

Regulations of 22 December 2014 No. 1893 on supervision and certificates for Norwegian ships and mobile offshore units

Legal basis: Laid down by the Norwegian Maritime Authority on 22 December 2014 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 9, 13, 22, 22a, 41, 42, 43 and 47, cf. Formal Delegation of 16 February 2007 No. 171, Formal Delegation of 31 May 2007 No. 590 and Formal Delegation of 19 August 2013 No. 1002.

EEA references: EEA Agreement Annex XIII point 55b (Directive 94/57/EC as amended by Directive 97/58/EC, Directive 2001/105/EC and Directive 2002/84/EC), point 56f (Directive 2009/45/EC as amended by Directive 2010/36/EC) and point 56q (Regulation (EC) No 789/2004).

Amendments: Amended by Regulations of 18 December 2015 No. 1769, 14 October 2016 No. 1211, 8 September 2017 No. 1369, 10 November 2017 No. 1778, 18 December 2015 No. 1769, 31 July 2019 No. 1036 (in force on 1 January 2020), 14 January 2020 No. 65 (in force on 1 February 2020), 23 January 2020 No. 70 (in force on 1 February 2020), 24 December 2020 No. 3264 (in force on 1 January 2021), 15 September 2021 No. 3116 (in force on 19 September 2021), 24 January 2022 No. 118, 1 June 2022 No. 951, 21 September 2022 No. 1627 (in force on 1 October 2022), 21 November 2022 No. 1997.

Chapter 1 General provisions

Section 1 *Scope of application*

- (1) These Regulations apply to Norwegian:
 - a. cargo ships of 15 metres in overall length and upwards, unless otherwise provided by the individual sections;
 - b. ships not used for commercial purposes and of 24 metres in overall length and upwards;
 - c. barges of 15 metres in overall length and upwards;
 - d. passenger ships;
 - e. fishing vessels of 15 metres in overall length and upwards;
 - f. mobile offshore units.
- (2) These Regulations also apply to Norwegian ships intended for use in oil recovery operations or as standby vessels, irrespective of size.
- (3) These Regulations do not apply to cargo ships of less than 24 metres in length (L) which are covered by the scope of application of the Regulations on vessels of less than 24 metres carrying 12 passengers or less and which are engaged only in activities described therein.

Amended by Regulations of 14 January 2020 No. 65 (in force on 1 February 2020), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 2 *Request for supervision*

- (1) The company shall submit a request for supervision as soon as possible when:
 - a. a contract for the construction of a ship or mobile offshore unit has been placed;
 - b. a certificate for a ship or mobile offshore unit is to be issued to or renewed;
 - c. an inspection shall be carried out of the working and living conditions (MLC inspection) on board a ship or mobile offshore unit without the issuance of a certificate;
 - d. a survey shall be carried out of the ballast water management system on board a ship or mobile offshore unit without the issuance of a certificate;
 - e. a ship or mobile offshore unit has been ordered to carry out repairs due to breakdown, damage or defects;
 - f. the hull, arrangements, machinery, equipment and other components on a ship or mobile offshore unit shall be or has been changed;
 - g. the class of a ship or mobile offshore unit in a recognised classification society is deleted;
 - h. a ship or mobile offshore unit is transferred to a Norwegian ship register.
- (2) For mobile offshore units which have been laid up for more than 12 months, the company shall request supervision before the mobile offshore unit is put into service.
- (3) The request shall be submitted to:
 - a. the Norwegian Maritime Authority on the prescribed form, except in cases mentioned in subparagraphs b to d of this paragraph;
 - b. the classification society when the supervisory authority has been delegated to a recognised classification society;
 - c. an approved radio inspection company in the event of radio supervision;

- d. the Norwegian Directorate for Civil Protection (DSB) in the event of supervision of electrical installations on cargo ships, barges and fishing vessels not classed in a recognised classification society and on passenger ships.

Amended by Regulations of 8 September 2017 No. 1369, 15 September 2021 No. 3116 (in force on 19 September 2021)

Section 3

Requirements for recognised organisations

Annex XIII to the EEA Agreement (Directive 94/57/EC, as amended by Directive 97/58/EC, Directive 2001/105/EC and Directive 2002/84/EC) on common rules and standards for ship inspection and survey organizations and the relevant activities of maritime administrations applies as regulation with amendments and additions pursuant to Protocol 1 to the Agreement and the Agreement in general.

Chapter 2

Transfer of ships and mobile offshore units to a Norwegian ship register

Section 4

Supervision of cargo ships and passenger ships being transferred to a Norwegian ship register from a ship register in the European Economic Area

Annex XIII point 56q to the EEA Agreement (Regulation (EC) No 789/2004) of 21 April 2004 on the transfer of cargo and passenger ships between registers within the Community and repealing Council Regulation (EEC) No 613/91 applies as regulation with amendments and additions pursuant to Protocol 1 to the Agreement and the Agreement in general.

Section 5

Documentation when requesting transfer to a Norwegian ship register

(1) For ships or mobile offshore units which have not previously held a Norwegian certificate nor are covered by section 4, the company shall, together with the request, submit information regarding life-saving appliances, stability, fire protection and fire-fighting arrangements, accommodation arrangements and towing and anchor-handling equipment, if any, indicated in the prescribed list of documentation.

(2) For fishing vessels, the company shall submit the information to the Norwegian Maritime Authority or whoever is authorised by the Norwegian Maritime Authority in accordance with the applicable documentation list prescribed by the Norwegian Maritime Authority.

Amended by Regulation of 24 December 2020 No. 3264 (in force on 1 January 2021).

