Sjøfartsdirektoratet
Norwegian Maritime Authority

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New regulations in connection with the transfer of functions from Telenor Kystradio to the Norwegian Maritime Authority

I. General information

1. Introduction

From 1 January 2026, two new regulations will enter into force in connection with the transfer of the functions of Telenor Kystradio to the Norwegian Maritime Authority:

- Regulations on fees for the issuance of radio operator certificates and ship radio licences
- Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units

The Regulations on fees for the issuance of radio operator certificates and ship radio licences will be adopted by the Ministry of Trade, Industry and Fisheries, whereas the Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units have been adopted by the Norwegian Maritime Authority.

As of 1 January 2026, the administration of the licensing and certification division of Telenor Kystradio will be transferred to
the Norwegian Maritime Authority. This entails that radio operator certificates and licences for radio equipment will be issued by the Norwegian Maritime Authority from 1 January 2026 onwards. This also means that the Norwegian Maritime Authority will levy fees for radio operator certificates and for licences relating to radio equipment.

As part of the transfer of the functions, it has been necessary to establish regulations pursuant to the Ship Safety and Security Act[1] and the Act relating to recreational and small craft[2]. The transfer of the functions of Telenor Kystradio to the Norwegian Maritime Authority entails, as a general rule, only limited amendments to the regulatory framework in this area, and the substance of the previous regulations has therefore to a large extent been carried forward into the new regulations.

2. Consultation and consultation responses

The proposal for new Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units and new Regulations on fees for the issuance of radio operator certificates and ship radio licences were circulated for consultation from 28 October 2025 to 10 December 2025.

The NMA has received comments from eight consultative bodies. Five of the consultative bodies submitted no comments, while the remaining provided minor remarks. One submission concerned the

[1] Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act)
[2] Act of 26 June 1998 No. 47 relating to recreational and small craft

level of the fees, one concerned the continued cooperation between what will now become the service providers following the transfer of functions, and the final submission concerned clarifications relating to one of the proposed regulations. The submissions are described and commented upon below.

2.1. Submissions from consultative bodies

1.1.2. The Joint Rescue Coordination Centres

In its submission, the Joint Rescue Coordination Centre states that it has no objections to the Regulations as drafted. However, it assumes that, when determining the fee levels, the NMA will take into account that the State, following the takeover of Telenor's portfolio, may, during a transitional period, need to maintain certain commercial services previously offered by Telenor to its customers/users, and that the level of the fees should reflect and finance this.

Comment on the submission

The NMA has maintained a good dialogue with the Joint Rescue Coordination Centre. When the Joint Rescue Coordination Centre refers to the commercial services and asks whether these have been reflected in the fee levels, the NMA understands this to include, among other things, the updating and distribution of channel plans. The NMA has accounted for the updating and distribution of channel plans to users in its estimates, and this implies that the fees will cover and finance these activities.

2. 1. 2. Submission from Fiskebåt

In its submission, Fiskebåt emphasises the importance of ensuring that emergency and safety communications are maintained at the same quality level as today. Fiskebåt notes that the Joint Rescue Coordination Centre will assume responsibility for the radio operator service, while the Norwegian Coastal Administration will take over the technical infrastructure. This solution is supported. However, Fiskebåt requests that clear procedures be established for cooperation between these actors and the NMA, so that users experience a coherent and efficient service.

Comment on the submission

When a service previously managed by a single entity is distributed among several public bodies, as is the case with this transfer of functions, it is important that clear procedures for cooperation are established. A solid foundation for cooperation between the new service providers has already been laid, and this work will continue from 1 January 2026.

2. 1. 3. Submission from the Norwegian Communications Authority

The submission points out that the terminology used in the new regulation should be aligned with international terminology and definitions for radio equipment as set out in the Radio Regulations. The wording should be sufficiently broad to encompass all types of radio equipment that are subject to requirements for a frequency authorisation and licensing. Furthermore, the scope of the regulation must be assessed in relation to the distribution of responsibilities between the authorities, given that rights to frequencies have been allocated to multiple entities.

Comment on the submission

With regard to installations and equipment, the Norwegian Communications Authority provides comments of a general nature. If other types of equipment or installations emerge after the regulation has entered into force, these will have to be addressed at the time.

In preparing the regulations, the NMA has sought to harmonise the terminology with that of earlier regulatory frameworks in the field, as well as to ensure that the terminology is recognisable when viewed in light of other regulations falling under the NMA’s remit. It should also be noted that the working period has been short, which has made it challenging to resolve all issues.

