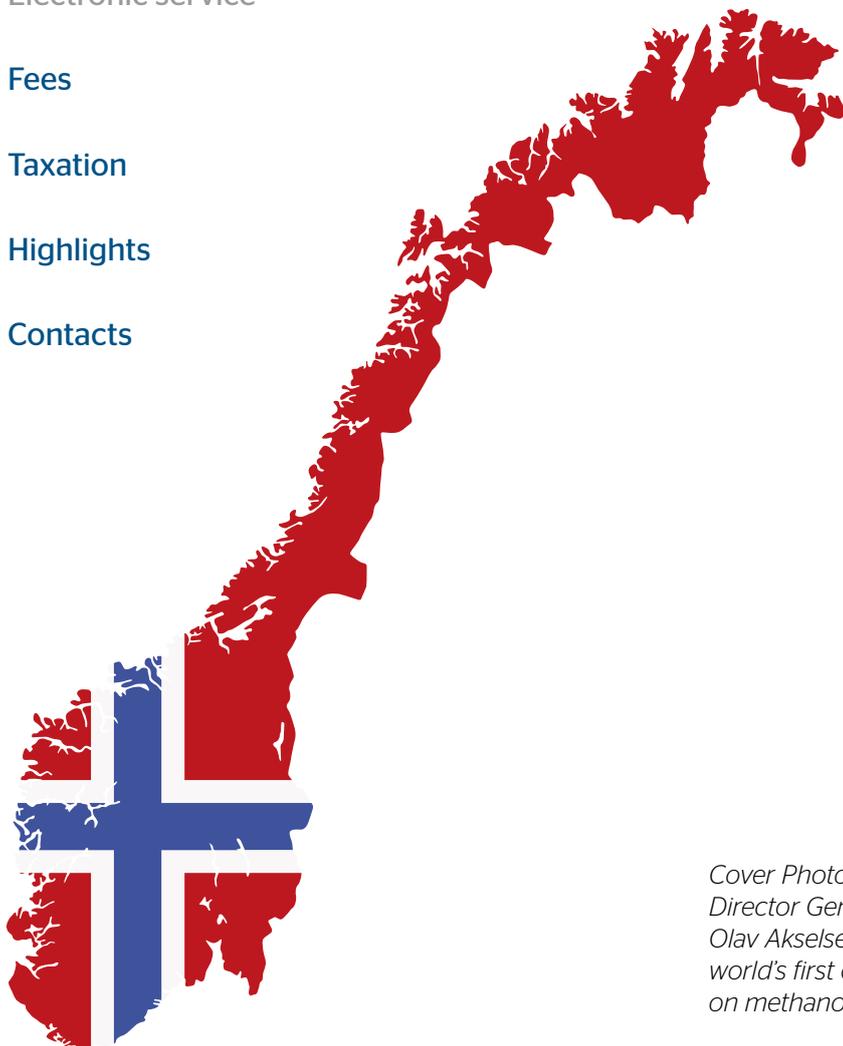


The Norwegian International Ship Register



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*Cover Photo:
Director General of Shipping and Navigation,
Olav Akselsen, attended the naming ceremony for the
world's first ocean going ships capable of running
on methanol. They both fly the Norwegian flag.*



The photo contest for seafarers: Finn Belden

Introduction to the Norwegian Maritime Authority (NMA)

The Government's vision is that Norway shall be a world leading maritime nation providing the most innovative and environmentally friendly solutions and maritime "know-how". The Norwegian Maritime Authority is subordinate to The Ministry of Trade, Industry and Fisheries (NFD) and the Ministry of Climate and Environment.

The Authority holds jurisdiction over ships registered in Norway and foreign ships arriving in Norwegian ports. In accordance with the Government's maritime strategy, we work to ensure that Norway is an attractive flag state for Norwegian and foreign owners with the highest safety standards to protect life, health, the environment and property.

Organization

The Authority's headquarter is in Haugesund with the Department of Ship Registration based in Bergen. 7 regional and 10 coastal offices are situated along our coast. All in all, the NMA employs approximately 320 people. Roughly one-third of the personnel are working outside our headquarter.

The NMA's central responsibilities include:

- Supervision of working and living conditions on board and issuing certificates for seafarers.
- Registration of ships and rights in ships in the Norwegian International Ship Register (NIS) and the Norwegian Ordinary Ship Register (NOR).
- Promotion of the Norwegian flag.
- Administration of the reimbursement scheme for seafarers.
- Supervision of Norwegian registered vessels and their owners, in addition to issuing certificates.
- Supervision of foreign ships calling at Norwegian ports.
- Developing Norwegian and International legislation
- Actively participate in international organizations in order to promote Norway's view on shipping policies and legislation.
- Recording and follow-up of accidents.