Chapter 3

Supervision of and certificates for ships and mobile offshore units

Section 6

Passenger Ship Safety Certificate

(1) Ships engaged on international voyages carrying more than 12 passengers shall have:

- a. a Passenger Ship Safety Certificate;
- b. an Exemption Certificate showing terms for exemptions, if any, granted pursuant to SOLAS SLS.14/Circ.115/Add.3;
- c. an attachment to the Passenger Ship Safety Certificate indicating the number of lifeboats and other life-saving appliances the ship is required to have when the ship, on a particular voyage, has on board fewer passengers than the number for which it is certified;
- d. an attachment to the Passenger Ship Safety Certificate indicating the limitation in the significant wave height applicable to ro-ro passenger ships, resulting from the special stability requirements applicable to ro-ro passenger ships.

(2) Valid declaration of survey for electrical installations shall be available, and survey of radio installations shall be completed before a Passenger Ship Safety Certificate may be issued.

(3) The Passenger Ship Safety Certificate is issued with a validity of up to twelve months. Exemption Certificates as mentioned in the first paragraph cannot be given longer validity than the Passenger Ship Safety Certificate.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 7

Supervision for Passenger Ship Safety Certificate

Ships required to have a Passenger Ship Safety Certificate shall be subject to the following supervision, based on the IMO Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), in order to demonstrate that the ship complies with the requirements for construction and outfitting applicable to passenger ships engaged on international voyages:

- a. initial survey before the ship is put into service;
- b. renewal survey every twelve months, cf. section 35;
- c. inspection of the outside of the ship's bottom at every renewal survey;
 - i. at least two of the bottom inspections as required by subparagraph c shall during any five-year period be carried out when the ship is dry;
 - ii. the interval between two inspections of the bottom when the ship is dry shall not exceed 36 months;
 - iii. passenger ships following the special guidelines of the HSSC, cf. MSC.1/Circ.1348, may in lieu of the requirements pursuant to subparagraph c (i) and (ii) during any five-year period carry out one bottom inspection when the ship is dry. The five-year period coincides with the validity of the ship's International Load Line Certificate.

Amended by Regulations of 31 July 2019 No. 1036 (in force on 1 January 2020), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 8

Safety certificates for cargo ships engaged on foreign voyages

(1) Cargo ships of 300 gross tonnage and upwards engaged on foreign voyages shall have a Cargo Ship Safety Radio Certificate.

(2) Cargo ships of 500 gross tonnage and upwards engaged on foreign voyages shall have:

- a. a Cargo Ship Safety Construction Certificate;
- b. a Cargo Ship Safety Equipment Certificate;
- c. an Exemption Certificate showing terms for exemptions, if any, granted pursuant to SOLAS SLS.14/Circ.115/Add.3.

(3) Valid declaration of survey for electrical installations or valid class certificate shall be available before the Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate may be issued.

(4) The Cargo Ship Safety Construction Certificate, Equipment Certificate and Radio Certificate are issued with a validity of up to five years. Exemption Certificates as mentioned in the first paragraph cannot be given longer validity than the cargo ship safety certificates.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 9

Supervision for Cargo Ship Safety Construction Certificate, Equipment Certificate and Radio Certificate

(1) Ships required to have a Cargo Ship Safety Construction Certificate shall be subject to the following supervision, based on HSSC, in order to demonstrate that the ship complies with the requirements for construction of cargo ships:

- a. initial survey before the ship is put into service;
- b. renewal survey every five years, cf. section 35;
- c. intermediate survey within three months before or after the second or third anniversary date of the certificate. The intermediate survey may take the place of the annual survey required by subparagraph d;
- d. annual survey within a time interval limited to three months before or after each anniversary date of the certificate;
- e. inspection of the outside of the ship's bottom at least twice during the validity of the certificate; the interval between two bottom inspections shall not exceed 36 months.

(2) Ships required to have a Cargo Ship Safety Equipment Certificate shall be subject to the following supervision, based on the HSSC, in order to demonstrate that the ship complies with the requirements for equipment on cargo ships:

- a. initial survey before the ship is put into service;
- b. renewal survey every five years, cf. section 35;
- c. periodical survey within three months before or after the second or third anniversary date of the certificate. The periodical survey may take the place of the annual survey of equipment required by subparagraph d;

- d. annual survey within a time interval limited to three months before or after each anniversary date of the certificate.

(3) Ships required to have a Cargo Ship Safety Radio Certificate shall be subject to the following supervision, based on the HSSC, in order to demonstrate that the ship complies with the requirements for radiocommunication equipment on cargo ships:

- a. initial survey before the ship is put into service;
- b. renewal survey every five years, cf. section 35;
- c. periodical survey within a time interval limited to three months before or after each anniversary date of the certificate.

(4) Completed intermediate, periodical and annual surveys, and inspections of the outside of the ship's bottom, shall be documented by endorsement by the Norwegian Maritime Authority or other supervisory authorities.

Amended by Regulations of 31 July 2019 No. 1036 (in force on 1 January 2020), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 10

International Load Line Certificate for passenger ships, cargo ships and barges

(1) Passenger ships of 24 metres in length (L) and upwards engaged on international voyages and cargo ships and barges of 24 metres in length (L) and upwards engaged on foreign voyages shall have:

- a. an International Load Line Certificate;
- b. an Exemption Certificate showing terms for exemptions, if any, granted from the load line requirements.

(2) Record of Condition of Assignment of Load Lines shall be available before the International Load Line Certificate is issued. The record shall be signed and stamped by the Norwegian Maritime Authority, recognised classification society or by another State which is a Party to the International Load Line Convention.

(3) International Load Line Certificates are issued with a validity of up to five years. Exemption Certificates as mentioned in the first paragraph cannot be given longer validity than the International Load Line Certificate.

Amended by Regulations of 15 September 2021 No. 3116 (in force on 19 September 2021), 24 January 2022 No. 118.

