*”: A ship that can carry more than 12 passengers or which is required to have official permission to carry passengers.
23. “*Segregated ballast tanks*”: Ballast tanks totally separated from cargo oil and oil and fuel systems, permanently reserved for the carriage of ballast.
24. “*Ship for which a certificate is required*”: A ship which, pursuant to the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) is required to have a certificate in accordance with regulations currently in force.
25. “*Subsea vehicle*”: A self-propelled vessel or other similar vehicle with accommodation space for persons, which is kept at atmospheric pressure, and which is used for manned subsea operations between the sea surface and the maximum operational depth.
26. “*Foreign ship*”: A ship registered in a foreign ship register.

27. “*Ship of historical interest*”: A ship/vessel which has been given such status in accordance with an approval by the Directorate for the Cultural Heritage or whoever is authorised by that Directorate.
28. “*ISM*”: The International Management Code for the Safe Operation of Ships and for Pollution Prevention.
29. “*Hull*”: A ship that is not yet fully equipped.
30. “*Vessel instructions*”: A document indicating detailed vessel data and recommended limitations on the use of the vessel.
31. “*SUT (Samsvarsuttalelse)*”: A Statement of Compliance, a statement intended as a guide from the Norwegian Petroleum Safety Authority, saying that a mobile drilling unit with equipment and systems including the relevant parts of the control systems of the applicant for SUT is considered according to best judgement to comply with the relevant rules and regulations for the Norwegian continental shelf.
32. “*Unclassified/unclassed ship*”: A ship which is not classed by a recognised organisation.
33. *Bareboat chartered-in ship*: A ship which is registered in a foreign ship register and at the same time is entitled to temporary registration in a Norwegian ship register.
34. *Bareboat chartered-out ship*: A ship which is registered in a Norwegian ship register and at the same time is entitled to temporary registration in a foreign ship register.

Amended by Regulations of 14 August 1998 No. 929 (in force 30 October 1998), 28 February 2001 No. 263 (formerly section 1) and 23 November 2007 No. 1320, 25 June 2010 No. 1025 (in force on 1 July 2010), 26 June 2020 No. 1403 (in force on 1 July 2020).

## Chapter 2 General provisions

Amended by Regulation of 28 February 2001 No. 263.

### Section 3 *Liability*

The owner of the ship or mobile offshore unit and/or whoever has requested a service is liable for the payment of fees. If the ship or mobile offshore unit is bareboat registered in a Norwegian ship register, the charterer and/or whoever has requested a service is the liable party.

Amended by Regulations of 28 February 2001 No. 263, 26 June 2020 No. 1403 (in force on 1 July 2020).

### Section 4 *Basis of calculation of fees*

1. Tonnage
 

Tonnage is based on The International Convention on Tonnage Measurement of Ships, 1969, entered into force on 18 July 1994.

The calculation of the Norwegian Maritime Authority’s fees is based on the following criteria: For vessels with more than one tonnage certificate, the most recently dated certificate shall be used as the basis for calculating the fee. If safety tonnage is entered on page 4 of the tonnage certificate, that tonnage shall be used as the basis.
2. Oil tankers
 

For oil tankers with segregated ballast tanks the vessel’s gross tonnage shall be reduced by:

  - 2.1. the capacity of ballast tanks expressed in tonnage units for vessels having the International Tonnage Certificate (the 1969 Convention), or
  - 2.2. the capacity of ballast tanks expressed in register tonnes and which has not been deducted from the gross tonnage in the vessel’s valid tonnage certificate, cf. section 8 second paragraph of these Regulations.

The owner himself must apply for a reduced gross tonnage to be used as the basis for calculation of the fee.
3. Ships the tonnage of which has not been measured.
 

If the ship has not been measured the gross tonnage shall be calculated according to the following formula:

$$0.26 (L \times B \times D)$$

where L is the vessel’s length between perpendiculars  
B is the vessel’s maximum breadth, and  
D is the vessel’s moulded depth.

All measurements should be given in metres. If imperial feet are used, the formula is:

$$0.0075 (L \times B \times D).$$
4. The gross tonnage referred to in paragraphs 1–3 shall be rounded down to the nearest ton.
5. Fees calculated on the basis of overall length.
6. Fees calculated on the basis of time spent.

When the fee is calculated on the basis of time spent, time up to and including 30 minutes shall be calculated as a half hour, and time exceeding 30 minutes up to and including 60 minutes shall be calculated as one hour. Whoever is liable for the payment of the fee may demand to have a specification of the time spent.

7. For ships with more than one main certificate, the annual fee shall be calculated on the basis of the certificate with the highest rate. For the purpose of issuing fees, the main certificates are: Trading Certificate for Cargo Ships and Barges, Safety Equipment Certificate, Passenger Certificate, Passenger Ship Safety Certificate, Dynamically Supported Craft, High-Speed Vessel Safety Certificate, Trading Certificate for Fishing Vessels, Vessel Instructions for fishing vessels of between 9 and 15 metres in overall length and Vessel Instructions for cargo ships of between 8 and 15 metres in overall length.

For mobile offshore units, etc. the main certificates in respect of fees are: Safety Equipment Certificate Mobile Offshore Unit (ME) and Certificate of Fitness (FI).

Amended by Regulations of 14 August 1998 No. 929 (in force 30 October 1998), 28 February 2001 No. 263, 7 May 2001 No. 673 (in force 27 May 2002), 25 June 2010 No. 1025 (in force on 1 July 2010), 6 February 2015 No. 90.

## Section 5

### *Fee rates and hourly rates*

1. The amount of the fees, including the hourly rates to be applied for the calculation of fees on the basis of time spent, shall be determined by the Ministry in separate regulations, the Regulations on the tariff of fees for services provided by the Norwegian Maritime Authority (Tariff of Fees).

Unless otherwise specified in the individual provisions of these Regulations, the current tariff of fees at the time of the provision/completion of the service shall apply.