3. Background for the Regulations

The Norwegian Maritime Authority will assume parts of the work currently performed by Telenor Kystradio when the existing agreement between Telenor Kystradio and the Ministry of Justice and Public Security expires on 31 December 2025. In connection with the transfer of functions, the NMA will take over the tasks that have until now belonged to Telenor Kystradio's licensing and certification unit.

Until 1 January 2026, it is Telenor Kystradio that issues radio certificates. Telenor Kystradio also allocates maritime radio licences to all those who are to use maritime frequencies on board Norwegian vessels and offshore installations. In practice, this means that Telenor Kystradio issues licences and maintains updated records of the equipment installed on each individual vessel. In this context, Telenor Kystradio also assigns call signs to ships or mobile offshore units that are to have radio equipment on board. In connection with the issuance of licences and annual fees, Telenor Kystradio also manages changes of ownership and terminations.

From 1 January 2026, the NMA will take over the operation of Telenor Kystradio's licensing and certification unit, including the tasks described above. The NMA will receive the necessary authorisations for frequency and numbering resources from the Norwegian Communications Authority.

For the NMA to be able to take over the tasks associated with Telenor Kystradio's licensing and certification unit, it is necessary that the regulatory framework determines who will exercise responsibility for these tasks. Two new regulations have therefore been adopted to enable the administration of the duties connected with the transfer of functions. The content of the regulations is described below. The regulations are issued pursuant to the Ship Safety and Security Act and the Act relating to Recreational and Small Craft.

II. Further details on the regulations

1. Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units

The Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units contain, among other things, provisions on requirements for certificates, which set out the competence requirements for the radio operator, and the ship radio licence, which constitutes the official authorisation to operate the radio equipment installed on board. There are also requirements concerning the radio equipment on board, in addition to provisions relating to supervision. Finally, the Regulations include a provision on exemptions.

Before the individual provisions are commented on in section 1.4, certain specific topics are discussed in more detail, see sections 1.1, 1.2 and 1.3.

1.1. Requirements for certificates and licences

It is essential for the safety of Norwegian ships and mobile offshore units that those who operate radio equipment possess the correct competence, and that an official authorisation has been issued for the radio equipment installed on board.

It is an international requirement under the SOLAS[3] and STCW Conventions[4] that radio operators must hold the relevant

[3] SOLAS – the International Convention for the Safety of Life at Sea
[4] STCW - the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers

radio operator certificate in order to operate maritime radio stations using frequencies and equipment for the GMDSS. Requirements for ROC[5] and GOC[6] follow from the SOLAS Convention, the STCW Convention and the Radio Regulations. These requirements apply to SOLAS vessels. For the ROC and GOC radio operator certificates, the requirements are set out, among other places, in Article 47 of the ITU[14] Radio Regulations.

A single licence is issued per vessel, covering all radio equipment on board. This also includes radio equipment belonging to rescue boats, and all equipment must be listed in the records of equipment. In this context, the NMA must also assign call signs to all vessels that have communication equipment on board, as well as handle changes of ownership and terminations.

1.2. Identification of radio equipment and vessels

To be able to identify radio equipment and the vessel on which the equipment is used, the NMA must maintain an overview. In this context, the vessel is assigned a call sign and an MMSI number. The register shall contain information on the vessel's name, call sign, MMSI, Inmarsat identity and hull number (WIN code).

The SOLAS Convention[7] requires that an overview of GMDSS equipment be maintained. The Radio Regulations require a general overview of ship radio equipment. The continued operation of such a register, and the requirements concerning which information must be stored there, are now regulated by the new regulations.

In cases where a vessel has, or is required to have, a radio installation under the other regulations, the issuance of a call signal, licences and certificates will be a prerequisite for the vessel being permitted to sail.[8]

1.3. Supervision and radio inspection bodies

The Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units also regulates the supervision of radio equipment. In accordance with section 43 of the Ship Safety and Security Act, which is a general provision on the supervision of Norwegian ships, the NMA has the authority to supervise Norwegian ships that fall within the scope of the Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units. The Norwegian Maritime Authority enters into agreements with radio inspection bodies in accordance with the Ship Safety and Security Act, cf. section 41 fourth paragraph on supervisory authority, cf. section 43.