Section 11

Supervision for International Load Line Certificate

(1) Ships required to have an International Load Line Certificate shall be subject to the following supervision, based on the HSSC, in order to demonstrate that the ship complies with the load line requirements for ships:

- a. initial survey before the ship is put into service;
- b. renewal survey every five years;
- c. annual survey within a time interval limited to three months before or after each anniversary date of the certificate.

(2) Completed annual surveys shall be documented by endorsement by the Norwegian Maritime Authority or other supervisory authorities.

Amended by Regulations of 31 July 2019 No. 1036 (in force on 1 January 2020), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 12

Mobile Offshore Unit Certificate of Fitness

(1) Mobile offshore units shall have a Mobile Offshore Unit Certificate of Fitness. In addition to certificates which the mobile offshore unit is required to have pursuant to other regulations laid down under the Ship Safety and Security Act, the Mobile Offshore Unit Certificate of Fitness includes the following certificates:

- a. Mobile Offshore Unit Safety Construction Certificate;
- b. Mobile Offshore Unit Safety Equipment Certificate;
- c. Mobile Offshore Unit Safety Radio Certificate;
- d. Mobile Offshore Unit Load Line Certificate.

(2) The certificate of fitness shall have two appendices:

- a. appendix 1 informs of any limitations related to construction or operation applicable to the mobile offshore unit;
- b. appendix 2 indicates the regulations pursuant to the which the mobile offshore unit is certified, and any exemptions granted from these.

(3) A valid survey report for electrical installations shall be available before the Mobile Offshore Unit Certificate of Fitness may be issued.

(4) Certificates for mobile offshore units are issued with a validity of up to five years.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 13

Supervision for certificates for mobile offshore units

- (1) Mobile offshore units required to have a Mobile Offshore Unit Certificate of Fitness shall be subject to the following supervision in order to demonstrate that the mobile offshore unit complies with the requirements for construction, equipment and operation for mobile offshore units:
 - a. initial survey before the mobile offshore unit is put into service;
 - b. annual survey within a time interval limited to three months before or after each anniversary date of the certificate;
 - c. renewal survey every five years. The survey may commence up to six months before the expiry of the certificates.
- (2) Completed annual surveys shall be documented by endorsement of the relevant certificate by the Norwegian Maritime Authority or other supervisory authorities.

Amended by Regulations of 15 September 2021 No. 3116 (in force on 19 September 2021), 21 November 2022 No. 1997.

Section 14

Certificate for working and living conditions

- (1) Cargo ships and passenger ships, of 500 gross tonnage and upwards engaged on foreign voyages, shall have a Maritime Labour Certificate. The certificate consists of a certificate part and a Declaration of Maritime Labour Compliance.
- (2) The Declaration of Maritime Labour Compliance required pursuant to the first paragraph consists of two parts:
 - a. Part I is drawn up by the Norwegian Maritime Authority and provides information on:
 - i. the provisions implementing the Maritime Labour Convention, 2006 (MLC);
 - ii. substantially equivalent implementation of the MLC into Norwegian legislation, cf. paragraph 3 of MLC article VI;
 - iii. any exemptions from MLC chapter 3, granted under the Regulations of 21 April 2017 No. 515 on accommodation, recreational facilities, food and catering on ships.
 - b. Part II is drawn up by the company, and shall identify:
 - i. how the requirements described in Part I are met;
 - ii. the measures adopted to ensure continuous improvement and ongoing compliance with the requirements for working and living conditions on board;
 - iii. how the compliance with the provisions is continuously checked, the person(s) responsible for the control, where the compliance is documented and the measures implemented when lack of compliance is identified.
- (3) The Maritime Labour Certificate is issued with a validity of up to five years. The certificate ceases to be valid if the operation of the ship is transferred to another company.
- (4) Fishing vessels shall have a certificate for working and living conditions when the vessel has:
 - a. an overall length of 15 metres and upwards and is certified for Deepsea fishing I or greater trade area;
 - b. a length (L) of 24 metres and upwards and is certified for Bank fishing I or greater trade area.
- (5) The certificate required pursuant to the fourth paragraph shall demonstrate compliance with the requirements implementing ILO Convention No. 188 concerning work in the fishing sector, and shall be issued with a validity of up to five years when the trading certificate required pursuant to section 26 first paragraph is issued for the first time or renewed on or after 16 November 2017, cf. section 27 first paragraph (a) or (b).

Amended by Regulations of 10 November 2017 No. 1778 (in force on 16 November 2017), 26 January 2018 No. 115, 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 15

Supervision for certificate for working and living conditions

- (1) Cargo ships and passenger ships required to have Maritime Labour Certificate shall be subject to the following inspections in order to demonstrate that the ship complies with the requirements for living and working conditions on board ships:
 - a. initial inspection before the certificate may be issued for the first time;
 - b. intermediate inspection between the second and third anniversary date of the certificate;
 - c. renewal inspection every five years.
- (2) Supervision required pursuant to the first paragraph may alternatively be carried out in conjunction with an audit of the safety management system on board.
- (3) Completed intermediate inspections pursuant to the first paragraph (b) shall be documented by endorsement by the Norwegian Maritime Authority or other supervisory authorities.
- (4) Fishing vessels required to have Certificate for working and living conditions shall be subject to the following inspections in order to demonstrate that the fishing vessel complies with the requirements for working and living conditions on board fishing vessels:

- a. initial inspection before the certificate may be issued for the first time;
- b. renewal inspection every five years.

