Sjøfartsdirektoratet
Norwegian Maritime Authority

Circular - Series R

Circular Series R (Regulations) supersedes previous Series F.
In the new Series R, relevant legal amendments and amendments to conventions are also published.

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

Amendments to the Regulations on dangerous goods on Norwegian ships and the Regulations on the carriage of cargoes on Norwegian ships and barges

Introduction

The Norwegian Maritime Authority (NMA) has laid down amendments to the Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships and the Regulations of 1 July 2014 No. 945 on the carriage of cargoes on Norwegian ships and barges. The amendments enter into force on 01 June 2022.

Consultation

The proposal was circulated for review in the period from 13 to 27 May 2022. The NMA received eight consultative comments (see the attached consultation matrix, which is available in Norwegian only).

Since the amendments to the Regulations on dangerous goods on Norwegian ships enter into force on 1 June 2022, the deadline was shorter than usual.

The background for the regulatory amendment

The International Maritime Dangerous Goods Code (IMDG Code) is made a mandatory part of the SOLAS (Safety of Life at Sea) Convention Regulation VII/3 on rules on the carriage of dangerous goods in packaged form. The IMDG Code has been implemented in Norwegian legislation for Norwegian ships by special reference in the Regulations on dangerous goods section 5 (b), cf. section 8.

Every two years, the IMO publishes a revised edition of the IMDG Code, incorporating changes approved by the Maritime Safety Committee (MSC). On 11 November 2020, the MSC adopted amendments to the IMDG Code by resolution MSC.477(102). The amendments are referred to as the «Amendment 40-20[1]».

1 «40-20» means the fortieth amendment to the IMDG Code laid down in (20)20

At the same time, the Committee decided, based on current agreements, that the amendments will automatically enter into force on 1 June 2022, unless more than one third of the member States, representing at least half of the global commercial fleet, have notified their objections to the amendments. As of 1 January 2021, administrations have been able to apply the amendments on a voluntary basis.

The Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships section 5 first paragraph (b) is amended with a reference to resolution MSC.477(102).

The amendments to the IMDG Code are described in attachment 1 to this Circular.

In the Regulations of 1 July 2014 No. 945 on the carriage of cargoes on Norwegian ships and barges section 2 (b), a non-existing reference has been laid down. Consequently, the text needs to be amended to add the correct reference, which is resolution MSC.426(101).

The regulatory amendments are described in attachment 2 to this Circular.

Administrative and financial implications

It is assumed that those who deal with the IMDG Code on a daily basis are familiar with any substantial amendments to the Code. The revision of the IMDG Code contains editorial amendments, but increased safety requirements in some areas, as well as amendments to marking requirements depending on the category of dangerous goods in packaged form could also lead to increased freight costs.

The authorities will adapt the enforcement of the legislation to the amendments of the Code. Beyond this, the proposal is not considered to have any significant administrative implications.

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Attachments:

1. Amendments to the IMDG Code
2. The regulatory amendments
3. Consultation matrix