2. For fees calculated on the basis of time spent according to Chapter 7 (Fees for mobile offshore units including combined mobile offshore units and for subsea vehicles), the hourly rates in the Regulations of 27 June 1997 No. 652 relating to refunding of expenses in connection with regulatory supervision of safety, working environment and resource management in the petroleum activities shall apply.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force 27 May 2002), 25 June 2010 No. 1025 (in force on 1 July 2010).

## Section 6

### *Travel expenses, surveys outside normal office hours, waiting time, etc.*

1. The provisions of this section apply to all services, except where services that are included in the initial fee are concerned, Chapter 3.
2. Travel expenses for surveys and audits carried out abroad shall be claimed in accordance with the Government Travel Expenses Scale.
3. For services provided abroad, expenses related to the service shall be claimed in addition to travel expenses.
4. When the service requested cannot be provided by the official upon his arrival, for reasons beyond his control, travel expenses shall be claimed in accordance with the Government Travel Expenses Scale.
5. When a person requests a service to be provided outside normal office hours (0800–1600 hrs.), or when the service has to be provided outside normal office hours due to that person, overtime pay shall be calculated for every hour spent. Travel time on Saturdays, holidays and public festival days shall be included in the calculation of time spent.
6. Waiting time exceeding 1 hour before the service may be commenced, which is beyond the control of the official, shall be included in the calculation of time spent. Waiting time in connection with services covered by the initial fee shall be excluded, cf. paragraph 1. Waiting time spent as overtime shall be added as overtime pay to the waiting time exceeding 1 hour.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force 27 May 2002), 25 June 2010 No. 1025 (in force on 1 July 2010).

## Section 7

### *Default interest*

In the case of overdue payment, default interest shall be paid in accordance with the rate laid down in the Act of 17 December 1976 No. 100 relating to interest on overdue payments etc.

Amended by Regulation of 28 February 2001 No. 263.

## Section 8

### *Exemptions*

1. Where fees referred to in these Regulations and in the Tariff of Fees are found to be unreasonable in special cases, the Norwegian Maritime Authority may stipulate the fee in each individual case.
2. Owners of oil tankers with segregated ballast tanks must themselves apply for a reduction of fees within the time limit set by the Public Administration Act.

## Chapter 3

### Initial fees and annual fees for ships registered in NOR, and for ships for which certificates are required, but which are not subject to compulsory registration, and for the tonnage measurement of ships for which certificates are not required

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263.

#### Section 9

##### *Obligation to pay fees*

1. An initial fee and annual fees shall be paid for:
  - 1.1. All Norwegian ships registered or about to be registered in NOR for which certificates are required;
  - 1.2. All Norwegian ships for which certificates are required but which are not subject to compulsory registration;
  - 1.3. Ships for which a certificate is not required that are subject to an initial tonnage measurement.
  - 1.4. Ships that are bareboat registered in a Norwegian ship register.
2. The Norwegian Maritime Authority may, upon application, grant a full or partial exemption from fees issued for ships of historical interest and training ships with a maritime training programme approved by the authorities. Lake boats operating on lakes and rivers may, upon application, be permitted to pay half the annual fee.
3. In addition, fees shall be paid for services referred to in Chapter 5 (Other fees for ships for which certificates are required (NOR and NIS)) and Chapter 8 (Fees for tonnage measurement, etc.).

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263, 7 May 2001 No. 673 (in force on 27 May 2002), 25 June 2010 No. 1025 (in force on 1 July 2010), 26 June 2020 No. 1403 (in force on 1 July 2020).

#### Section 10

##### *Liability*

1. Initial fees.
  - 1.1. Ships built in Norway:

The building yard is liable for the payment of the initial fee when the yard is under an obligation to submit a notification of newbuilding. The fee shall otherwise be paid by the owner who takes over the ship from the building yard.
  - 1.2. Ships and hulls built abroad and imported ships:

The owner who imports the ship is liable for the payment of the initial fee. The building yard in Norway is liable for payment of the initial fee for imported hulls equipped in Norway. The fee is calculated on the basis of the tariff of the country where the hull was built, regardless of whether any services have been performed in that country.
  - 1.3. Cancellation of a newbuilding:

For ships built in Norway, the building yard is liable for the payment of the fee when the yard is under an obligation to submit a notification of cancellation. In the case of ships or hulls built abroad, the company (buyer) is liable when he is under an obligation to submit a notification of cancellation.
  - 1.4. If a ship is bareboat registered, the charterer is liable for the payment of the initial fee.
2. Annual fees.

The owner of the ship as of 1 March is liable for the payment of the annual fee. If a ship is bareboat registered, the charterer is the liable party.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002), 25 June 2010 No. 1025 (in force on 1 July 2010), 20 December 2013 No. 1712 (in force on 1 January 2014), 26 June 2020 No. 1403 (in force on 1 July 2020).

#### Section 11

##### *Issue of the initial fee*

1. The initial fee is a non-recurrent fee covering all work carried out by the Norwegian Maritime Authority in connection with the initial issue of national and international certificates, including the initial tonnage measurement/measurement of register dimensions and the issue of certificates for newbuildings and existing ships about to have their initial certificates, e.g. imported ships.

