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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Reference to: Ship Safety and Security Act and Regulations on navigation and navigational aids for ships and mobile offshore units

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

Regulation concerning amendments to the Regulations on navigation and navigational aids

On 22 December 2021, the Norwegian Maritime Authority (NMA) circulated for consultation a proposal to revise the Regulations on navigation and navigational aids for ships and mobile offshore units.

The deadline for comments was 22 March 2022. A total of 16 consultation responses were received, of which 6 contained no comments on the proposal.

Entry into force

The amendments enter into force on 1 July 2022.

1. Background for the amendments

Through its membership of the International Maritime Organization (IMO) and the EEA Agreement, Norway is obliged to implement international requirements for navigational aids and safe navigation. Requirements for navigation and navigational equipment on ships are regulated by the International Convention on the Safety of Life at Sea (SOLAS), 1974, Chapter V, as well as by a number of EEA directives.

The Regulations of 5 May 2014 No. 1157 on navigation and navigational aids for ships and mobile offshore units (Navigational Aids Regulations) apply to all certified passenger ships, cargo ships and mobile offshore units.

Some of the provisions in SOLAS Chapter V have not been fully implemented in existing national regulations. Furthermore, the Navigational Aids Regulations have provided a narrower legal basis for granting exemptions than what is permitted under SOLAS Chapter V, and there has been no explicit legal basis for ships to temporarily sail with defective equipment. The Regulations have now been revised in accordance with SOLAS Chapter V and administrative practice in this area. At the

same time, certain relaxations have been introduced, along with tailored provisions for Norwegian vessels engaged on domestic voyages. Cargo ships with a length (L) of less than 24 metres and a gross tonnage of less than 500 shall now comply with Appendix II to the Navigational Aids Regulations instead of the requirements in sections 3 to 23. The content of Appendix II is scheduled to be transferred during 2022/2023 to the Regulations of 19 December 2014 No. 1853 on the construction and supervision of small cargo ships in order to consolidate several of the requirements for these vessels in a user-friendly manner.

A requirement for AIS has now been introduced for all passenger ships, and a requirement for AIS and BNWAS for several cargo ships.

Due to the adoption of the amending regulation, RSV 3-2021 has been repealed. The content of the guidance circular has been incorporated into the Regulations.

The consultation

Many of the consultative bodies supported the proposal for a simplified presentation of the rules.

The Ministry of Justice and Public Security and the Governor of Svalbard requested a description and clarification of issues related to the introduction of AIS and BNWAS on cargo ships, including the economic and practical implications for Svalbard. The NMA considers that the introduction of AIS and BNWAS on cargo ships will not have greater consequences for Svalbard than for mainland Norway. The requirements will apply to Norwegian cargo ships regardless of their trade area. These are important safety measures that are just as significant in Svalbard as on the mainland.

Both the Federation of Norwegian Coastal Shipping (NHO Sjøfart) and the Norwegian Pelagic Association support the requirement to introduce AIS. However, the Federation of Norwegian Coastal Shipping has proposed that the AIS requirement should to apply to vessels down to 8 metres in length. The Norwegian Society for Sea Rescue has stated that AIS is already installed on their vessels down to 12 metres. The Norwegian Environment Agency and Skjærgårdstjenesten (a Norwegian coastal environmental service) have recommended that the AIS and BNWAS requirements apply from 15 metres, since it will have significant financial implications to make it applicable from 12 metres. Furthermore, they propose that AIS class B requirements should apply to vessels of less than 15 metres. The NMA has previously held a meeting with the Norwegian Environment Agency and Skjærgårdstjenesten where the length threshold was discussed. The NMA clarified that the only alternative was to apply the established threshold of 8 metres. In their comment to the proposal, the Norwegian Maritime Officers' Association noted that they are in favour of most of the proposal and that they expect that the changed technical requirements will improve safety.

The consultation comments are addressed under the notes to the individual sections.

5. Comments to the individual sections

Section 1 Scope of application

Cargo ships of less than 24 metres in length (L) and of less than 500 gross tonnage shall comply with chapters 5 and 6, section 2 and Appendix II of the Regulations. Once the ongoing revision of the Regulations on the construction and supervision of small cargo ships is completed, the NMA plans to transfer the content of Appendix II to the Regulations on the construction and supervision of small cargo ships, in order to consolidate more of the rules for these cargo ships into a single set of Regulations.

For clarity, it is noted here that the terms «passenger ship» and «cargo ship» also include high-speed craft.