Amended by Regulations of 10 November 2017 No. 1778 (in force on 16 November 2017), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 16

Interim Maritime Labour Certificate

- (1) An Interim Maritime Labour Certificate may be issued for a period not exceeding six months to:
 - a. newbuildings;
 - b. ships which are transferred to a Norwegian ship register;
 - c. ships of which a company assumes responsibility for the operation, when the ship is new to that company.
- (2) An interim certificate may be issued following completed inspection which, as far as reasonable and practicable, can verify that the ship complies with the requirements of MLC Appendix A5-I, and that the company has:
 - a. applied for the Declaration of Maritime Labour Compliance Part I to be issued;
 - b. drawn up adequate procedures demonstrating that the provisions implementing the MLC can be complied with;
 - c. confirmed that the master is familiar with the requirements and the responsibilities for implementation.
- (3) An interim certificate cannot be extended. Also, no further interim certificate may be issued to the same ship before the final Maritime Labour Certificate is issued.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 17

MLC inspection of ships not required to have a Maritime Labour Certificate

- (1) Cargo ships and passenger ships certified for trade area 3 or greater, and Class A, B, C or D passenger ships, which are not required to have a Maritime Labour Certificate, cf. section 14 first paragraph, shall be subject to MLC inspection in conjunction with:
 - a. the initial survey and second or third renewal survey in a five-year period for Passenger Ship Safety Certificate in domestic trade, or construction and equipment certificate issued pursuant to the DSC Code;
 - b. the initial survey, renewal survey and second or third periodical survey during the certificate period for High-Speed Craft Safety Certificate;
 - c. the initial survey, renewal survey and second or third annual survey during the certificate period for Passenger Certificate;
 - d. the initial survey and intermediate survey during the certificate period for trading certificate for cargo ships.
- (2) The MLC inspection may alternatively be carried out in conjunction with an audit of the safety management system on board.
- (3) The interval between two MLC inspections shall not exceed 36 months.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 18

Passenger Ship Safety Certificate for passenger ships engaged on domestic voyages

- (1) Class A, B, C or D passenger ships of 24 metres in length (L) and upwards engaged on domestic voyages in the European Economic Area shall have a Passenger Ship Safety Certificate for passenger ships engaged on domestic voyages. Equivalents and exemptions granted under Regulations of 28 March 2000 No. 305 on surveys, construction and equipment passenger ships engaged on domestic voyages sections 4 and 8 shall be stated on the safety certificate.
- (2) The safety certificate shall have:
 - a. an attachment indicating the number of lifeboats and other life-saving appliances the ship is required to have when the ship, on a particular voyage, has on board fewer passenger than the number for which it is certified;
 - b. an attachment indicating the limitation in the significant wave height applicable to Class A and B ro-ro passenger ships and Class C ro-ro passenger ships constructed on or after 1 October 2004, resulting from the special stability requirements applicable to ro-ro passenger ships.
- (3) During relocation without cargo or passengers, Class C or D passenger ships may cross sea areas of class B.
- (4) Valid declaration of survey or installation attestation for electrical installations shall be available, and survey of radio installations shall be completed before the Passenger Ship Safety Certificate for passenger ships engaged on domestic voyages may be issued.
- (5) The Passenger Ship Safety Certificate for passenger ships engaged on domestic voyages is issued with a validity of up to twelve months.

Section 19

Supervision for Passenger Ship Safety Certificate for passenger ships engaged on domestic voyages

Ships required to have a Passenger Ship Safety Certificate for passenger ships engaged on domestic voyages shall be subject to the following supervision, based on the HSSC, in order to demonstrate that the ship complies with the requirements for construction and outfitting applicable to Class A, B, C or D passenger ships:

- a. initial survey before the ship is put into service;
- b. renewal survey every twelve months;
- c. inspection of the outside of the ship's bottom at every renewal survey;
 - i. at least two inspections of the ship's bottom shall during any five-year period be carried out when the ship is dry;
 - ii. the interval between two bottom inspections when the ship is dry shall not exceed 36 months;
- d. initial survey and second or third renewal survey during a five-year period for passenger ships which are engaged on domestic voyages and are not required to have an International Oil Pollution Prevention Certificate (IOPP) or International Air Pollution Prevention Certificate (IAPP), shall also include measures against oil and air pollution.

Amended by Regulations of 31 July 2019 No. 1036 (in force on 1 January 2020), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section

20

Passenger Certificate

(1) The following ships engaged on domestic voyages carrying more than 12 passengers shall have a Passenger Certificate:

- a. ships of less than 24 metres in length (L)
- b. high-speed craft of less than 24 metres in length (L)
- c. ships operating in trade area 2 or lesser trade area
- d. sailing ships
- e. ships without mechanical propulsion
- f. ships made of steel and equivalent material as defined in the Regulations of 28 March 2000 No. 305 on surveys, construction and equipment of passenger ships engaged on domestic voyages.

Ships covered by the Regulations of 17 June 2014 No. 768 on special rules for protected or historical ships carrying more than 12 passengers shall have a passenger certificate for protected or historical ship. The first sentence does not apply to wooden ships subject to the Regulations of 23 January 2020 No. 69 on open wooden ships carrying more than 12 passengers, vessels subject to the Regulations of 21 September 2022 No. 1627 on vessels used by training institutions, or vessels subject to the Regulations of 21 September 2022 No. 1628 on vessels used by associations or societies.

(2) Ships carrying 12 passengers or less which are used for medical service or ambulance service or for organised transport to and from schools shall have a Passenger Certificate.

(3) During relocation without cargo or passengers, ships with a Passenger Certificate may cross trade areas in domestic trade which are up to two trade areas greater than indicated on the Passenger Certificate.

(4) Valid declaration of survey or installation attestation for electrical installations shall be available before the Passenger Certificate may be issued.

(5) The Passenger Certificate is issued with a validity of up to five years. Any operating limitations resulting from the ship being high-speed, protected or historical, shall be indicated on the Passenger Certificate.

Amended by Regulations of 14 January 2020 No. 65 (in force on 1 February 2020), 23 January 2020 No. 70 (in force on 1 February 2020), 15 September 2021 No. 3116 (in force on 19 September 2021), 21 September 2022 No. 1627 (in force on 1 October 2022).