The initial fee does not cover:

- costs that accrue when requested surveys abroad cannot be carried out, partly because of inadequate planning by the contractor. In these cases, travel expenses and specified hourly services, cf. section 6, shall be claimed. The fee shall be collected in accordance with the hourly rates in the Norwegian Maritime Authority's Tariff of Fees;
  - the processing of applications for dispensation in connection with working hours and/or manning (cf. section 23);
  - audits or the issue of certificates pursuant to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code);
  - supervision and certification for new and imported ships required to carry an inventory of hazardous materials (IHM certificate);
  - MLC inspection and certification.
2. The initial fee is issued by the Norwegian Maritime Authority in two phases as follows:
    - 2.1. For ships or hulls for which a notification of building has been sent a stipulated initial fee of 50 percent of the total initial fee is issued, based on data disclosed on the notification of building. When a tonnage certificate/certificate of identity is issued for the first time, the rest of the initial fee is issued based on data disclosed on the tonnage certificate/certificate of identity.  
Fees according to the Tariff of Fees on the date of the notification of building and the date of issue of the tonnage certificate/certificate of identity shall be applied.
    - 2.2. For ships or hulls for which a notification of building is not required and for imported ships the initial fee will be issued following the allocation of Norwegian signal letters. Fees according to the Tariff of Fees on the date of registration in the NIS/NOR Ship Registers shall be applied.
    - 2.3. In the case of cancellation of a newbuilding the initial fee will be issued upon receipt of the notification of cancellation. Fees according to the Tariff of Fees on the date of notification of cancellation shall be applied.
  3. The initial fee is divided into the following categories:
    - 3.1. Passenger ships including high-speed passenger craft.
    - 3.2. Classified cargo ships, except standby vessels.
    - 3.3. Unclassified cargo ships, except standby vessels.
    - 3.4. Standby vessels.
    - 3.5. Classified fishing vessels.
    - 3.6. Unclassified fishing vessels.
    - 3.7. Ships and barges for which certificates are not required, and ships which have been operating without a tonnage certificate/certificate of identity.

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263, 7 May 2001 No. 673 (in force on 27 May 2002), 23 June 2008 No. 635 (in force on 1 July 2008), 25 June 2010 No. 1025 (in force on 1 July 2010), 20 December 2018 No. 2200 (in force on 1 January 2019), 20 December 2019 No. 2138, 23 December 2020 No. 3166 (in force on 1 January 2021), 20 December 2022 No. 2454 (in force on 1 January 2023).

## Section 12

### *Issue of annual fees, etc.*

1. The annual fee is a recurrent fee covering all work carried out by the Norwegian Maritime Authority / the Norwegian Ship Control in connection with the upholding and renewal of national and international certificates, etc. with the exceptions given in the second paragraph.  
The fee does not cover:
  - certificate of insurance or other financial security for civil liability for oil pollution damage pursuant to the 1992 Civil Liability Convention (CLC);
  - certificate of insurance or other financial security in respect of oil pollution liability for ships pursuant to the Bunkers Convention 2001 (CLB);
  - certificate surveys carried out outside of office hours at the NMA's stations;
  - certificate of insurance or other financial security pursuant to the Athens Convention 2002 (PLR);
  - inspection and certification of MLC;
  - supervision and certification pursuant to the Regulations of 8 September 2017 No. 1368 on ballast water management for ships and mobile offshore units, cf. Regulations of 22 December 2014 No. 1893 on supervision and certificates for Norwegian ships and mobile offshore units sections 34b and 34c (IBWC);
  - supervision and certification for operating ships which are required to carry an inventory of hazardous materials (IHM);
  - supervision and certification for ships to be recycled (Ready for Recycling Certificate).
 The annual fee shall be paid regardless of whether the ship receives any service from the Norwegian Maritime Authority.
2. The annual fee is issued by the Norwegian Maritime Authority as follows:
  - 2.1. For the initial issue of a certificate a reduced annual fee is issued. Fees according to the Tariff of Fees on the date of issue of the certificate/trading permit shall be applied.

- The reduced annual fee is 1/12 of the annual fee multiplied by the number of months remaining of the year, including the month of issue of the certificate/permit.
- 2.2. The annual fees will subsequently be issued in their entirety once every year.
  - 2.3. Fishing vessels of between 9 and 15 metres in overall length and cargo ships of between 8 and 15 metres in overall length shall pay annual fees according to the Tariff of Fees. In cases where the Norwegian Maritime Authority requires, or the company requests, that the vessel is presented for control by the Norwegian Maritime Authority, hourly rates including any travel expenses, will be collected in addition to the annual fee. The fee is collected in accordance with section 35 *Other services*.
  - 2.4. Every commercial vessel of 7 metres or more and recreational craft of 24 metres or more which do not pay an annual fee for certification/vessel instructions shall pay an annual fee to maintain registration in NOR.
3. The annual fee is divided into the following categories:
    - 3.1. Passenger ships including high-speed passenger craft
    - 3.2. Cargo ships
    - 3.3. Fishing vessels
    - 3.4. Barges

The annual fee for high-speed passenger craft is calculated on the basis of the tariff for ships engaged in trade greater than small coasting in the Tariff of Fees.

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263, 7 May 2001 No. 673 (in force on 27 May 2002), 27 August 2008 No. 957, 10 September 2008 No. 1008, 25 June 2010 No. 1025 (in force on 1 July 2010), 20 December 2013 No. 1712 (in force on 1 January 2014), 8 April 2014 No. 238, 6 February 2015 No. 90, 29 September 2017 No. 1530, 20 December 2018 No. 2200 (in force on 1 January 2019), 21 August 2019 No. 1077, 23 December 2020 No. 3166 (in force on 1 January 2021).

## Section 13

### *Exemptions, etc. from the obligation to pay initial and annual fees*

An application for exemption shall be available in order to be granted a deduction/exemption of the initial fee.

1. Initial fee.
  - 1.1. Imported ships which have previously been registered in NOR or NIS are exempt from the initial fee.
  - 1.2. In the case of cancellation of a newbuilding the initial fee shall be paid as follows:
    - 1.2.1. 40% of the initial fee is payable when the examination of drawings is commenced.
    - 1.2.2. 80% of the initial fee is payable when the building survey is commenced.
    - 1.2.3. 100% of the initial fee is payable if the final survey has been concluded.