Organization chart

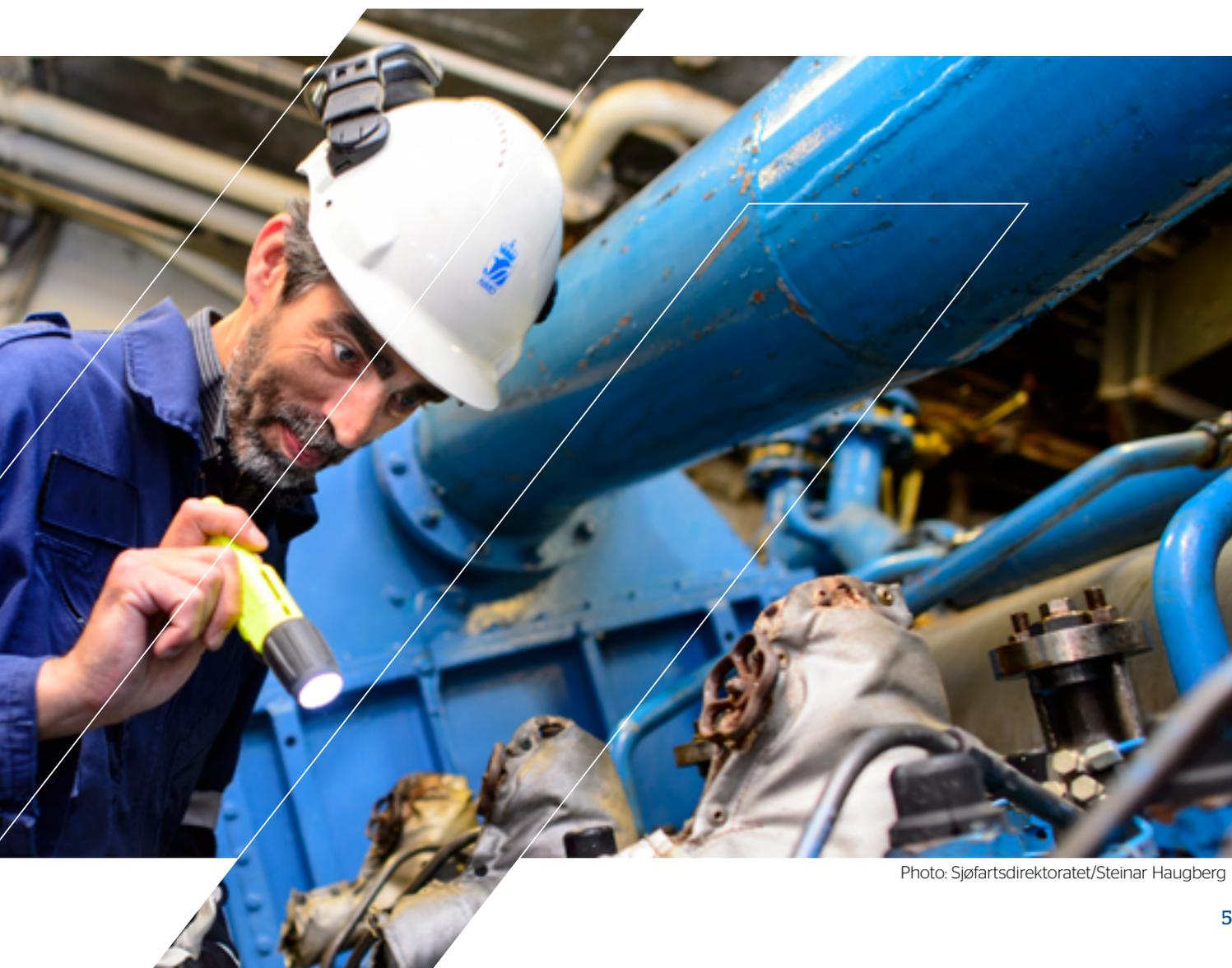
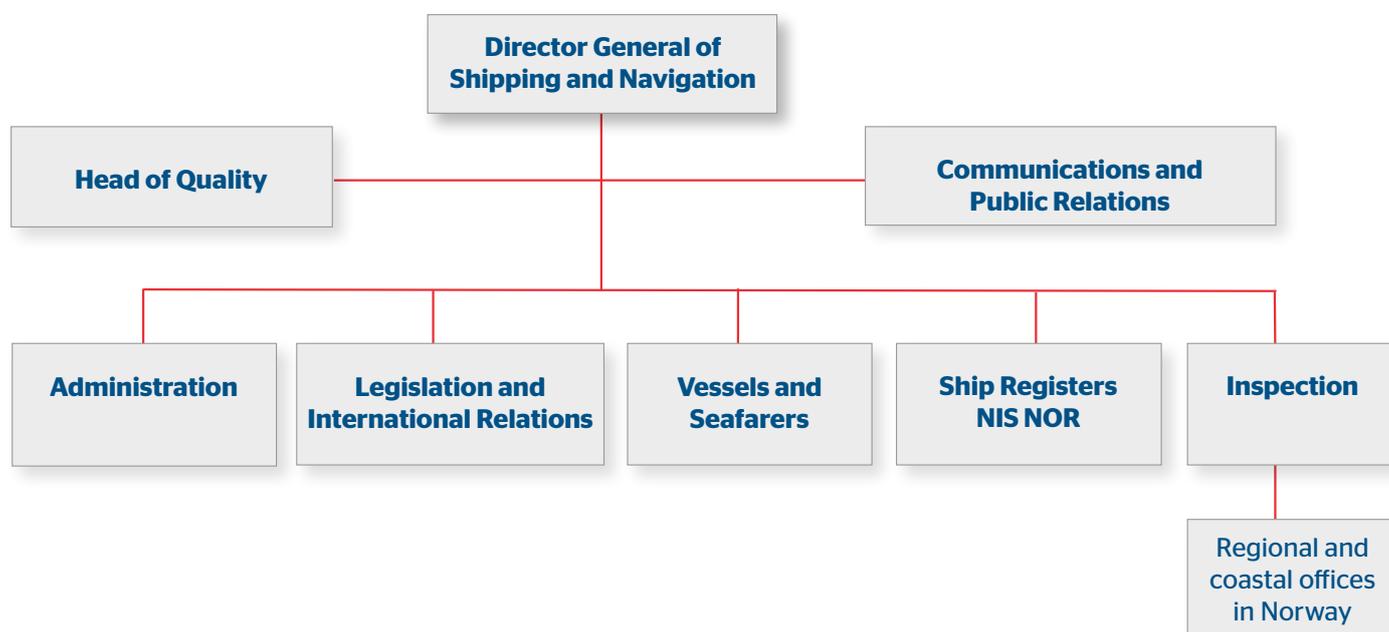