The second paragraph reflects administrative practice for ships holding a High-Speed Craft Safety Certificate. According to SOLAS Chapter X regulation 3, high-speed craft complying with the HSC Code of 1994 or 2000 are considered to meet the requirements of SOLAS Chapters I through IV, and Chapter V regulations 18,19 and 20. This is why they only need to comply with chapters 2, 3, 5 and 6 and sections 2, 22 and 23 of the revised Regulations. A reference to section 22 has now been included, since it was mistakenly omitted in the consultation draft. This omission was also pointed out in the comments from the EFTA Surveillance Authority (ESA).

Section 2 Documentation

The existing section 2 is continued with a minor linguistic adjustment, where the word “kunne” (could) in the Norwegian version is removed.

Chapter 2 Technical requirements

Section 3 Maintenance and repair

The content of the current section 3 is moved to the new section 16. You can find more details below.

SOLAS Chapter V regulation 16.2 is implemented in section 3.

All reasonable measures shall be taken to keep navigational aids in good working order at all times. This means that navigational aids must be subject to regular and systematic maintenance.

If malfunctions or temporary defects occur in the navigational aids on board, the master is permitted – under specified conditions – to proceed to a port where the equipment can be repaired, or continue operations for the shortest possible time until repairs can be made, without needing to contact the NMA for permission. It is assumed that the company has procedures in place for handling such incidents, and that this can be verified through inspection of the company’s safety management system.

Based on consultation input from the Norwegian Maritime Officers’ Association, the NMA has changed the wording of the second paragraph to clearly state that documentation is required. A new sentence has been added, stating that the risk assessment and the ordering of repairs or parts shall be documented. This documentation must available for presentation to the NMA upon request, so that the NMA can verify compliance with section 3 to prevent misuse of the provision. This rule applies both to ships and mobile offshore units.

Section 4 Plan for cooperation on search and rescue

The provision implements SOLAS V/7.3 on a plan for cooperation on search and rescue. Passenger ships engaged on international voyages shall have a plan for cooperation with search and rescue services. The plan shall be in accordance with MSC.1/Circ. 1079/Rev. 1 on preparing plans for cooperation between search and rescue services and passenger ships. The plan shall include provisions for periodic exercises to be undertaken to test the plan’s effectiveness. This will ensure effective handling of unwanted incidents where search and rescue resources need to be coordinated and is especially important for ships carrying a large number of passengers.

According to MSC.1/Circ. 1079/Rev. 1, the plan must be submitted to the rescue services before the ship reaches a country. For ships calling at multiple countries, the plan shall be submitted to a SAR

Data Provider. The UK Coastguard coordinates this service and maintains an index of SAR cooperation plans held by each provider, ensuring that the relevant plan can be made available to the rescue services in the country where an incident may occur.

Rescue resources reported by individual IMO Member States in accordance with SOLAS V/7.2 are available to the industry through the GISIS portal[1]. On the website of the Joint Rescue Coordination Centre, information is provided to support the development of cooperation plans for Norwegian waters (page in Norwegian only)[2].

Section 5 International Code of Signals and IAMSAR Manual

This section is a continuation of the current section 4. Compared to the version that was circulated for review, the wording in the first and second paragraphs has been clarified to specify that a paper copy of both the International Code of Signals and the IAMSAR Manual must be available on board. This reflects current practice and aligns with the guidance provided by the IMO in MSC-MEPC.2/Circ. 2 item 5.

Section 6 Signals to be used in distress situations

A linguistic adjustment has been made to section 6 to clarify that the requirement applies when the ships operate in the geographical area defined as trade area Small coasting or greater trade area. This clarification ensures there is no ambiguity regarding which ships the requirement applies to, following the update of the Regulations of 28 March 2000 No. 305 on surveys, construction and equipment of passenger ships engaged on domestic voyages, which introduced sea area definitions that differ from the geographical definitions of trade areas. Ships complying with these Regulations must also comply with this provision. Accordingly, the word «med» in the first sentence of the Norwegian version of the existing Regulations has been replaced with «i». Additionally, the reference to Res.A.80(IV) has been removed.

Section 7 Daily reporting to the company

This section continues the provisions of the current section 6.

Section 8 Operational limitations for passenger ships engaged on foreign voyages

The wording has been revised to improve clarity and usability, and to better align with SOLAS Chapter V, regulation 30.

Section 9 Ice Patrol Service

The wording of the current section 8 has been specified, in accordance with SOLAS.

Section 10 *Danger messages*

The new section 10 replaces the current Regulations of 27 May 1980 No. 1 on danger messages, meteorological services, distress messages, life-saving signals, etc. and implements the current SOLAS Chapter V regulations 31 and 32. Regulation 31 has been transposed into the Regulations, while regulation 32 is incorporated by reference. Regulation 32 contains detailed information about the content of danger messages.

Section 11 Operation of steering gear

[1] https://gisis.imo.org/Public/Default.aspx

[2] https://www.hovedredningssentralen.no/dokumenter/

This section continues the provisions of the current section 10.