Fees according to the Tariff of Fees at the time of receipt by the Norwegian Maritime Authority of the notification of cancellation shall be applied.
  - 1.3. An initial fee in accordance with regulations pertaining to NOR ships shall be payable for ships that change their status from NIS to NOR during construction.
  - 1.4. After 1 January 2001 the initial fee for fishing vessels of between 9 and 15 metres in overall length shall not be payable.
  - 1.5. For ships with restricted carriage of passengers, the initial fee shall be payable as for ships for which certificates are not required.
  - 1.6. The initial fee will not be reduced/refunded in cases where the ship shortly after being registered is sold for registration in the ship register of another country, is transferred to the NIS, condemned, or otherwise lost.
2. Annual fees.
  - 2.1. Ships being transferred from NOR to NIS or from NIS to NOR shall pay the annual fee for the register the ship is registered in on 1 January.
  - 2.2. Registered ships sold to a foreign country and deleted from NOR before 1 March, are exempt from the annual fee.
  - 2.3. A ship which is bareboat chartered-out of NOR before 1 March is exempt from the annual fee.
  - 2.4. When a ship's certificates are not renewed or when their validity otherwise expires, the continued collection of the annual fee will cease.
 

The collection of the fee will not cease if the certificates are only temporarily invalid and will be renewed within a year.
  - 2.5. For laid-up ships or ships which are inoperative for other reasons, the certificates or vessel instructions shall be sent to the Norwegian Maritime Authority before 1 March in order that their validity shall be considered to have ceased and that the fees may be waived. This also applies to non-registered ships sold to a foreign country.
  - 2.6. The owner must himself apply for an exemption from the obligation to pay the annual fee within 3 weeks following the receipt of the invoice.
  - 2.7. Ships are exempt from the annual fee the year the ship is registered in the NOR register.

Amended by Regulations of 28 February 2001 No. 263, 25 June 2010 No. 1025 (in force on 1 July 2010), 23 February 2011 No. 188, 20 December 2013 No. 1712 (in force on 1 January 2014), 6 February 2015 No. 90, 26 June 2020 No. 1403 (in force on 1 July 2020).

## Chapter 4

### Initial fees and annual fees for ships registered in the NIS

Amended by Regulation of 28 February 2001 No. 263.

#### Section 14

##### *Obligation to pay fees*

An initial fee and annual fees shall be paid for all ships registered in the NIS. Furthermore, an initial fee and annual fee shall be paid upon bareboat charter registration in a Norwegian ship register.

In addition a fee shall be paid for services provided as referred to in Chapter 5, Other fees for ships for which certificates are required (NOR and NIS) and Chapter 8, Fees for tonnage measurement, etc.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002), 26 June 2020 No. 1403 (in force on 1 July 2020).

#### Section 15

##### *Liability*

1. Initial fee.

1.1. Ships built in Norway:

The building yard is liable for the payment of the initial fee when the yard is under an obligation to submit a notification of building. The fee shall otherwise be paid by the owner who takes over the ship from the building yard.

1.2. Ships built abroad and imported ships:

The owner who enters the ship in the NIS is liable for the payment of the initial fee. In terms of bareboat registration, the charterer is the liable party.

1.3. Cancellation of a newbuilding:

For ships built in Norway, the building yard is liable for the payment of the fee when the yard is under an obligation to submit a notification of cancellation. In the case of newbuildings built abroad, the company (buyer) is liable when he is under an obligation to submit a notification of cancellation.

2. Annual fees.

The owner of the ship as of 1 January is liable for the payment of the annual fee. In terms of bareboat registration in the NIS register, the charterer is the liable party. When the ship is registered pursuant to section 1 item 3, the registered representative is liable for the payment of the fee.

Amended by Regulations of 28 February 2001 No. 263, 20 December 2013 No. 1712 (in force on 1 January 2014), 15 December 2015 No. 1675 (in force on 1 January 2016), 26 June 2020 No. 1403 (in force on 1 July 2020).

#### Section 16

##### *Issue of the initial fee*

1. The initial fee is a non-recurrent fee. The Norwegian Maritime Authority issues the fee in two phases. Upon receipt of the notification of building, a stipulated initial fee of 50 percent of the total initial fee is issued, based on data disclosed on the notification of building. When the ship has been registered in the NIS register, the rest of the fee is issued. The current Tariff of Fees on the date of the notification and the date of registration shall apply.

2. In the case of cancellation of a newbuilding the initial fee will be issued when the notification of cancellation has been received. The current Tariff of Fees on the date of notification of cancellation shall apply.

3. For newbuildings contracted for registration in the NOR, but where the contract is subsequently altered for registration in the NIS or the ship is entered in NIS, the Norwegian Maritime Authority will determine the amount of the initial fee in each individual case.

4. The initial fee is divided into the following categories:

4.1. Passenger ships including high-speed passenger craft.

4.2. Cargo ships of less than 500 gross tonnage, and standby vessels and supply vessels.

4.3. Cargo ships of 500 gross tonnage and upwards, except standby vessels and supply vessels.

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263, 23 June 2008 No. 635 (in force on 1 July 2008).

#### Section 17

##### *Issue of annual fees*

The annual fee is a recurrent, annual fee issued by the Norwegian Maritime Authority as follows:

1. The annual fee will be issued for the first time the year after the ship is registered in the NIS.



2. The annual fee will be issued in its entirety once every year.
3. The annual fee is divided into the following categories:
  - 3.1. Passenger ships.
  - 3.2. Cargo ships.
  - 3.3. Maintaining the registration of the ship in the Norwegian International Ship Register.

Amended by Regulations of 28 February 2001 No. 263, 20 December 2013 No. 1712 (in force on 1 January 2014), 15 December 2015 No. 1675 (in force on 1 January 2016).

## Section 18

### *Exemptions, etc. from the obligation to pay initial and annual fees*

1. Initial fees.
  - 1.1. No initial fee shall be paid for ships transferred from the NOR, and for ships previously registered either in the NOR or in the NIS.
  - 1.2. No initial fee shall be paid in the case of cancellation of a newbuilding, where this is a cargo ship of 500 gross tonnage and upwards and is not a standby vessel or a supply vessel.
  - 1.3. In the case of cancellation of a newbuilding, except newbuildings referred to in subparagraph 1.2, the initial fee shall be paid as follows:
    - 1.3.1. 40% of the initial fee is payable when the examination of drawings is commenced.
    - 1.3.2. 80% of the initial fee is payable when the building survey is commenced.
    - 1.3.3. 100% of the initial fee is payable when the final survey is concluded.
 