Photo: Sjøfartsdirektoratet/Steinar Haugberg

The Complete Maritime Cluster

The NMA is proud to be part of Norway's maritime cluster. Development of expertise and products is a result of close interaction between the various elements of the maritime sector and transport is at the very core of this complex.

Norwegian shipbuilding industry continuously accommodates the needs and challenges in the industry. Today, Norwegian-owned shipyards serve the global shipping market with production of high-value, specialized vessels.

The yards are professionals in adapting vessels to meet changing market needs and the range of ships include offshore supply ships, seismic research vessels, reefers, high speed crafts and ferries.

The offshore industry is focused on smaller fields, involving development of new types of technology. Today, the Norwegian offshore service industry is one of the largest in the world.

Manufacturers of ship's gear have co-operated with the shipyards and ship owners through the years.

These companies are recognized world-wide for the quality and technical sophistication of their products.

Norway is at the forefront in the use of information technology at sea. The Norwegian research and development institutions deliver marine services throughout the world. The major customers are shipping and shipbuilding, the offshore marine industry, fisheries, aquaculture and marine industry.

By means of joint effort, the Norwegian maritime cluster has managed to get different groups together. This interaction strengthens the individual enterprise as well as the maritime sector as a whole. Participation in the NIS opens a channel to the advanced and varied expertise concentrated in Norway's maritime cluster.





The Norwegian International Ship Register (NIS)

Since its establishment in 1987, the NIS has provided the industry with a high quality option for registration. Ships registered in the NIS fly the Norwegian flag and are subject to Norwegian jurisdiction. This implies that the ordinary shipping legislation applies to ships registered in the NIS with some exemptions and special rules.

Norway's comprehensive code of maritime law assures creditors that it represents a secure and professional alternative.

Our country's maritime law is known for its sophistication and predictability.

Great emphasis has been placed on maintaining a quality register which ensures that vessels operating under the NIS regulations meet highly acceptable safety and working standards. To ensure this, the rules are based on the obligations accepted by Norway, particularly with regard to IMO (the International Maritime Organization) and ILO (International Labour Organization) conventions.