Section 12 Steering gear – testing and drills

This section continues the provisions of the current section 11.

Chapter 3 Navigation bridge design and visibility

Section 13. Navigation bridge design

First paragraph:

Here, a reference has been included to SOLAS Chapter V regulation 15, MSC Circ. 982 and SN.1/Circ. 288. These shall be taken into account in all decisions concerning navigational bridge design and the arrangement of navigational systems and equipment on the bridge. This is in accordance with SOLAS Chapter V regulation 15.

In cases where certain requirements may appear unreasonable or unnecessary for a specific ship, the company may make minor adjustments. An example of this is the detailed requirements in sections 5.1.2 and 5.1.3 of the Annex to MSC Circ. 982.

Second paragraph:

The second paragraph codifies current administrative practice regarding workstation for monitoring propulsion machinery. An increasing number of vessels are being built without a dedicated engine control room, instead placing this workstation on the bridge. The second paragraph sets forth that the main purpose when arranging the bridge is to ensure safe navigational watch. If the engine control room is located on the bridge, it must not interfere with the bridge's primary functions, and the bridge should not be used for office-related tasks carried out by the engine department. The NMA recommends that ships be arranged so that propulsion machinery can be monitored from at least one location other than the bridge. Reference is also made to SOLAS Chapter V regulation 15, which states, among other things, that the bridge should be arranged to minimise distractions.

Section 14 Navigation bridge visibility

First paragraph:

The first paragraph also applies to passenger ships of less than 15 metres in overall length, in line with the current administrative practice for passenger ships. These small vessels are not likely to have a problem with complying with the requirements of the first paragraph. Ships of unconventional design may be exempt, cf. the third paragraph.

There is a clarification of this rule in (b). The text includes cargo, cargo handling gear or other objects outside of the wheelhouse. This is consistent with the wording in SOLAS. To document that the requirement has been met, cranes, cargo (containers, trailers, etc.) and similar need to be included in the drawings illustrating lines of sight and blind sectors.

The IMO has issued a unified interpretation of the requirement in (f) (MSC.1/Circ. 1350/Rev.1), which includes conditions for the use of cameras as an alternative to bridge wings. The NMA applies this interpretation during inspections of newbuildings or conversions.

The third paragraph also covers mobile offshore units, as the unconventional design alternative is relevant also for mobile offshore units.

The fourth paragraph implements SOLAS Chapter V regulation 22.4.1 and .2. Regulation 22.4.1.3 is already included in the current Log Book Regulations[3]. The provision ensures that ballast water operations are carried out in accordance with the ship or mobile offshore unit's ballast water management plan, and that any changed lines of sight and blind sectors resulting from such operations are considered.

Chapter 4 – Navigational aids

Section 15 Navigational aids

Section 15 establishes carriage requirements in accordance with SOLAS Chapter V regulation 19.

First paragraph:

The table applies to passenger ships and cargo ships constructed on or after 1 July 2002, as well as to mobile offshore units. The figures in columns 2 and 3 indicate the gross tonnage threshold for the applicability of each requirement. Currently, mobile offshore units do not have gross tonnage thresholds for carriage requirements, except for ECDIS and BNWAS. Mobile offshore units generally have a gross tonnage that exceeds the thresholds specified in the proposed table, so this will have little practical impact. The content of the table is largely consistent with the previous Regulations, but the requirement for AIS and BNWAS has been extended to apply to a broader range of ships. As a consequence, some additional ships will also be required to carry a transmitting heading device (THD). If the ship is equipped with a gyro compass capable of transmitting heading information to the AIS, installation of a separate THD is not necessary. A relaxation has been introduced for ships of less than 150 gross tonnage which may use a class B magnetic compass under the new proposal. The requirement for a daylight signalling lamp does not apply in trade area 2 or smaller.

The equipment names used in the table are generally consistent with those found in the Regulations of 30 August 2016 No. 1042 on marine equipment. The equipment is listed in the same order as in SOLAS Chapter V regulation 19, except for certain requirements that apply to all ships and mobile offshore units, which are placed at the top of the table. Each line in the table presents a new requirement which is additional to the other requirements. This means that if a company, for example, chooses to install a gyro compass instead of a spare magnetic compass, this must be in addition to the gyro compass required when the gross tonnage is 500 or more.

NHO Sjøfart has submitted consultation input proposing that the requirement for a daylight signalling lamp should apply in trade area Small coasting or greater trade area. This proposal has not been adopted. The requirement continues existing practice, and any expansion of the exemption has not been investigated.

Bridge navigational watch alarm system:

The purpose of the BNWAS is to monitor activity on the bridge and to alert in the event of inactivity, in order to prevent marine accidents[4]. The alert is issued in several stages, starting on the bridge and eventually reaching crew areas where personnel are likely to be available to take corrective action.