Section 21

Supervision for Passenger Certificate

(1) Ships required to have a Passenger Certificate shall be subject to the following supervision in order to demonstrate that the ship complies with the requirements for construction and outfitting applicable to passenger ships engaged on domestic voyages:

- a. initial survey before the ship is put into service;
- b. renewal survey every five years;
- c. annual survey within a time interval limited to three months before or after each anniversary date of the certificate;
- d. annual inspection of the outside of the ship's bottom;
 - i. at least two inspections of the ship's bottom shall during the five-year period of the validity of the Passenger Certificate be carried out when the ship is dry;
 - ii. the interval between two bottom inspections when the ship is dry shall not exceed 36 months;

- e. initial survey, renewal survey and second or third annual survey during the period of validity of the certificate for passenger ships engaged on domestic voyages, shall also include measures against air and oil pollution.
- (2) The Norwegian Maritime Authority shall have received the company's declaration on the prescribed form stating that the requirements of all applicable regulations are complied with, before the supervision may be carried out.
- (3) Completed annual surveys shall be documented by endorsement of the certificate by the Norwegian Maritime Authority or other supervisory authorities.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 21a

Passenger Ship Safety Certificate for passenger ships in the territorial waters surrounding Svalbard

- (1) Ships carrying more than 12 passengers in the territorial waters surrounding Svalbard and not holding a Passenger Ship Safety Certificate for passenger ships engaged on international voyages shall have a Passenger Ship Safety Certificate for ships in the territorial waters surrounding Svalbard.
- (2) Valid declaration of survey for electrical installations shall be available, and survey of radio installations shall be completed before the safety certificate may be issued.
- (3) The Passenger Ship Safety Certificate for passenger ships in the territorial waters surrounding Svalbard is issued with a validity of up to twelve months.

Added by Regulation of 31 July 2019 No. 1036 (in force on 1 January 2020).

Section 21b

Supervision for Passenger Ship Safety Certificate for passenger ships in the territorial waters surrounding Svalbard

Ships required to have a Passenger Ship Safety Certificate for passenger ships in the territorial waters surrounding Svalbard shall be subject to the following supervision, based on the HSSC, in order to demonstrate that the ship complies with the requirements for construction and outfitting applicable to passenger ships in the territorial waters surrounding Svalbard:

- a. initial survey before the ship is put into service;
 - b. renewal survey every twelve months, cf. section 35;
 - c. inspection of the outside of the ship's bottom at every renewal survey;
 - i. at least two of the bottom inspections as required by subparagraph c shall during any five-year period be carried out when the ship is dry;
 - ii. the interval between two inspections of the bottom when the ship is dry shall not exceed 36 months;
 - iii. passenger ships following the special guidelines of the HSSC, may in lieu of the requirements pursuant to subparagraph c (i) and (ii), during any five-year period carry out one bottom inspection when the ship is dry.
- The five-year period coincides with the validity of the ship's International Load Line Certificate.

Added by Regulations of 31 July 2019 No. 1036 (in force on 1 January 2020), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 22

Safety Radio Certificate for non-convention ships

- (1) The following ships shall have a Safety Radio Certificate for non-convention ships:
- a. cargo ships of 8 metres in overall length and upwards engaged on domestic voyages in trade area 1 or greater, and cargo ships of less than 300 gross tonnage engaged on foreign voyages;
 - b. ships which are not used for commercial purposes;
 - c. passenger ships required to have a Passenger Certificate.
- (2) The Safety Radio Certificate for non-convention ships is issued with a validity of up to five years.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 23

Supervision for Safety Radio Certificate for non-convention ships

- (1) Ships required to have a Safety Radio Certificate for non-convention ships shall be subject to the following supervision, based on the HSSC, in order to demonstrate that the ship complies with the applicable requirements for radiocommunication equipment:

- a. initial survey before the ship is put into service;
- b. annual survey within a time interval limited to three months before or after each anniversary date of the certificate;
- c. renewal survey every five years.

(2) Completed annual surveys shall be documented by endorsement of the radio certificate by the Norwegian Maritime Authority or other supervisory authorities.

Amended by Regulations of 31 July 2019 No. 1036 (in force on 1 January 2020), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section

24

Cargo Ship Trading Certificate

(1) The following ships shall have a Cargo Ship Trading Certificate with defined trade area:

- a. cargo ships of 15 metres in overall length and upwards engaged on domestic voyages;
- b. cargo ships of 15 metres in overall length and upwards, and of less than 500 gross tonnage, engaged on foreign voyages;
- c. ships which are not used for commercial purposes;
- d. barges which are either manned, used for the carriage of dangerous or polluting cargoes in bulk or used in trade area 3 or greater trade area.

(2) Valid class certificate, declaration of survey for electrical installations or installation attestation for electrical installations shall be available before a trading certificate may be issued.

(3) The trading certificate is issued with a validity of up to five years.

(4) Cargo ships and barges, of less than 50 gross tonnage, with building contract placed before 1 January 2015 and delivered before 1 January 2016, shall have a trading certificate pursuant to these Regulations at the latest:

- a. on 1 January 2017 for ships the keel of which was laid on or after 1 January 1990;
- b. on 1 January 2018 for ships the keel of which was laid before 1 January 1990.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 25

Supervision for Cargo Ship Trading Certificate

(1) Ships required to have a Cargo Ship Trading Certificate shall be subject to the following supervision in order to demonstrate that the ship complies with the requirements for construction and outfitting applicable to cargo ships, barges and ships not used for commercial purposes:

- a. initial survey before the ship is put into service;
- b. renewal survey every five years;
- c. intermediate survey between the second and third anniversary date of the certificate;
- d. inspection of the outside of the ship's bottom at every renewal and intermediate survey;
 - i. inspections of the outside of the ship's bottom shall be carried out when the ship is dry;
 - ii. the interval between two bottom inspections shall not exceed 36 months.