The current Tariff of Fees at the time of receipt by the Norwegian Maritime Authority of the notification of cancellation shall apply.
  - 1.4. The initial fee will not be reduced/refunded in cases where the ship shortly after being registered is sold for registration in the ship register of another country, is transferred to the NOR, condemned, or otherwise lost.
2. Annual fee.
  - 2.1. Ships being transferred from NOR to NIS or from NIS to NOR shall pay the annual fee for the register the ship is registered in on 1 January.
  - 2.2. For ships deleted from the NIS, and re-registered in the NIS within a year, the annual fee will be issued in its entirety.
  - 2.3. Ships are exempt from the annual fee the year the year the ship is registered in the NIS register.
  - 2.4. A ship which is bareboat chartered-out of NIS is exempt from the annual fee as of 1 January the following year.

Amended by Regulations of 28 February 2001 No. 263, 20 December 2013 No. 1712 (in force on 1 January 2014), 26 June 2020 No. 1403 (in force on 1 July 2020).

## Chapter 5

### Other fees for ships for which certificates are required (NOR and NIS)

Amended by Regulation of 28 February 2001 No. 263.

## Section 19

### *General provisions for other fees for ships for which certificates are required*

1. The fees referred to in this Chapter apply in addition to the annual fee, cf. section 12 first paragraph.
2. No fee is payable when services referred to in this Chapter are provided at the initial administrative processing of newbuildings or imported ships.
3. The initial administrative processing of applications for dispensations concerning working hours/manning are exempt from the provisions of the second paragraph, cf. section 23. Fees for these services shall be paid in addition to the initial fee.
4. Cargo ships of more than 500 gross tonnage registered as classed in the NIS and which are not standby vessels or supply vessels are exempted from the provisions of this Chapter. However, this does not apply to:
  - issuance of certificate of insurance or other financial security in respect of oil pollution liability for ships pursuant to the Bunkers Convention 2001, cf. section 24 (3) (CLB);
  - issuance of certificate of insurance or other financial security in respect of liability pursuant to the Athens Convention 2002 or the Athens Regulation, cf. section 24 (5) (PLR);

- supervision and certification pursuant to the Regulations of 8 September 2017 No. 1368 on ballast water management for ships and mobile offshore units, cf. Regulations of 22 December 2014 No. 1893 on supervision and certificates for Norwegian ships and mobile offshore units sections 34b and 34c (IBWC);
- supervision and certification for operating ships which are required to carry an inventory of hazardous materials (IHM);
- supervision and certification for ships to be recycled (Ready for Recycling Certificate).

5. The invoice for fees referred to in this Chapter will be issued when the service has been provided.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002), 25 September 2008 No. 1041, 20 December 2013 No. 1712 (in force on 1 January 2014), 29 September 2017 No. 1530, 20 December 2018 No. 2200 (in force on 1 January 2019).

## Section 20

### *Issue of fees – liability*

1. The fees shall be paid by the owner at the time of completion of the service. If the ship has been sold to a foreign country, condemned, or otherwise been lost before the invoice has been made out, the fee shall be paid by the last owner of the vessel.
2. For ships transferred from the NOR to the NIS before the invoice has been made out, the fee shall be paid by the last registered owner in the NOR.

Amended by Regulations of 28 February of 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002).

## Section 21

### *Repeated inspections of recommendations*

Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for repeated inspections of compliance with recommendations issued during a previous survey.

Amended by Regulations of 28 February 2001 No. 263, 25 June 2010 No. 1025 (in force on 1 July 2010).

## Section 22

### *Annulment of class notation*

1. For ships the status of which is changed from classified to unclassified a fee shall be paid, corresponding to 50% of the initial fee for unclassified newbuildings (NOR) built in Norway. The Tariff of Fees on the date of annulment of class notation shall apply.
2. This provision is not applicable to passenger ships.

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263.

## Section 23

### *Dispensation applications concerning working hours and manning*

A fee according to the Tariff of Fees shall be paid for the processing of applications for dispensation from the Act relating to Hours of Work and Rest on board Ship and/or the regulations on manning. A fee shall also be paid for the initial processing of such applications.

Amended by Regulation of 28 February 2001 No. 263.

## Section 24

### *Certificates and permits not covered by the initial fee and annual fees*

Special fees according to the Tariff of Fees shall be paid for:

1. Issue of a certificate of insurance or other financial security for civil liability for oil pollution damage (CLC).
2. Work performed on an hourly basis in connection with cargo hold drawings.
3. Issue of a certificate of insurance or other financial security in respect of civil liability for bunker oil pollution damage in accordance with the Bunkers Convention 2001.
4. Work performed on an hourly basis in connection with the issue of a certificate of compliance for ships engaged in oil recovery operations.
5. Issue of the certificate of insurance or other financial security in accordance with the Athens Convention 2002 or the Athens Regulation.
6. Work performed on an hourly basis in connection with the preliminary assessment of new technology and design.
7. Work performed on an hourly basis in connection with supervision and certification of operating ships which are required to carry an inventory of hazardous materials (IHM).

8. Work performed on an hourly basis in connection with supervision and certification for ships to be recycled (Ready for Recycling Certificate)

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002), 27 August 2008 No. 957, 25 September 2008 No. 1041, 11 February 2011 No. 139, 20 December 2013 No. 1712 (in force on 1 January 2014), 20 December 2016 No. 1754 (in force on 1 January 2017), 18 December 2017 No. 2195 (in force on 1 January 2018), 20 December 2018 No. 2200 (in force on 1 January 2019).