[3] Regulations of 15 September 1992 No. 693 on the form and keeping of log books for ships and mobile offshore units

[4] IMO Resolution MSC.128(75) Annex paragraph 1

Cargo ships of 12 metres in overall length and upwards are now required to have a BNWAS. The NMA emphasises that the BNWAS is intended as a new safety barrier, and that it remains just as important as before to comply with the provisions on hours of rest.

AIS:

The AIS (class A) requirement applies to all passenger ships irrespective of size, cf. SOLAS Chapter V regulation 19.2.1.6. Directive 2002/59/EC with amendments in 2009/17/EC, 2009/18/EC and 2011/15/EU also says that AIS is required under SOLAS Chapter V for all passenger ships arriving at a port in a member state.

The AIS requirement applies to cargo ships of 12 metres in overall length and upwards.

Second paragraph:

The requirement for communication equipment capable of transmitting heading information to the emergency steering position now applies to all ships and mobile offshore units, in accordance with SOLAS chapter V.

Third paragraph:

The third paragraph implements SOLAS Chapter V regulation 19.2.6. A minor adjustment has been made to the wording after the consultation. The term «aid» has been changed to «navigational aid» to clarify the meaning and to make sure the reference points to the term «navigational aids» in section 15 first paragraph.

Fourth paragraph:

The fourth paragraph implements SOLAS Chapter V regulation 19.5.

Fifth paragraph:

The fifth paragraph implements SOLAS Chapter V regulation 19.1.2.1.

Appendix I to the Regulations has been restructured the same way as the first paragraph of section 15.

Ships that are equipped in accordance with Appendix I must also comply with the provisions of section 15, paragraphs two through eight, as well as the rest of the Regulations.

Sixth paragraph:

The sixth paragraph implements SOLAS Chapter V regulation 1. This means that passenger ships of 500 gross tonnage and upwards operating in trade area Small Coasting may no longer apply the exemption in the former section 18 fifth paragraph. Since no application was required for the former exemption, and since the NMA does not have an overview of how many ships are affected by the amendment, a transitional arrangement for these ships has been provided in the ninth paragraph. As in section 6, the trade areas referred to in the sixth paragraph correspond to the geographical areas defined in the Trade Area Regulations, and not the trade area for which the ship is certified.

Seventh paragraph:

In the seventh paragraph the NMA has codified the current practice. The provision continues the former section 16 fourth paragraph (c) on ships of less than 1,600 gross tonnage.

Eighth paragraph:

This is a continuation of the former section 17 first paragraph.

Ninth paragraph:

The transitional arrangement is applicable for one year starting 1 July 2022 for ships that are subject to a new BNWAS requirement. This applies to passenger ships of 500 gross tonnage and upwards operating in trade area Small Coasting that have applied the exemption in the former section 18 fifth paragraph, and cargo ships of less than 150 gross tonnage. The Norwegian Society for Sea Rescue points out that a one-year transitional period may be problematic due to perceived challenges in supply chains, especially considering the number of vessels affected. The NMA acknowledges this challenge but also emphasises the importance of planning and ordering parts and installation well ahead of the deadline. The input has been considered, but the NMA maintains the transitional arrangement as proposed.

Tenth paragraph:

The transitional arrangement is applicable for one year starting 1 July 2022 for ships that are subject to a new AIS requirement.

Section 16 Nautical charts, nautical publications and ECDIS

First paragraph:

This paragraph implements the previous section 3. This requirement aligns with the provisions in SOLAS chapter V regulation 19. The references to IMO Resolution A.817(19) and MSC.232(82) in the former section 3 have been removed. The content of the IMO resolution and MSC is covered through the Marine Equipment Regulations, which apply to all ships and mobile offshore units. The second sentence reflects the rule in Res. 232(82), which states that: «ECDIS with adequate back-up arrangements may be accepted as complying with the up-to-date charts required by regulations V/19 and V/27 of the 1974 SOLAS Convention, as amended».

Following the consultation, a new final sentence has been added to the first paragraph, stating that the nautical publications mentioned in the first sentence may be digital, with reference to SLS.14/Circ.213. The content of SLS.14/Circ.213 expresses Norway's acceptance and conditions for the use of digital publications as an equal solution to paper versions. SLS.14/Circ.213 is attached to this circular.

Second paragraph:

The second paragraph contains the requirements from the previous section 14.

Section 17 Magnetic compass

SOLAS Chapter V regulation 19 includes, in addition to the carriage requirements implemented in section 15, a number of functional requirements for the equipment. These have been incorporated into sections 17 to 20 and are organised thematically by equipment type.