(2) Initial survey, renewal survey and intermediate survey of cargo ships and barges which are engaged on domestic voyages and are not required to have an International Oil Pollution Prevention Certificate (IOPP) or International Air Pollution Prevention Certificate (IAPP), shall also include measures against oil and air pollution.

(3) The Norwegian Maritime Authority shall have received the company's declaration on the prescribed form stating that the requirements of all applicable regulations are complied with, before the supervision may be carried out.

(4) Completed intermediate surveys shall be documented by endorsement of the trading certificate by the Norwegian Maritime Authority or other supervisory authorities.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 26

Trading Certificate of Compliance for fishing vessel

(1) Fishing vessels shall have:

- a. a Trading Certificate of Compliance for fishing vessel;
- b. an Exemption Certificate showing terms for exemptions, if any, granted from the regulations of the Norwegian Maritime Authority.

(2) Valid class certificate, declaration of survey for electrical installations or installation attestation for electrical installations shall be available before the Trading Certificate of Compliance for fishing vessel may be issued.

(3) The Exemption Certificate pursuant to the first paragraph may not be given longer validity than the certificate of compliance.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 27

Supervision for Trading Certificate of Compliance for fishing vessel

(1) Fishing vessels shall be subject to the following surveys in order to demonstrate that the vessel complies with the requirements for construction and outfitting of fishing vessels:

- a. initial survey before the ship is put into service;
- b. renewal survey every five years;
- c. intermediate survey between the second and third anniversary date of the certificate;
- d. survey of radio installations and automatic identification system (AIS);
 - i. for vessels of 24 metres in length (L) and upwards and vessels with trade area bank fishing II or greater trade area, the survey shall be carried out within a time interval limited to three months before or after each anniversary date of the certificate;
 - ii. for vessels of less than 24 metres in length (L) certified for Bank fishing I or lesser trade areas, the survey shall be carried out within a time interval corresponding to subparagraph c;
- e. inspection of the outside of the ship's bottom at every renewal and intermediate survey;
 - i. inspections of the outside of the ship's bottom shall be carried out when the ship is dry;
 - ii. the interval between two inspections of the outside of the ship's bottom shall not exceed 36 months;
- f. initial survey and renewal survey of fishing vessels which are not required to have an International Oil Pollution Prevention Certificate (IOPP) or International Air Pollution Prevention Certificate (IAPP), shall also include measures against oil and air pollution.

(2) Completed intermediate surveys and surveys of radio installations shall be documented by endorsement of the certificate in question by the Norwegian Maritime Authority or other supervisory authorities.

(3) The Norwegian Maritime Authority shall have received the company's declaration on the prescribed form stating that the requirements of all applicable regulations are complied with, before the supervision may be carried out.

Amended by Regulations of 10 November 2017 No. 1778 (in force on 16 November 2017), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section

28

Certificate of Compliance for ships used in oil recovery operations

(1) Ships used in oil recovery drills or oil recovery operations shall in addition to their ordinary certificate or vessel instructions have a Certificate of Compliance for ships used in oil recovery operations, unless the permission to perform such operations follows from the ordinary certificate or the ordinary vessel instructions.

(2) The Certificate of Compliance for ships used in oil recovery operations is issued with the same expiry date as the ordinary certificate or the ordinary vessel instructions. For ships without another certificate, the Certificate of Compliance for ships used in oil recovery operations is issued with a period of validity of up to 30 months after completed survey.

Section 29

Supervision for Certificate of Compliance for ships used in oil recovery operations

Ships required to have Certificate of Compliance for ships used in oil recovery operations shall be subject to the following surveys in order to demonstrate that the ship complies with the requirements for vessels used in oil recovery operations:

- a. initial survey for tow of oil booms before the ship is used in oil recovery operations;
- b. renewal survey every five years if the ship has a trading certificate for cargo ships and barges or a trading certificate of compliance for fishing vessel;
- c. renewal survey every 30 months for other vessels. The renewal survey may commence up to six months before the expiry of the certificate without amending the next date of expiry.

Amended by Regulations of 10 November 2017 No. 1778 (in force on 16 November 2017), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 30

Certificate of Contingency Fitness for Standby Vessel

(1) Ships which shall have duties associated with the management of dangerous situations and casualties in the petroleum sector or which are employed on guard duty around offshore units, shall have a Certificate of Contingency Fitness for Standby Vessel in addition to cargo ship certificate.

(2) The Certificate of Contingency Fitness for Standby Vessel shall have an Annex indicating:

- a. standby services for which the vessel is approved;
- b. operational limitations;
- c. the ship's standby and rescue capacity;

- d. standby equipment which shall be available on board.
- (3) The Certificate of Contingency Fitness for Standby Vessel is issued with a validity of up to five years.
Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 31

Supervision for Certificate of Contingency Fitness for Standby Vessel

- (1) Ships required to have a Certificate of Contingency Fitness for Standby Vessel shall be subject to the following supervision in order to demonstrate that the ship complies with the requirements for standby vessels:
- initial survey before the ship is used as standby vessel;
 - annual survey within a time interval limited to three months before or after each anniversary date of the certificate;
 - renewal survey every five years.
- (2) Completed annual surveys shall be documented by endorsement of the certificate by the Norwegian Maritime Authority or other supervisory authorities.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 32

Certificate requirements for ships intended to carry out towing operations

- (1) Ships intended to carry out towing operations shall have:
- safety certificates for cargo ships pursuant to section 8 second paragraph; or
 - Cargo Ship Trading Certificate pursuant to section 24 first paragraph (a) or (b) with endorsement for towing in the trading certificate. Towing restrictions, if any, shall be specified in the trading certificate.
- (2) "Towing" means the towing or pushing of one or more objects. The towing of light objects, such as a dinghy, a light floating wharf or similar, is not considered towing as per this definition.

