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Regulation amending the Regulations on ships using fuel with a flashpoint of less than 60°C and the Dangerous Goods Regulations. Implementation of resolutions MSC.523(106), MSC.524(106), MSC.551(108) and MSC.556(108).

The Norwegian Maritime Authority (NMA) has adopted amendments to the Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships and the Regulations of 27 December 2016 No. 1883 on ships using fuel with a flashpoint of less than 60°C.

Through these amending regulations, the following IMO resolutions are implemented: MSC.523.(106), which amends the International Code for the construction and equipment of ships carrying liquefied gases in bulk (IGC Code); MSC.556 (108), which contains the revision of the International Maritime Dangerous Goods Code (IMDG Code); and MSC.524(106) and MSC.551(108), which contain updates to the International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code).

Amendments to the Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships

Amendments to the IGC Code

The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) has been implemented in the International Convention for the Safety of Life at Sea (SOLAS), Chapter VII. The IMO Maritime Safety Committee (MSC) periodically revises the IGC Code to reflect operational experience and technical developments.

By Resolution MSC.523(106), adopted by MSC on 10 November 2022, amendments were made to chapter 6 regulation 6.4.1 of the IGC Code, whereby table 6.3 was replaced in its entirety. The purpose of the amendments was to permit the use of high manganese austenitic steel for cryogenic temperatures. The amendments allow the use of high manganese austenitic steel for type A, B and C tanks for, among others, butane and methane (LNG) as cargo or fuel.

The IGC Code has been incorporated into Norwegian legislation by specific reference in section 5 (d) of the Regulations on dangerous goods on Norwegian ships. The implementing provision has been amended to align with the revised international regulations. For ships engaged on domestic voyages, corresponding provisions apply to a large extent pursuant to section 8 of the Regulations.

Amendments to the IMDG Code

The International Maritime Dangerous Goods Code (IMDG Code) has been made mandatory under SOLAS Chapter VII Regulation 3 concerning the carriage of dangerous goods. The IMDG Code is republished in a new edition every two years by decision of the MSC. By Resolution MSC.556(108), adopted by the MSC on 23 May 2024, amendment 42-24 to the IMDG Code was adopted. This amendment constitutes a consolidated version of the IMDG Code and replaces the Code in its entirety.

The revision of the IMDG Code contains a number of amendments, the most significant of which are summarised below: Carriage requirements have been introduced for 11 new substances added to the Dangerous Goods List (DGL).

Amendments have been made to several existing carriage requirements, including those for CARBON (UN1361) and ACTIVATED CARBON. In appendix 8 regulation 2.9.2, vehicles powered by sodium-ion or lithium batteries have been assigned to Class 9 and allocated new UN numbers. New loading instructions have been introduced for such vehicles. Clarifications have been made regarding documentation requirements for the "stowage plan" in appendix 8 regulation 5.4.3.1.

The IGC Code has been incorporated into Norwegian legislation by specific reference in section 5 (b) of the Regulations on dangerous goods on Norwegian ships. The implementing provision has been amended to align with the revised international regulations. For ships engaged on domestic journeys, the same rules have mainly been made applicable the same way, cf. section 8 of the Regulations.

Amendments to the Regulations of 27 December 2016 No. 1883 on ships using fuel with a flashpoint of less than 60°C

Amendments to the IGF Code

The International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code) is implemented in the Safety of Life at Sea Convention (SOLAS) Reg. II-1/57. Due to the rapid development of new fuel technology, the IMO Maritime Safety Committee (MSC) periodically revises the IGF Code to reflect operational experience and technical developments.

By Resolution MSC.475(106), adopted by MSC on 10 November 2022, amendments were made to Part A-1 Regulation 7.4.1 table 7.3 of the IGF Code. The amendments correspond to the changes adopted in the IGC Code, in order to include the use of high manganese austenitic steel for cryogenic service. By Resolution MSC.551(108), adopted by MSC on 23 May 2024, a number of minor amendments were adopted to Part A, Part A-1, Part B-1 and Part C-1 of the IGF Code.

The IGF Code has been incorporated into Norwegian legislation by specific reference in section 2 second paragraph of the Regulations on ships using fuel with a flashpoint of less than 60°C. The implementing provision has been amended to align with the revised international regulations.

Public consultation

Both amending regulations were subject to public consultation from 30 August to 1 December 2025. The NMA received responses from four consultation bodies, of which only one submitted comments on the proposal.

The amending Regulation to the Regulations on dangerous goods on Norwegian ships was notified to the EFTA Surveillance Authority. The standstill period expired on 2 December 2025. No comments were received on the regulatory amendments.

Administrative and financial implications

The amendments update the regulatory framework applicable to Norwegian ships in line with the amendments to the IGC Code, IMDG Code and IGF Code. It is assumed that stakeholders who routinely apply these Codes are familiar with their substantive amendments. With respect to the IMDG Code, enhanced safety requirements in certain areas, as well as changes to marking and labelling requirements for specific goods, may result in increased freight costs. The NMA will adapt its enforcement practices to reflect the amendments to the Codes.

Yours faithfully,

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

Attachments:

Amendments to the Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships and the Regulations of 27 December 2016 No. 1883 on ships using fuel with a flashpoint of less than 60°C.

Resolutions MSC.523(106), MSC.524(106), MSC.551(108) and MSC.556(108).

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