First paragraph:

This provision applies to all types of magnetic compasses and direction-finding devices for magnetic compasses mentioned in section 15 first paragraph and in Appendix I.

Second paragraph:

The requirement for a properly adjusted compass, as well as the preparation of a deviation table or curves, applies to those required to have a class A compass.

Third paragraph:

The direction-finding device must be capable of taking bearings over an arc of the horizon of 360 degrees. In accordance with the SOLAS requirement for ships constructed before 1 July 2002, the requirement to take bearings over an arc of the horizon of 360 degrees applies only as far as practicable.

Fourth paragraph:

The content of the previous RSV 3-2021 has been incorporated into section 17 fourth paragraph.

Section 18 Gyro compass

The proposed section 18, paragraphs one through three, is a continuation of the current requirements in the existing section 16.

The direction-finding device in the fourth paragraph must be capable of taking bearings over an arc of the horizon of 360 degrees. According to the SOLAS requirement for ships constructed before 1 July 2002, this applies only as far as is practically possible.

Section 19 Bridge navigational watch alarm system

Section 15 first paragraph specifies which vessels are required to have a BNWAS, while the phasing-in requirement for the new BNWAS for certain ships is outlined in section 15 ninth paragraph.

The requirement for automatic activation of the BNWAS is continued for the ships listed in Appendix II. The new wording in section 19 aligns with SOLAS V/19.2.2.3.

Section 20 Automatic Identification System (AIS)

The carriage requirement for AIS is stated in section 15. The previous section 19 now forms the new first and second paragraphs of section 20. Following consultative comments from ESA, the wording has been changed so that the meaning will not be wider than permitted by Directive 2002/59 and SOLAS.

Section 21 Voyage data recorder (VDR)

The previous section 20 third paragraph has been divided into three separate paragraphs to clarify the requirements and improve readability.

Section 22 Global satellite-based system for identifying and tracking ships (LRIT)

LRIT is required under both SOLAS Chapter V regulation 19-1 and Directive 2002/59/EC Article 6b, the latter stating that all ships covered by SOLAS Chapter V regulation 19-1 shall carry LRIT equipment when calling at a port of a Member State.

Ships and mobile offshore units constructed before 31 December 2008 operating in sea area A2 or A3 must also comply with the LRIT requirement. However, ships and mobile offshore units that operate exclusively on voyages within sea area A1 and are equipped with AIS are exempt.

Section 23 Integrated navigation and bridge systems

This section continues the provisions from the previous section 22.

Chapter 5 Pilot transfer arrangements

Section 24 Pilot transfer arrangements

First paragraph
IMO Resolution A.1045(27) provides recommendations concerning safe pilot transfer arrangements. This is in line with SOLAS Chapter V regulation 23.2.

The second and third paragraphs continue the former wording of the Regulations.

Section 25 Access requirements

Minor linguistic adjustments have been made to harmonise the wording with SOLAS, such as replacing «the securing strong point» with «the fastening points». Otherwise, there are no changes to the previous requirements.

Section 26 Precautions for access to the ship's deck

The first paragraph implements SOLAS Chapter V regulation 23.2.2. In the fifth paragraph, the previous section 27 second paragraph is continued with a clarification in (a) requiring handrails on both sides of the opening.

Section 27 Equipment and lighting

First paragraph
The previous first paragraph (e) is deleted since this is covered by section 26 second paragraph.

Second paragraph
The second paragraph continues the content of the previous section 28 second paragraph.

New third paragraph
The third paragraph implements SOLAS Chapter V regulation 23.2.1 on the cleaning, maintenance, stowing and use of the pilot transfer arrangements.

New fourth paragraph
The fourth paragraph implements SOLAS Chapter V regulation 23.2.4 on recording the date of the first use of the pilot ladder and the dates of any repairs.

Chapter 6 Concluding provisions

Section 28 Exemptions

The provision in section 28 first paragraph implements SOLAS Chapter I regulation 5 and Chapter V regulation 3, and permits alternative solutions to be considered equivalent to the regulatory requirements upon written application. The wording «…when it is documented…» implies that the applicant must convince the NMA that the proposed solution meets the regulatory requirements. Documentation of completed tests of such alternative solutions may serve as an example of how the requirement can be fulfilled[5].

[5] Reference is also made to the IMO's procedure for evaluating alternatives in MSC.1/Circ. 1455.

For clarity, it should be noted that ships constructed under the Regulations on surveys, construction and equipment of passenger ships engaged on domestic voyages, which implement Directive 2009/45, are subject to SOLAS Chapter V, and exemptions granted within the framework of section 28 are therefore also acceptable for ships constructed pursuant to the Regulations on surveys, construction and equipment of passenger ships engaged on domestic voyages.