Norway appears on the Paris MoU and Tokyo MoU White Lists. This clearly shows that the Norwegian flag is a quality flag worldwide. Ships must have a flag on the White List in order to be able to qualify as a low risk ship in the region.

1. prize The photo contest for seafarers 2012. Svein Angell



Regulations

As a main rule, self-propelled passenger and cargo ships, hovercrafts, drilling platforms and other mobile installations may be entered into the Norwegian International Ship Register, provided that they are not entered in the registry of another country.

According to the NIS-Act foreign shipping companies may register their vessels in the NIS. Ships owned by foreign shipping companies must be operated by a Norwegian shipping company with its head office in Norway.

Operation is understood to mean either:

- technical management (manning, outfitting, maintenance, etc.) or
- commercial operation (chartering, marketing, etc.)

The vessel can also be operated wholly or partly from management offices abroad which are owned by a Norwegian shipping company with its head office in Norway.

Certain restrictions are imposed by the NIS-Act on the areas where vessels in the register can trade.

The Ministry of Trade, Industry and Fisheries has issued regulations concerning special trading areas for vessels and mobile offshore units engaged in the petroleum industry.



Vessel Safety and Manning

By focusing on vessel safety and manning qualifications, The Norwegian Maritime Authority work together with responsible shipowners to:

- To ensure and contribute to Norwegian ships keeping the highest level of safety and environmental standards.
- To ensure and contribute to seafarers on board Norwegian ships having good qualifications and good working and living standards.
- To ensure that foreign vessels in Norwegian waters and ports keep in line with national and international laws and regulations.

Safety Requirements

Norway has ratified most IMO/ILO Conventions, Protocols and Amendments which also apply to the NIS, such as the Safety of Life at Sea Convention (SOLAS), including the International Safety Management Code (ISM), the Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW) 1978 as amended, the Marine Pollution Prevention Convention (MARPOL), ILO Convention No. 147 Merchant Shipping (Minimum Standards). The ILO's Maritime Labour Convention 2006 has also been ratified by Norway.

Recognized Classification Societies

Ships to be registered in the NIS must meet Norwegian and international recognized technical and nautical standards. The Norwegian Maritime Authority is in charge of supervision of Norwegian ships. Inspections and supervisions may, however, be delegated to the recognized classification societies. The following six societies are authorized to carry out inspections and supervisions on behalf of Norwegian authorities:

- American Bureau of Shipping- ABS
- Bureau Veritas- BV
- DNV GL AS
- Lloyds Register of Shipping- LR
- Nippon Kaiji Kyokai- ClassNK.
- RINA S.p.A- RINA



The photo contest for seafarers: Paul Milburn



The photo contest for seafarers: Håkon Kjølmoen

Manning

Pursuant to the Norwegian regulations of 18 June 2009 No. 666 concerning the manning of Norwegian ships, the number and composition of the minimum safe manning of ships are based on evaluation of each individual ship. Safe manning will, therefore, vary in accordance with trading area and requirements. In addition to these statutory manning requirements, the master and/or owner shall determine the number of crew required for the industrial part of the ship's operation.

The Norwegian legal system has no restriction on employment of non-Norwegian seafarers with the exemption of the master, who should hold EEA (European Economic Area) citizenship. However it is possible to apply to the Norwegian Maritime Authority for dispensation from this requirement.

Seafarers serving on NIS vessels are covered by Norwegian law. Collective agreements on wages and other conditions may be signed with Norwegian or foreign unions. Unions must be bona fide. The other contracting part will be the Shipowners' Association or the individual shipping company.

Personal certificates

Seafarers may now apply for personal certificates using our e-forms service. Documentation on seafaring experience, medical and educational certificates and other confirmations from the shipping companies are submitted to our database by the issuer. This information is then coordinated with the received applications. Both application for certificates and endorsements are available online. The applicable fee may be paid online upon submission of an application.

Registration

The Department of Ship Registration administers the Norwegian International Ship Register (NIS) and the Norwegian Ordinary Ship Register (NOR). Ships, and their ownership and encumbrances are documented by the department in Bergen. Working in partnership with our clients is essential in order to ensure a smooth registration process. Each registration is allocated a case officer in charge who will follow that specific registration. Great emphasis is placed on offering comprehensive and complete information at the initial point of contact and pre-clearance of documents is always encouraged. Several search-options are available on our web-site, free of charge: www.sdir.no

Grant scheme for the employment of seafarers

Ships registered in the Norwegian International Ship Register (NIS) may apply for grants based on their payments of Norwegian advance tax deductions, social security contributions and employer's contributions. The purpose of the grant scheme is to safeguard Norwegian maritime competence and the recruitment of Norwegian seafarers, as well as ensure competitive framework conditions for the companies. There are two different grant schemes for ships in the NIS.