The agreements entered into by the NMA with the relevant radio inspection bodies establish the framework and conditions to which the parties are obliged to adhere in connection with the undertaking of radio inspections on Norwegian vessels subject to mandatory inspection at the request of the shipowner, and on foreign vessels at the request of the flag State or the vessel's classification society. The agreement also requires the radio inspection body to have qualified personnel in order to ensure quality in the performance of supervisory tasks.

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[5] ROC applies to sea area A1

[6] GOC is valid for operating all types of GMDSS radio equipment in sea areas A1, A2, A3 and A4 ITU - the International Telecommunication Union

[7] SOLAS Convention chapter IV Part B Regulation 5-1, incorporated into Norwegian law by the Regulations of 7 January 2014 No. 955 on radiocommunication equipment for Norwegian ships and mobile offshore units. Radio Regulations article 18.

[8] From the report: "Fremtidig innretning av administrative oppgaver tilknyttet radiotjenesten" (Future organisation of administrative tasks related to the radio service), page 29 (only available in Norwegian).

The agreement is based on relevant international provisions and recommendations from the International Maritime Organization (IMO).

Regardless of the agreement, the NMA may carry out checks on tasks performed by the inspection body on behalf of the NMA. The NMA may therefore conduct planned or unannounced inspections of radio installations and radio functions on all vessels covered by the Ship Safety and Security Act.

The supervisory authority will also include the ability to inspect installed radio equipment on board recreational craft.

1.4. Comments on the provisions in the Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units

Section 1. Scope of application
The scope of application, "radio operators and radio equipment on Norwegian ships, including recreational craft and on mobile offshore units", means that all Norwegian ships with radio equipment on board fall within the regulation, and this also applies to recreational craft and mobile offshore units.

The scope further includes all individuals who act as radio operators on Norwegian ships, recreational craft and mobile offshore units. These are persons who must hold the relevant certificates and qualifications, and who operate and monitor the radio equipment on board.

Section 2. Licence
To lawfully own, install or operate a ship radio or relevant radio equipment on board, a licence is required. A licence grants the right to operate the radio equipment on board by transmitting and receiving radio signals.

To obtain a licence, the ship or mobile offshore unit must have a call sign. A call sign is the same as a radio call sign (kjenningssignal). Ships or mobile offshore units that are to be registered are assigned a call sign in accordance with the Regulations on ship's name, call sign and port of registry, etc.[9] When a ship or mobile offshore unit is registered in NOR or NIS, it is assigned a call sign. This serves as a unique identifier for the ship or the mobile offshore unit for as long as it is Norwegian. It should also be emphasised that ships or mobile offshore units that are not required to be registered in the ship registers must likewise have a call sign.

The rationale for requiring that every ship or mobile offshore unit falling within the scope of the Regulations on authorisation to establish and operate radio equipment on board Norwegian ships and mobile offshore units must hold a licence is grounded in safety considerations related to radio signals at sea, particularly in connection with emergency situations. The NMA must maintain an overview of licences, as it is important to have a full record of all radio equipment installed on board. This is necessary in situations where a radio malfunctions, interferes with the radio network or where an emergency arises.

An application for a licence must therefore be submitted in order to have radio equipment on board. The NMA will issue licences on the basis of an application, cf. the Regulations on fees for the issuance of radio operator certificates and ship radio licences. An annual fee must be paid to the Norwegian Maritime Authority for the radio licence.

[9] Regulations of 27 June 2002 No. 754 on ship's name, call sign and port of registry, etc.

An application for a licence for an emergency position-indicating radio beacon (EPIRB) will fall under licence area A1 (referred to as the basic licence in the table in section 4 of the Fees Regulations). Accordingly, when using an EPIRB, it is necessary to apply to the Norwegian Maritime Authority for a basic licence/A1 licence. An EPIRB is for use at sea only, and not on land.

In the event of the sale of a ship or mobile offshore unit, a change of name or other amendments, such changes must be reported to the Norwegian Maritime Authority. Documentation of the ship radio licence must be kept readily available on board, and the documentation must be in its original form, not a copy.

In cases where radio equipment is permanently removed, or where the ship or mobile offshore unit is sold to a foreign State, the person registered as the holder of the licence is responsible for ensuring that the identity is deleted and that the NMA is informed. This information is important for the NMA in order to maintain an up-to-date register of licence holders and radio equipment.