Amended by Regulations of 18 December 2015 No. 1769 (in force on 1 January 2016), 18 December 2015 No. 1769 (in force on 1 January 2018), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 33

Supervision for ships intended to carry out towing operations

Ships intended to carry out towing operations shall be subject to an initial survey in order to demonstrate that the ship complies with the requirements for stability, strength and outfitting before the ship is used in towing operations.

Added by Regulations of 18 December 2015 No. 1769 (in force on 1 January 2016), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 34

Inspection and supervision of towing and anchor-handling arrangements

- (1) Towing and anchor-handling arrangements shall be inspected at least once annually.
- (2) The inspection pursuant to the first paragraph shall be carried out by qualified personnel on board in accordance with instructions from the manufacturer. The inspections shall also include emergency release. After the emergency release tests, dismantling shall be carried out to the extent deemed necessary.
- (3) Every five years, the inspections referred to in the first paragraph shall be carried out in the presence of a representative from the Norwegian Maritime Authority or a recognised classification society.
- (4) Documentation of completed inspections and supervision of towing and anchor-handling arrangements shall be kept on board.

Added by Regulations of 18 December 2015 No. 1769 (in force on 1 January 2016), 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 34a

International Ballast Water Management Certificate

Ships of 400 gross tonnage and upwards engaged on foreign voyages, and mobile offshore units engaged on foreign voyages, which are constructed to carry ballast water, shall have a Ballast Water Management Certificate.

The Ballast Water Management Certificate is issued with a validity of up to five years.

Ships with a valid document of compliance demonstrating that the ship complies with the requirements of the International Convention for the Control and Management of Ship's Ballast Water and Sediments, 2004, are required to

have Ballast Water Management Certificate by the first annual survey, intermediate survey or renewal survey carried out on or after 8 September 2017, but not later than 8 December 2018.

Added by Regulation of 8 September 2017 No. 1369.

Section 34b

Supervision for International Ballast Water Management Certificate

Ships and mobile offshore units required to have a Ballast Water Management Certificate shall be subject to the following supervision, based on the HSSC, in order to demonstrate compliance with the requirements for ballast water treatment:

- a. initial survey before the certificate may be issued for the first time;
- b. intermediate survey between the second and third anniversary date of the certificate;
- c. renewal survey every five years;
- d. annual survey within a time interval limited to three months before or after each anniversary date of the certificate.

If a change, replacement or substantial repair is carried out of the structure, equipment, systems, fittings, arrangements and material forming a part of the ballast water management system, a survey shall be carried out to verify compliance with the requirements for ballast water treatment.

Completed surveys shall be documented by endorsement of the certificate by the Norwegian Maritime Authority or other supervisory authorities.

Added by Regulations of 8 September 2017 No. 1369, amended by Regulations of 15 September 2021 No. 3116 (in force on 19 September 2021), 1 June 2022 No. 951.

Section 34c

Supervision of ships not required to have Ballast Water Management Certificate

Ships engaged on foreign voyages that are not required to have Ballast Water Management Certificate, cf. section 11a, shall be subject to survey for ballast water management in conjunction with:

- a. the initial survey and second or third renewal survey in a five-year period for Passenger Ship Safety Certificate;
- b. the initial survey, renewal survey and second or third periodical survey during the certificate period for High-Speed Craft Safety Certificate;
- c. the initial survey and intermediate survey during the certificate period for trading certificate for cargo ships;
- d. the initial survey and intermediate survey during the certificate period for trading certificate for fishing vessels.

Added by Regulations of 8 September 2017 No. 1369, 15 September 2021 No. 3116 (in force on 19 September 2021).

Chapter 4

The validity of certificates and the company's duty to report

Section 35

Calculation of the expiry date of the certificates

- (1) At the initial issue of certificates, the expiry date is calculated from the date of completion of the initial survey.
- (2) At renewal of certificates, the new expiry date is calculated from:
 - a. the expiry date for the existing certificate when the renewal survey is completed three months before the expiry date of the existing certificate or later;
 - b. the date of completion of the renewal survey when it is completed more than three months before the expiry date of the existing certificate.
- (3) When ships or mobile offshore units have been laid-up or have been inoperative due to repairs and changes over a significant period of time, the new duration of certificates may be calculated from the date of the renewal survey even when this is completed after the expiry date of the existing certificate.
- (4) When annual, intermediate or periodical survey is carried out before the time periods indicated in the Regulations:
 - a. the anniversary date of the certificate shall be amended by endorsement to a date which shall not be more than three months later than the date on which the survey was completed;
 - b. the expiry date of the certificate may remain unchanged, if surveys are carried out in such a way that the permitted intervals between required surveys are not exceeded.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 36

Harmonisation of the expiry dates of the certificates

(1) The expiry date of international certificates for passenger ships engaged on international voyages shall be harmonised with the anniversary date of the Passenger Ship Safety Certificate. The expiry date of certificates with a five-year validity shall be harmonised with the expiry date of the ship's International Load Line Certificate.

(2) The expiry date of international certificates for cargo ships shall be harmonised with:

- a. the expiry date of the class certificate when the certificate is issued by a recognised classification society;
- b. the expiry date of the Cargo Ship Safety Construction Certificate, for cargo ships not classed by a recognised classification society;
- c. the expiry date of the International Load Line Certificate, for cargo ships of less than 500 gross tonnage not classed in a recognised classification society.

(3) The expiry date of the Maritime Labour Certificate need not be harmonised pursuant to the first and second paragraphs.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 37

Extension of the validity of the certificates

(1) The certificates of cargo ships, barges, passenger ships and mobile offshore units may be endorsed to extend the validity by up to five months from the expiry date of the certificates, when a renewal survey has been completed and the new certificate cannot be placed on board the ship or the mobile offshore unit before the expiry date of the existing certificate. The first sentence shall apply accordingly to Ballast Water Management Certificates for fishing vessels.