The wording in the second paragraph includes SOLAS Chapter V regulation 3. The NMA considers it important that national regulations should not be stricter than what is permitted by SOLAS.

A condition has been included stating that any exemption may not contravene international obligations, more specifically Directive 2002/59. The reason is that the Regulations on navigational aids and arrangements on the bridge of fishing vessels also implements EU Directives where AIS, VDR and LRIT are required. Exemptions from these requirements cannot be granted beyond what the directive allows.

The wording in section 28 second paragraph provides the NMA with the legal basis to issue decisions on exemptions from the requirements of the Regulations. An exemption requires that the company submits a written application containing information and justification, which the NMA will then assess, taking into account the considerations and interests that the applicable requirements are meant to look after. Whether a decision shall be made exempting the company from certain commitments, is decided following a concrete assessment. Companies applying for exemptions are not entitled to have these granted even if the terms of the exemption provision are met. The starting point is that the requirements of the Regulations shall be met. Only in cases warranted by valid grounds, will there be an opening for making a decision to exempt.

There are two possibilities for granting exemptions in the second paragraph, cf. (a) and (b).

Pursuant to (a) the criteria are as follows:
«it is established that the requirement is not essential and that it is justifiable in terms of safety». That the requirement is not essential means that the requirement concerned is considered to be less essential when compared to the extraordinary reasons forming the basis for an exemption. In the processing of such applications it is also possible that considerations related to social economy may be taken into account. An exemption pursuant to (a) a may only be granted if a waiver of the requirement concerned will still provide a solution considered overall justifiable in terms of safety. The exemption pursuant to (a) will also be relevant in the particular cases where, due to the general wording of the requirements, it is difficult to make the regulatory requirement applicable to the ship in question.

With regard to the term «justifiable in terms of safety», assessments must take into account the safety of life, health, property and the environment.

Pursuant to (b) the criteria are as follows:
«it is established that compensating measures will maintain the same level of safety as the requirement of these Regulations». The term «compensating measures» is relatively wide, and may include a number of measures, including innovative measures, as long as they are considered to maintain the same level of safety as the requirement(s) of the Regulations.

The third paragraph implements SOLAS Chapter V regulation 3.1 for ships not mainly propelled mechanically. The wording «a ship propelled by sails, even if fitted with mechanical propulsion for auxiliary and emergency purposes» is the same as the definition of sailing ships in Directive 2017/2108 Article 1. In the opinion of the NMA, this definition is in line with SOLAS, and in line with

the NMA's practice for sailing ships. The same wording is used in the Regulations on surveys, construction and equipment of passenger ships engaged on domestic voyages.[6]. This rule means that these ships may be exempt from certain rules that are not practical for the ship type in question.

However, exemptions may not be granted from the AIS requirement for sailing ships to a greater extent than what is permitted by Directive 2002/59. According to the Directive, the AIS requirement does not apply to «traditional ships», and «'traditional ships' means all kinds of historical ships and their replicas including those designed to encourage and promote traditional skills and seamanship, that together serve as living cultural monuments, operated according to traditional principles of seamanship and technique». Other sailing ships may be exempted if the conditions of the Regulations are met and if an exemption does not contravene the Directive.

In SOLAS, there are several provisions allowing ships to carry other equipment than what is explicitly mentioned in the regulations (other means). The NMA has chosen not to include «other means» directly in the individual sections, but instead ensure that this is covered by the exemption provisions. The reason for this is that the company in any case needs to apply in order to be permitted to carry alternative equipment, cf. SOLAS Chapter V regulation 19.3, which states: «When 'other means' are permitted under this regulation, such means must be approved by Administration in accordance with regulation 18.»

Section 29 Entry into force

This section continues the provisions from the previous section 29.

Appendix I

Appendix I provides carriage requirements for ships, the keel of which was laid or which were at a similar stage of construction on or after 1 July 2002, and which do not fully comply with section 15 first paragraph of the Regulations.

Appendix II

Navigation and navigational aids

As mentioned above, Appendix II only applies to cargo ships of less than 24 metres in length (L) and of less than 500 gross tonnage. These ships must, instead of the requirements in sections 3 to 23 in the Regulations on navigation and navigational aids for ships and mobile offshore units, comply with section 2, chapters 5 and 6 and the requirements in this Appendix. In the making of Appendix II, the focus has been on user-friendliness and tailoring of requirements for this vessel group.

Some of the requirements are a continuation of previous requirements. At the same time, some relaxations have been added, and tailored rules have been made for this vessel group. A lower limit has also been set for the carriage requirements for some of the required equipment. The limit for the requirements for unobstructed view from the wheelhouse has been extended and now applies to ships of 12 metres or more in overall length. A requirement has been introduced for BNWAS and AIS on ships of 12 metres in overall length and upwards.