Section 3. Name

In order for a licence to be issued, the ship or mobile offshore unit must have a name, which must be determined by the owner. This is clarified in the first paragraph of section 3 of the Regulations. This requirement also follows from section 7 [10] of the Norwegian Maritime Code, which states that ships entered in the ship register shall have a name determined by the owner. This applies to ships or mobile offshore units that are to be registered.

In the second paragraph, a limitation is introduced regarding the choice of name, stipulating that names that may interfere with radiocommunication will not be approved.

The naming rules in the Norwegian Maritime Code contain, as a starting point, no such limitations, cf. section 7 fourth paragraph. In accordance with the NMA's practice for vessels of 15 metres in overall length and upwards, applications for names that may be confused with distress calls will be rejected. In the Regulations, this limitation is made applicable to all Norwegian ships and mobile offshore units.

Examples of names that will not be accepted include *My-Day, Mayday, Majdag, SOS, Securite* or similar. Some of these names are liable to be mistaken for distress signals, which may be highly confusing and pose a risk to maritime safety in radiocommunications at sea. It is therefore considerations of maritime safety that justify the refusal of such names in connection with an application for a licence.

Section 4. Certificate

The radio certificate is intended to ensure that the radio equipment on board is used safely and lawfully by a person who possesses the correct competence in accordance with the applicable regulations.

Certificates are issued by the Norwegian Maritime Authority or by other entities authorised to issue such certificates. Certificates previously issued by Telenor Kystradio will also be considered valid following the transfer of undertakings.

The Regulations provide that radio operators on recreational craft must hold, as a minimum, a Short Range Certificate (SRC), which demonstrates that the individual has the knowledge and skills required under the Radio Regulations. The SRC is the lowest level of competence for radio certificates and may be used to operate VHF equipment. The next level of competence is the Long Range Certificate (LRC), which is required if MF or HF radio equipment is to be used.

[10] The Norwegian Maritime Code of 24 June 1994 No. 39

The detailed provisions concerning the issuance of relevant certificates for radio operators on commercial vessels are set out in the Regulations on qualifications and certificates for seafarers (the Qualification Regulations). For radio operators on recreational craft, this general provision in the present Regulations constitutes the legal basis for issuing radio certificates, as recreational craft do not fall within the scope of the Qualification Regulations.

If other persons operate the radio equipment on board, the certified radio operator must ensure that the equipment is used correctly at all times and in accordance with the provisions of the Regulations.

Section 5. Use of radio equipment

The first paragraph establishes the basic principle for the use of radio equipment: Radio transmissions shall at all times be identifiable by the ship's or mobile offshore unit's name, call sign or MMSI number, and shall correspond to the identity stated in the licence.

It is also important to point out that in the event of change of ownership, the MMSI number will remain unchanged. This is essential because all equipment forming part of the radio installation is programmed with this number, such as SART, VHF, MF/HF, Inmarsat C, EPIRB and AIS.

The provision regulates the correct use of radio equipment imposing a duty on the radio station on board: the radio station must receive distress calls/distress signals and take the necessary actions in accordance with the situation at hand.

The provision also sets out limitations on how the radio equipment may be used. The equipment must be used as intended, which means it must not be used to transmit or spread false or misleading distress communications, for example by issuing false distress alerts.

The holder of the licence must ensure that unauthorised persons do not operate the radio station and do not gain access to information transmitted via the radio station.

The final paragraph is included to underline that a vessel or mobile offshore unit in distress may employ any means available to obtain assistance, despite the limitations set out in the rest of the provision. This follows from the principle of necessity, but the Norwegian Maritime Authority has nonetheless chosen to include this paragraph for clarification, showing that although the provision contains several prohibitions, they do not apply in a distress situation.

Section 6. Confidentiality of radiocommunication

The ITU Radio Regulations, Article 17, govern confidentiality of radiocommunication. This provision is intended to implement the purpose of Article 17.

The provision concerns the interception and further sharing of information that someone gains access to without authorisation. Radiocommunication is intended for a specific recipient, and anyone who is not the intended recipient has no right to listen in. This means that information which is not addressed to one's own radio station, and which is not intended for the general public, must be listened to or recorded.

If interception nevertheless occurs, it is important that the information is not passed on to others. The same applies to publishing the information or any other form of using it.

Section 7. Installation and equipment

As the regulation is overarching and general, section 7 therefore refers to the specific requirements laid down in the regulations applicable to each vessel. As a general rule, the Regulations on

radiocommunication for Norwegian ships and mobile offshore units[11] contain the detailed provisions on how radio equipment must be installed on commercial vessels, although there are also special rules in other regulations.