## Section 25

### *Inclining experiments and surveys for conversion, surveys for special permits, and surveys of damaged ships, etc.*

Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for:

1. Surveys, calculations and examination of drawings and reports in connection with:
  - 1.1. inclining experiments, except initial and compulsory spot check for fishing vessels every 10 years, 5-yearly lightweight survey for passenger ships, stability calculations for fishing vessels and/or 10-yearly lightweight survey for cargo ships of less than 24 metres;
  - 1.2. conversion, including verification of documents. Any further follow-up and processing;
  - 1.3. change of engine.
2. Surveys for, and/or issue of:
  - 2.1. trading permit;
  - 2.2. passenger certificates for ships having valid trading certificates or vessel instructions for fishing vessels;
  - 2.3. towing permit;
  - 2.4. permit to carry special and/or dangerous cargoes on a single voyage;
  - 2.5. change of certificate;
  - 2.6. withdrawal of certificates;
  - 2.7. survey outside the time frame due to extension of the certificate, postponement of part of the inspection, or that the vessel has sailed without requesting inspection in time to comply with the period of validity (the time frame) of the certificate.
3. Surveys of ships and/or machinery in connection with damaged ships.
4. Presence in the event of a pollution incident.

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002), 25 June 2010 No. 1025 (in force on 1 July 2010), 23 December 2020 No. 3166 (in force on 1 January 2021), 21 December 2021 No. 3826 (in force on 1 January 2022).

## Section 26

### *Audits and certification pursuant to international standards and certification of ships using fuel with a flashpoint of less than 60°C*

1. For audits and certification of ships, the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees. Time spent includes preparatory work, work on board the ship and supplementary work related to the audit.
2. For audits of companies, the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees. Time spent includes preparatory work, work done at the company and supplementary work related to the audit.
3. For certification of ships required to have a certificate pursuant to the Regulations of 23 November 2016 No. 1363 on safety measures for ships operating in polar waters, cf. SOLAS Chapter XIV, the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees. Time spent includes preparatory work, work directly connected with the certification and supplementary work related to the certification.
4. For certification of ships using fuel with a flashpoint of less than 60 C, the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees. Time spent includes preparatory work, work directly connected with the certification and supplementary work related to the certification.
5. For certification and supervision of ships subject to certification or supervision pursuant to the Regulations of 8 September 2017 No. 1368 on ballast water management for ships and mobile offshore units, cf. Regulations of 22 December 2014 No. 1893 on supervision and certificates for Norwegian ships and mobile offshore units sections 34b and 34c, the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees. Time spent includes preparatory work, work directly connected with the certification and supervision and supplementary work related to the certification and supervision.

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263, 25 June 2010 No. 1025 (in force on 1 July 2010), 20 December 2016 No. 1754 (in force on 1 January 2017), 29 September 2017 No. 1530.

## Section 27

### *Maritime Labour Convention – MLC*

For MLC-related inspections and certifications, the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees. Time spent includes preparatory work, work on board the ship or at the company and supplementary work related to the inspection.

Repealed on 1 July 2010 by Regulation of 25 June 2010 No. 1025, added again by Regulation of 8 April 2014 No. 409.

## Section 28

### *Detention of Norwegian ships*

In cases where the Norwegian Maritime Authority has prohibited a Norwegian ship from leaving a foreign port (cf. the Ship Safety and Security Act section 52), and the authorities of the country concerned have, on request, provided assistance to enforce the Norwegian Maritime Authority's prohibition, the owner of the ship shall pay a fee in accordance with the invoice presented by the authorities of the country concerned for their assistance. In the case of a Norwegian ship being detained in Norwegian and foreign ports, the owner shall cover all expenses incurred in connection with the release.

Amended by Regulations of 23 November 2007 No. 1320, 25 June 2010 No. 1025 (in force on 1 July 2010).

## Chapter 6

### Fees for services provided for ships for which certificates are not required, foreign ships, ships without valid certificates, ships belonging to the Norwegian Navy and shipyards, etc.

Amended by Regulation of 28 February 2001 No. 263.

## Section 29

### *Issue of fees – liability*

1. Fees for services provided for ships for which certificates are not required, ships without valid certificates, foreign ships, ships belonging to the Norwegian Navy, and shipyards, etc. will be issued upon completion of the service.
2. The party requesting the service is liable for the payment of the fee when the service has been provided in Norway.
3. The owner is liable for the payment of the fee when the service has been provided abroad.
4. The shipyard is liable for the payment of the fee for services provided for ships built in Norway for a foreign account.
5. The owner, or the party for whom the service is provided, is liable for the payment of the fee when a service is provided at the request of the Norwegian Maritime Authority.

Amended by Regulations of 23 November 2007 No. 1320, 25 June 2010 No. 1025 (in force on 1 July 2010).

## Section 30

(Repealed on 1 July 2010, cf. Regulation of 25 June 2010 No. 1025.)

## Section 31-1

(Repealed on 1 July 2010, cf. Regulation of 25 June 2010 No. 1025.)

## Section 31-2

### *Detention of ships in port State inspections*

In the case of a foreign ship being detained in a Norwegian port, the owner shall cover all expenses incurred in connection with the release. The Norwegian Maritime Authority may require a bank guarantee as security for the expenses.

Added by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998). Amended by Regulations of 28 February 2001 No. 263 (formerly section 31A), 25 June 2010 No. 1025 (in force on 1 July 2010).

## Section 32

### *Approval of drawings and equipment, etc.*

1. For examination of drawings in connection with inspection and approval of instruments and equipment, etc. intended for use on board ships, a fee shall be paid according to time spent, based on the hourly rates specified in the Tariff of Fees. Fees shall not be collected for equipment already in place on board ships for which certificates are required.
2. In addition the expenses relating to examinations or tests shall be paid.

Amended by Regulation of 28 February 2001 No. 263.

## Section 33

### *Proficiency certificate for rescue vessels and rescue boats (boatman's certificate)*

For services in connection with the issue of the proficiency certificate a fee will be claimed according to time spent, based on the hourly rates specified in the Tariff of Fees.