1. Maintenance and repair

[6] Regulations of 28 March 2000 No. 305 on surveys, construction and equipment of passenger ships engaged on domestic voyages

This provision is identical to section 3. The wording has been slightly changed following the consultation, see the comment to section 3.

2. International Code of Signals and IAMSAR Manual

The IMSAR Manual requirement applies to ships of 8 metres in overall length and upwards. This is in accordance with the scope of action in SOLAS. An eight metre limit is an already established limit for this vessel group in the Regulations on construction and supervision of small cargo ships.

Compared to the proposal that was circulated for review, a clarification has been made to the wording of items 1 and 2 where it is specified that the paper copy of the International Code of Signals and the IAMSAR Manual shall be available on board. This is in accordance with current practice, and the with the guidelines provided by the IMO in MSC-MEPC.2/Circ. 2 item 5.

Furthermore, in item 2, following the consultation, the NMA has changed the requirement to only apply to ships of 300 gross tonnage and upwards engaged on foreign voyages and fitted with a radio installation. This is in accordance with SOLAS and provides a better adjustment of the rule for this vessel group.

3. Signals to be used in distress situations

This provision is identical to section 6, see the comment to this provision.

4. Ice Patrol Service

This provision is identical to section 9, see the comment to this provision.

5. Danger messages

This provision is identical to section 10, see the comments to this provision.

6. *Operation of steering gear*

This continues the former section 10.

7. Steering gear – testing and drills

The former section 11 first paragraph second sentence is continued in item 1, and the former section 11 first paragraph first sentence is continued in item 6.

The requirements in items 2, 3, 4 and 5 are a continuation of the former section 11 second to fifth paragraphs.

8. Wheelhouse design

The wheelhouse shall be designed in compliance with the guidelines of MSC/Circ.982. A reference has been included to SOLAS Chapter V regulation 15 in item 8 instead of referring to all of MSC/Circ.982. There is a lower limit of 12 metres for the additional requirements in (a) and (b), which will be a relaxation compared to the former section 12.

Subparagraph a implements the requirement concerning appropriate location of navigational equipment and corresponds with MSC/Circ.982 and the Regulations on navigational aids section 24[7].

Subparagraph b corresponds with MSC/Circ.982 item 5.1.2.1.

9. Visibility from wheelhouse

The visibility requirements apply to ships of 12 metres in overall length and upwards.

Compared to the former section 13 first paragraph subparagraph a, the requirement for 500 metres forward has not been continued in subparagraph a. The limitation on visibility forward of the bow may be a maximum of two ship lengths, but not more than 500 metres, cf. section 13 first paragraph subparagraph a.

Compared to the previous section 13 first paragraph subparagraphs b and c, only linguistic adjustments have been made in item 1 subparagraphs b and c.

In subparagraph d, the requirement from the previous section 13 first paragraph subparagraph d has been relaxed and simplified to ensure visibility astern. This is an adaptation for this vessel group.

Compared to the previous section 13 first paragraph supbaragraphs g, h, j and k, only linguistic adjustments have been made.

In subparagraph f, the wording has been adapted for this vessel group compared to the requirement in the previous section 13 first paragraph subparagraph f. The proposal in the second sentence is in line with existing administrative practice.

In subparagraph h, following consultation input, the wording has been changed from «1800 cm» to «1800 mm», which is correct.

In subparagraph i, the previous section 13 first paragraph subparagraph l has been clarified to better describe the content of the requirement. Instead of the previous requirement for at least two front windows with clear visibility, there is now a requirement for at least one window with clear visibility.

Item 2 continues the previous section 13 second paragraph.

The previous section 13 third paragraph is continued with simplified wording in item 3.

10. Navigational aids

The carriage requirements in SOLAS Chapter V regulation 19 are presented in a table. The table in item 10.1 applies to all vessels regardless of year of construction.

Based on consultation input, the wording in the table has been changed from «metres» to «overall length». Furthermore, a linguistic adjustment has been made to the Norwegian version, replacing the term «dagmorselampe»
with «dagslyssignallampe». In addition, it has been clarified after the consultation that AIS means AIS class A in this context.

[7]Regulations of 15 September 1992 No. 701 on navigational aids and arrangements on the bridge and in the wheelhouse, and communication equipment in the wheelhouse of ships (repealed)

Magnetic compass class B
Currently, cargo vessels of less than 15 metres in overall length are required to have a magnetic compass in accordance with ISO standard ISO 25862:2009, cf. section 16 first paragraph. The requirement for a magnetic compass class B must be viewed in relation to the requirements for wheel-marked marine equipment in the Marine Equipment Regulations. Item 6 has a transitional arrangement stating that ships of less than 15 metres in overall length may keep a magnetic compass of the standard applicable at the time when the compass was brought on board, until it is replaced.