Even though there are no specific rules for the installation of radio equipment on recreational craft, the provision establishes a duty to keep the radio equipment in good operational condition. Any modifications to the equipment must be reported to the authorities – in this case, the Norwegian Maritime Authority.

Section 8. Documentation

This provision requires that the documents and publications required under the applicable regulations shall be available at the radio station. In this way, the Regulations refer to the ITU Radio Regulations (International
Telecommunication Union), the UN specialised agency for information and communication technologies, Appendix 16. They also refer to SOLAS Chapter IV and relevant national regulations.

A number of national regulations administered by the Norwegian Maritime Authority set out more specific requirements for the radio equipment carried on board. For example, chapter 4 of the Regulations 14 January 2020 No. 63 on vessels of less than 24 metres carrying 12 passengers or less contain detailed requirements for the radio equipment to be carried.

Similarly, the Regulations of 13 June 2000 No. 660 on the construction, equipment and operation of fishing vessels of 15 metres in length and upwards includes a dedicated chapter on radiocommunication (chapter 9), which sets out specific functional requirements and general provisions concerning radio equipment. Further requirements are set regarding radio installations, which must meet the functional requirements laid down in the Regulations.

The Regulations of 1 July 2014 No. 955 on radiocommunication equipment for Norwegian ships and mobile offshore units contain detailed provisions on the radiocommunication equipment required on Norwegian ships and mobile offshore units, ships with Passenger Ship Safety Certificate, ships with Passenger Ship Safety Certificate engaged on foreign voyages, mobile offshore units and recreational craft of 24 metres in overall length and upwards. According to section 11, documentation is required, and the company shall be able to document compliance with the requirements of the Regulations for equipment and placement thereof.

The Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length also includes a dedicated chapter on radio, and section 65 provides a positive list of documentation which shall be available on board.

Among the national regulations, only the Regulations on fishing vessels of less than 15 metres in overall length contains such a clarifying, explicit list, provided through a table showing the types of documentation required. Otherwise, it is the international regulatory framework that determines which documentation requirements apply.

Section 9. Supervision

This provision establishes that the Norwegian Maritime Authority may supervise whether the radio equipment on board complies with the licence issued. The provision also allows the Norwegian Maritime Authority to authorise other entities to carry out such supervision. The Norwegian Maritime Authority

[11] Regulations of 1 July 2014 No. 955 on radiocommunication for Norwegian ships and mobile offshore units

enters into agreements with radio inspection bodies in accordance with the Ship Safety and Security Act, cf. section 41 third paragraph on supervisory authority, cf. section 43.

The responsibility for ensuring that the radio equipment is correctly installed and programmed rests with the licence holder. If, during supervisions, deficiencies or non-conformities are identified and an order is issued, the licence holder must comply with the order and correct the deficiencies within the prescribed deadline.

The provision also provides a legal basis for supervising radio equipment installed on board recreational craft, even though such supervision is not carried out on a regular basis.

Section 10. Restrictions on the use of radio equipment and on the licence
This provision is included in the Regulations, inter alia, for reasons related to emergency preparedness and distress situations. Extraordinary circumstances may arise that affect the use of the radio equipment on board or the right to operate such equipment. Under such special conditions, the licence holder shall not be entitled to claim compensation for any restrictions placed on the use of the radio equipment, or for the equipment being prohibited from use.

Section 11. Exemptions
Situations may arise in which it is necessary to grant an exemption form the requirements of these Regulations.

The provision set out two alternatives, (a) and (b), and for both alternatives it must be demonstrated that the exemption is compatible with safety, or that any alternative measures will not involve a greater risk than the requirement from which exemption is sought.

Exemptions shall be granted for the shortest possible period. It is also important to underline that an exemption is not a right. An exemption may be granted only when the conditions laid down in this provision are fulfilled.

Section 12. Revocation
If serious breaches of the requirements of these Regulations occur, or if repeated breaches take place, the licence issued may be revoked. The NMA is the competent authority for revocation of a licence.

Any revocation shall follow the ordinary rules of administrative law concerning the issuance of decisions and the right to appeal such revocation.