Amended by Regulation of 28 February 2001 No. 263.

## Section 34

### *Fees for newbuildings to be registered abroad*

1. When, upon request, the Norwegian Maritime Authority provides services for newbuildings to be registered abroad, a fee according to the Tariff of Fees for initial NOR fees shall be paid as follows:
  - 1.1. 40% of the initial fee to be paid for examination of drawings.
  - 1.2. 60% of the initial fee to be paid for building survey.
  - 1.3. 100% of the initial fee if the final survey is concluded.
2. Fees under this provision shall be paid in advance.
3. In the event of a cancellation, the fee will not be refunded if the service has been commenced.

Amended by Regulation of 28 February 2001 No. 263.

## Section 35

### *Other services*

Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for other services, including confirmation of initial survey (previously proof of survey), which are provided for ships for which certificates are not required, ships without valid main certificates, foreign ships, ships belonging to the Norwegian Navy, shipyards/importers, audits of companies and others. Services provided for fishing vessels of between 9 and 15 metres in overall length and cargo ships of between 8 and 15 metres in overall length shall be collected pursuant to this section, cf. section 12 item 2.3. The issue of certificates to a foreign ship by the Norwegian Maritime Authority, in accordance with the Regulations on insurance and other security for liability pursuant to certain provisions of the Norwegian Maritime Code, shall be collected in accordance with the Tariff of Fees.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002), 27 August 2008 No. 957, 25 June 2010 No. 1025 (in force on 1 July 2010), 20 December 2013 No. 1712 (in force on 1 January 2014), 6 February 2015 No. 90, 1 February 2016 No. 77.

## Chapter 7

### **Fees for mobile offshore units including combined mobile offshore units and for subsea vehicles**

Amended by Regulation of 28 February 2001 No. 263.

## Section 36

### *Obligation to pay fees*

1. An initial fee, and an annual fee and other fees as laid down in this Chapter, shall be paid for any Norwegian mobile offshore unit and subsea vehicle. Fees for tonnage measurement and issue of tonnage certificates shall be paid according to the provisions of Chapter 8.
2. A fee equivalent to the initial fee for Norwegian mobile offshore units shall be paid upon the issue of the Letter of Compliance for any foreign mobile offshore unit. The annual fee as for Norwegian mobile offshore units shall subsequently be paid.

3. If the service requested cannot be provided at the agreed time, a cancellation fee shall be paid in accordance with the Regulations of 27 June 1997 No. 652 relating to refunding of expenses in connection with regulatory supervision of safety, working environment and resource management in the petroleum activities.
  4. For combined mobile offshore units, the fee will be determined in each separate case.
- Amended by Regulations of 28 February 2001 No. 263, 25 June 2010 No. 1025 (in force on 1 July 2010).

## Section 37

### *Liability*

1. Initial fee.
  - 1.1. Norwegian mobile offshore units and subsea vehicles.

The party requesting the survey for maritime certificates is liable for the payment of the fee. In the case of building abroad the Norwegian Maritime Authority may demand a bank guarantee as security for the initial fee.
  - 1.2. Foreign mobile offshore units.

The party requesting the Letter of Compliance is liable for the payment of the fee. If the Letter of Compliance is requested by a foreign company the Norwegian Maritime Authority may demand a bank guarantee as security for the initial fee.
2. Annual fee.
  - 2.1. Norwegian mobile offshore units and subsea vehicles.

The registered owner is liable for the payment of the fee. In terms of bareboat registration, the charterer is the liable party.
  - 2.2. Foreign mobile offshore units.

The business establishment as stated by the owner is liable for the payment of the annual fee. The Norwegian Maritime Authority may withdraw the Letter of Compliance if the annual fee is not paid in due time.
3. Other fees.

The party requesting the service is liable for the payment of the fee. If the service is requested by a foreign company the Norwegian Maritime Authority may demand a bank guarantee.

Amended by Regulations of 28 February 2001 No. 263, 26 June 2020 No. 1403 (in force on 1 July 2020).

## Section 38

### *Issue of the initial fee*

1. The initial fee is a non-recurrent fee covering the expenses relating to the examination of drawings, building surveys of newbuildings and other initial surveys, examination of reports from the Norwegian Maritime Authority, the issue of certificates, initial tonnage measurements and the issue of tonnage certificates.
2. If it becomes necessary to carry out additional inspections during the construction period because of inadequate planning, or if inspections are delayed due to circumstances beyond the control of the Norwegian Maritime Authority's surveyors, the Norwegian Maritime Authority may stipulate additional fees according to the time spent, based on the hourly rates specified in the Tariff of Fees.

The initial fee does not cover:

  - services in connection with SUT;
  - supervision and certification for new and imported mobile offshore units and subsea vehicles required to carry an inventory of hazardous materials (IHM certificate).
3. The initial fee will be issued following the initial issue of certificates / Letter of Compliance. The current Tariff of Fees at the time of completion of the survey shall apply.
4. The initial fee is divided into the following categories:
  - 4.1. mobile offshore units
  - 4.2. subsea vehicles.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 27 May 2002), 25 June 2010 No. 1025 (in force on 1 July 2010), 20 December 2018 No. 2200 (in force on 1 January 2019), 3 January 2019 No. 3.

## Section 39

### *Issue of annual fees*

1. The annual fee covers any periodical and intermediate survey for renewal of maritime certificates / Letter of Compliance. The annual fee also covers examination of drawings, decisions in matters concerning manning and other assignments relating to minor conversions, and expenses relating to one survey per year. The initial fee does not cover services in connection with SUT.

Travel expenses for journeys outside the Norwegian continental shelf may be claimed according to the Government Travel Expenses Scale.
2. The Norwegian Maritime Authority issues annual fees as follows:

- 2.1. The first time a mobile offshore unit is issued with a certificate / Letter of Compliance, a reduced annual fee shall be paid.  
The reduced annual fee is 1/12 of the annual fee multiplied by the number of months remaining of the year, including the month of issue of the certificate / Letter of Compliance.
- 2.2. The annual fee will subsequently be issued in its entirety once per year.
3. The annual fee is divided into the following categories:
  - 3.1. mobile offshore units
  - 3.2. subsea vehicles.