Global Navigation Satellite System (GNSS)
The GNSS requirement applies to ships of 8 metres in overall length and upwards. This represents a relaxation compared to the previous requirement in section 15, and is in accordance with the scope of action in SOLAS.

Radar reflector
The requirement for a radar reflector applies to ships of less than 12 metres in overall length and must be viewed in relation to the AIS requirement for ships of 12 metres in overall length and upwards. This requirement represents a relaxation compared to previous regulations, and is in accordance with the scope of action in SOLAS.

Standard magnetic compass class A
The previous provision in section 16 third paragraph (a) is continued here.

Direction-finding device
The requirement only applies to ships engaged on international voyages. This is in accordance with the scope of action in SOLAS.

Bridge navigational watch alarm system (BNWAS)
See the comment to section 15 above.

AIS
See the comment to section 15 above.

Daylight signalling lamp
The requirement only applies to ships engaged on international voyages. This is in accordance with the scope of action in SOLAS.

Radar 9 GHz (3 cm) with an Electronic Plotting Aid (EPA)
The previous provision in section 17 second paragraph (b) and (c) is continued here.

Transmitting heading device (THD)
The previous provision in section 17 second paragraph (e) is continued here.

Echo-sounding equipment
The previous provision in section 17 second paragraph (a) is continued here.

Log indicating the speed through the water
Previously, this requirement applied only to ships of 300 gross tonnage and upwards, cf. previous section 17 second paragraph (d). The requirement to be able to read speed through water is no longer continued for this vessel group in domestic voyages. For this vessel group, there is no

requirement for ARPA or ATA, and therefore it will not be necessary to provide speed-through-water information to the radar. This is in accordance with the scope of action in SOLAS.

For items 2 and 3, see the justification for sections 15 and 16 above.
In item 5, the requirement is in accordance with the scope of action in SOLAS.

In item 7, an alternative solution is permitted.

In item 8, the first sentence introduces a one-year transitional arrangement from 1 July 2022 for ships that are subject to a new AIS class A requirement. Following the consultation, the NMA has added in the second sentence a transitional rule stating that ships having AIS class B which is brought on board prior to the entry into force of these Regulations, shall comply with the requirement for AIS class A not later than 1 January 2027.

Item 9 introduces a transitional arrangement applicable for one year starting 1 July 2022 for ships that are subject to a new BNWAS requirement.

11. Nautical charts and nautical publications

A clarification is made in item 1 stating that the intended voyage shall be planned and in item 4 stating that ships using paper charts shall have a chart table installed in the wheelhouse.

As regards the wording in item 2, see the comments to section 16 above. After the consultation, a new final sentence has been added to the first paragraph which says that the nautical publications referred to in the first sentence can be digital, referring to SLS.14/Circ.213. The content of SLS.14/Circ.213 expresses Norway's acceptance and conditions for the use of digital publications as an equal solution to paper versions. SLS.14/Circ.213 is attached to this circular.

The content of item 3 is taken from RSV 12-2019 and constitutes a regulatory implementation of the option provided by this circular. Following the consultation, the Norwegian Maritime Authority has adjusted the wording. The criteria to be applied for obtaining such approval will be set out in a guidance circular.

Item 5 introduces a relaxation and simplification compared to previous requirements. The requirement is adapted to the smallest vessels and makes it possible to use an alternative electronic solution to meet the requirement for nautical charts.

12. Magnetic compass

Here, section 16 third paragraph subparagraphs a to c are continued, except for the reference to SLS.14/Circ.233.

13. Bridge navigational watch alarm system

Here, previous section 18 first and fourth paragraphs are continued, with linguistic adjustments.

14. Automatic Identification System (AIS)

The carriage requirement for AIS is found in item 10. Previous section 19 second and third paragraphs become item 1 and item 2. Following consultative comments from ESA, the wording has

been changed so that the meaning will not be wider than permitted by Directive 2002/59 and SOLAS.

15. Global satellite-based system for identification and tracking of ships (LRIT)

This provision is identical to section 22, see the comments to that section.

16. Spare magnetic compass

Here, previous section 16 third paragraph (d) is continued.

17. Integrated navigation and bridge systems

Here, previous section 22 is continued.
Yours faithfully,

Knut Arild Hareide	Linda Bruås
Director General of Shipping and Navigation	Head of Department

This document has been electronically approved, and therefore does not contain handwritten signatures.

Attachments:

1. Regulation concerning amendments to the Regulations on navigation and navigational aids for ships and mobile offshore units
2. Consultation matrix (in Norwegian only)
3. SLS.14/Circ.213