2. Regulations on fees for the issuance of radio operator certificates and ship radio licences

The Ministry of Trade, Industry and Fisheries lays down the Regulations on fees for the issuance of radio operator certificates and licences for maritime radio

These Regulations lay down the fees for the issuance of radio operator certificates and ship radio licences. The NMA will also require that fees for licences and certificates be paid in advance before issuance takes place.

The NMA shall follow the Ministry of Finance's circular R-112/15 when determining fee rates, meaning that the fee rates shall not exceed the cost of producing and delivering the service. The NMA has estimated the cost to the best of its ability. However, there remains some uncertainty in the estimate, as several pending clarifications may affect the final cost. The level of the fees is influenced, among other

things, by the fact that the arrangements for examination and assessment of the radio operator certificates (ROC and GOC) will change compared with the previous examination model.

The Regulations are brief and easy to navigate, but the NMA nevertheless wishes to provide some comments on certain provisions.

In section 3 of the Regulations, two tables are included setting out the fee rates for certificate applications. OC/GOC certificates are two types of maritime radio operator certificates. The GOC is valid for operating all types of GMDSS radio equipment in sea areas A1, A2, A3 and A4, whereas the ROC is valid only for sea area A1. Issuance of a ROC/GOC certificate requires completion of a multi-day training course followed by an examination. A SRC certificate is a radio operator certificate covering the smallest sea area. The certificate confirms that the holder has acquired the necessary knowledge to operate maritime VHF radio and other distress and safety equipment at sea. A LRC certificate is required when MF or HF radio is to be used.

In section 4, a table has been included showing the annual fee for a licence. The licences are divided into a basic licence for VHF and AIS, and an extended licence. The basic licence will cover the smallest sea area, whereas the extended licence will cover the remaining sea areas A1, A2, A3 and A4.

The fee rates set out in the Regulations correspond to the rates for other certificates of competency issued by the NMA.

It should also be noted that the fees are subject to annual index adjustment, cf. section 2. In the draft Regulations circulated for consultation, the amounts for the certificate types listed in section 3 were therefore somewhat lower than the amounts appearing in the final Regulations. In the Regulations, the amounts have been index-adjusted for 2026 and have increased by approximately 3.5%.

The Regulations further stipulate that the registered holder of the licence on 1 January of each year is responsible for payment of the annual licence fee. If the licence holder wishes to cancel the radio licence and does so during the course of the year, any remaining portion of the fee will not be refunded. This is intended to keep administrative costs associated with issuing the fees as low as possible. It is also important to note that failure to pay the annual licence fee may result in the licence becoming invalid. An invalid licence means that it is no longer lawful to operate the radio equipment on board.

III. Administrative and financial implications

1. Consequences for the industry and other affected parties

Training institutions will likely experience some additional workload in connection with examinations and assessment for ROC and GOC certificates.

The issuance of certificates and licences will be continued, but the administration will change as the NMA takes over tasks previously carried out by Telenor Kystradio's licence and certification unit. In connection with the transfer of responsibilities, adjustments will also be made to the IT systems, as the NMA will use its own systems for issuing certificates and licences. This means that the industry will need to relate to new IT systems, for example when submitting applications.

The transfer of undertakings and the new fee regulations will result in reduced costs for customers, both for licences and certificates. This is considered positive for the industry and other affected parties. The NMA has simplified the pricing model used by Telenor Kystradio by merging several categories of

certificates and licences. The proposed rates are also significantly lower than Telenor Kystradio's current rates.

2. Consequences for the authorities

As a result of transfer of responsibilities, the Norwegian Maritime Authority will incur higher costs. The NMA will take on several new administrative tasks, more staff will be required and adjustments must be made to the IT systems.

The NMA has assessed the costs arising from the new responsibilities associated with the transfer of functions. The calculation is based on the Ministry of Finance's rules for state-financed fees and charges (R-112/15), although there remains some uncertainty in the cost estimates. There is, for example, uncertainty related to IT costs and future system operation, even though the NMA aims to reuse functionality from its existing systems.

The annual revenue for the NMA is estimated at NOK 17,700,000 for 2026. This is significantly lower than Telenor Kystradio's 2024 revenue, which totalled NOK 59,100,000.

Certain sources of income on the licensing side will be discontinued during 2025 and transferred to other entities, and these have been excluded from the calculation. The NMA has also not included annual fees from training institutions, as this is not part of current practice. In addition, revenue from examiner invoicing for certificates has been removed, since this was previously handled by radio inspectors who will now be transferred to JRCC.

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