Amended by Regulations of 28 February 2001 No. 263, 25 June 2010 No. 1025 (in force on 1 July 2010).

## Section 40

### *Exemptions, etc. from the obligation to pay initial and annual fees*

When a mobile offshore unit or subsea vehicle is laid up and the Norwegian Maritime Authority does not provide services during the lay-up period, the Norwegian Maritime Authority may, upon an application from the owner, reduce the annual fee. The charterer applies if the unit is bareboat registered.

A mobile offshore unit which bareboat chartered-out is exempt from the annual fee as of 1 January the following year.  
Amended by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020).

## Section 41

### *Other fees for services provided for mobile offshore units or subsea vehicles*

For major conversions, surveys of new equipment, repairs, etc. and other expenses for which fees are relevant but not covered by the annual fee, a fee shall be paid on the basis of the number of hours spent, according to the hourly rates specified in the Regulations relating to the collection of fees payable to the Treasury for supervision of the petroleum activity, laid down by the Ministry of Local Government and Labour. Expenses for which fees are relevant are those connected with supervisory activities relating to technical aspects and safety, including administration, etc. as specified in the above-mentioned regulations laid down by the Ministry of Local Government and Labour.

Amended by Regulation of 28 February 2001 No. 263.

## Section 42

### *Fees payable to other government agencies*

Fees for services delegated by the Norwegian Maritime Authority to other government agencies or provided by other government agencies under agreements of assistance with the Norwegian Maritime Authority, are not included in the fees referred to in this Chapter.

The agency in question may itself collect fees calculated on the basis of time spent, according to the hourly rates specified in the Regulations of 27 June 1997 No. 652 relating to refunding of expenses in connection with regulatory supervision of resource management in the petroleum activities, in cases where the agency has not specified its own fees.

Amended by Regulation of 20 December 2022 No. 2454 (in force on 1 January 2023).

## Chapter 8

### **Fees for tonnage measurement, etc.**

Amended by Regulation of 28 February 2001 No. 263.

## Section 43

### *Obligation to pay fees*

1. A fee shall be paid for the tonnage measurement/measurement of register dimensions, and issue of tonnage certificates/certificates of identity for any Norwegian or foreign ship, mobile offshore unit and other floating installation which is not deemed to be a ship, in accordance with the Tariff of Fees.
2. No special fee shall be paid for the initial tonnage measurement/measurement of register dimensions or the initial issue of the tonnage certificate/certificate of identity for Norwegian ships and barges for which the initial fee has been issued.

Amended by Regulation of 28 February 2001 No. 263.

## Section 44

### *Issue of fees – liability*

1. Fees for tonnage measurement/re-measurement (including measurement of register dimensions) and issue of tonnage certificates/certificates of identity are issued by the Norwegian Maritime Authority in accordance with the rates specified in the Tariff of Fees. Fees are issued upon completion of the service. Changes to the tonnage certificate / certificate of identity which result in the issue of a new tonnage certificate / certificate of identity are liable for fees.
2. The party requesting the service is liable for the payment of the fee. If the service is requested by a foreign company the Norwegian Maritime Authority may demand a bank guarantee.

Amended by Regulations of 28 February 2001 No. 263, 25 June 2010 No. 1025 (in force on 1 July 2010).

## Chapter 9

### Fees for load line certificates, etc.

Amended by Regulation of 28 February 2001 No. 263.

## Section 45

### *Classified ships*

1. A fee shall be paid to the classification society concerned according to the society's own rates for the issue of load line certificates and the preparatory work necessary to determine and check the position of the load lines.
2. When the Norwegian Maritime Authority issues a load line certificate for a ship classified by a recognised classification society, a fee shall be paid to the Norwegian Maritime Authority in accordance with the hourly rates currently in force in the Tariff of Fees.

Amended by Regulations of 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 8 July 2002).

## Section 46

### *Unclassified ships*

The survey and preparatory work for the load line certificate and marking of the load lines is covered by the initial fee/annual fee.

Amended by Regulation of 25 June 2010 No. 1025 (in force on 1 July 2010).

## Chapter 10

### Remuneration for services provided by recognised classification societies and others according to a general and special authorisation

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263.

## Section 47

### *Services provided by recognised classification societies*

1. General authorisation  
For services provided by recognised classification societies according to a general authorisation for ships registered in the NOR or NIS, the classification society shall itself collect its remuneration from the company or others according to rates specified by the classification society itself.
2. Special authorisation  
For services provided by the society according to special authorisation, invoices shall be sent to the Norwegian Maritime Authority, unless otherwise agreed.

Amended by Regulations of 14 August 1998 No. 929 (in force on 30 October 1998), 28 February 2001 No. 263, 7 May 2002 No. 673 (in force on 8 July 2002), 25 June 2010 No. 1025 (in force on 1 July 2010).



## Section 48

### *Services provided by others*

Remuneration may also be demanded for services provided by others according to special provisions or by agreement with the Norwegian Maritime Authority. Such remuneration may be collected directly by the service provider.

Added by Regulation of 14 August 1998 No. 929 (in force on 30 October 1998), amended by Regulation of 7 May 2002 No. 673 (in force on 27 May 2002).

## Chapter 11

### Concluding provisions

Amended by Regulation of 28 February 2001 No. 263.

## Section 49

### *Entry into force, etc.*

1. These Regulations enter into force on 5 February 1996.
2. As from the same date the Regulations of 4 February 1994 No. 113 concerning the collection of fees to the Treasury for surveys, issue of certificates, etc. carried out pursuant to the Seaworthiness Act, etc. (Fees Regulations) are repealed.

Amended by Regulations of 14 August 1998 No. 929 (formerly section 48, in force on 30 October 1998).