(2) Cargo ships, barges and passenger ships engaged on foreign voyages or a mobile offshore unit, which are not in a port where the survey may be conducted before the expiry of the certificates, may upon application from the company have their certificates endorsed to extend the validity by up to three months. The extension may only be granted for the purpose of allowing the ship or mobile offshore unit to complete a voyage to a port where it may be surveyed, and only when the extension is justifiable. The provisions of the first and second sentence shall apply accordingly to Ballast Water Management Certificates for fishing vessels.

(3) Fishing vessels may have the validity of the Trading Certificate of Compliance for fishing vessels extended by up to one year when the Norwegian Maritime Authority finds it reasonable, the validity of the certificate has not previously been extended, and a complete survey of the interior of the vessel, and an inspection of the outside as far as possible without placing the vessel in dock or a slipway, show that the vessel complies with the certificate requirements.

(4) Fishing vessels which are not in a Norwegian port when the trading certificate expires, may have the validity of the certificate extended until the vessel arrives at a port where the survey may be carried out, however not by more than five months after the original expiry date.

(5) Ships or mobile offshore units with a certificate issued for a short voyage where the certificate has not been extended pursuant to the first or second paragraph, may upon application from the company have the certificate endorsed to extend the validity by up to one month from the expiry date of the certificate. Short voyage means a voyage where neither the voyage from the port of departure to the port of destination nor the return voyage exceeds 1,000 nautical miles. The provisions of the first and second sentence shall apply accordingly to Ballast Water Management Certificates for fishing vessels.

(6) Fishing vessels with a certificate which has not been extended pursuant to the fourth paragraph, may be granted an extension of the validity of the certificate of up to one month.

Amended by Regulations of 8 September 2017 No. 1369, 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 38

Availability of certificate

(1) Original certificates pursuant to these Regulations shall be readily available on board for control purposes.

(2) The MLC report from the inspection of working and living conditions shall be made available to all persons working on board. The Maritime Labour Certificate and the Declaration of Maritime Labour Compliance shall be posted on board in a place where they are available to all persons working on board.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 39

Cease of certificate validity

(1) A certificate ceases to be valid when:

- a. it has expired;
- b. supervision has not been completed within the prescribed deadlines;
- c. the certificate has not been endorsed by the Norwegian Maritime Authority or other supervisory authorities;

- d. the ship or mobile offshore unit is transferred to another country's ship register;
- e. significant changes have been made to the ship or the mobile offshore unit, or to equipment on board, without supervision being carried out;
- f. the condition of the hull, machinery or equipment of the ship or the mobile offshore unit is deteriorated to such an extent that the requirements which form the basis for the certificate are no longer satisfied.

(2) A certificate which has ceased to be valid, may become valid again when the invalidity is due to lack of supervision and the supervision in question is completed, or when the certificate is endorsed by the Norwegian Maritime Authority or other supervisory authorities.

(3) The Norwegian Maritime Authority may require more comprehensive supervision when supervision has not been completed within the prescribed deadlines.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 40

The company's duty to report

The company shall report to the Norwegian Maritime Authority when:

- a. a ship or mobile offshore unit has been involved in an accident or other incident, or a deficiency is discovered, either of which affects the safety in such a way that the validity of the certificate could be influenced. When the ship or mobile offshore unit is in the port of another State, the appropriate authorities of that State shall also receive a report;
- b. the class of a ship or mobile offshore unit in a recognised classification society is deleted. The reason for the deletion shall be stated.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Chapter 5

Concluding provisions

Section 41

Exemptions

(1) The Norwegian Maritime Authority may grant exemptions from the certificate requirements of these Regulations when the company upon written application establishes that the exemption will be justifiable in terms of safety. An exemption may be granted to:

- a. a ship engaged on domestic voyages which shall undertake a single voyage in a greater trade area than the trade area for which it is certified, even if the voyage to be undertaken is a foreign voyage;
- b. a ship engaged on domestic voyages which shall carry more passengers than the number of passengers for which it is certified;
- c. a ship which or mobile offshore unit which, by way of compensating measures, maintains the same level of safety as required by these Regulations;
- d. a ship or mobile offshore unit which shall do a trial run.

(2) Ships and mobile offshore units may be granted an exemption from requirements of these Regulations if the enforcement of the requirements for construction, rescue and radio means that innovative solutions cannot be used. For ships or mobile offshore units which shall be engaged on international voyages, an exemption pursuant to this paragraph may be granted from any requirement if the State at which the ship is to call is informed of and accepts the exemption.

Amended by Regulations of 15 September 2021 No. 3116 (in force on 19 September 2021), 24 January 2022 No. 118.

Section 42

Entry into force

(1) These Regulations enter into force on 1 January 2015.

(2) As from the same date, the following regulations are repealed:

- a. Regulations of 15 June 1987 No. 506 on survey for the issue of certificates to passenger ships, cargo ships and lighters, and concerning other surveys, etc.;
- b. Regulations of 4 September 1987 No. 855 on notification of newbuilding, survey, and certification etc. of mobile offshore units.

Amended by Regulation of 15 September 2021 No. 3116 (in force on 19 September 2021).

Section 43

Amendments to other regulations

From 1 January 2015 the following amendments are made to other regulations:

Regulations of 19 August 2013 No. 998 on the right to lodge complaints for persons working on board are amended as follows: - - -

Regulations of 28 March 2000 No. 305 on surveys, construction and equipment of passenger ships engaged on domestic voyages are amended as follows: - - -

Regulations of 13 June 2000 No. 660 on the construction, operation, equipment and surveys of fishing vessels of 15 m in overall length (LOA) and over are amended as follows: - - -

Regulations of 8 February 2011 No. 130 on vessels used in oil recovery operations are amended as follows: - - -

Regulations of 16 October 1991 No. 853 on standby vessels are amended as follows: - - -