Grants for ships in the NIS:

The company will receive grants equivalent to 26% of their paid Norwegian advance tax deductions, social security contributions and employer's contributions for each employee entitled to grants.

In this scheme, an addition is given for training positions.

- Junior officers: Addition of 100% of the grant. (The total grant will then be: 26% multiplied by 2)

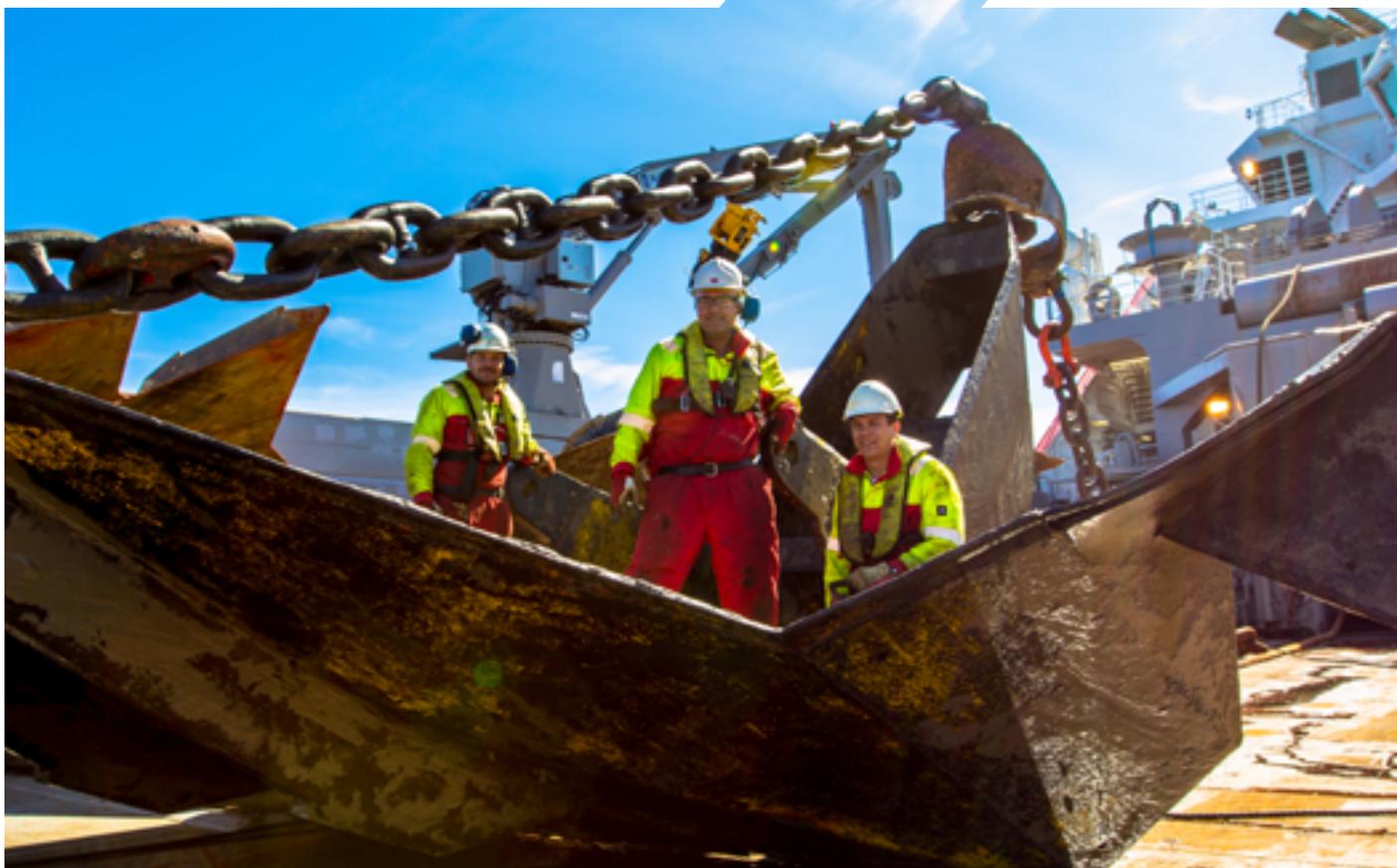
- Cadets: Addition of 50%. (The total grant will then be: 26% multiplied by 1.5)
- Trainees: Addition of 150%. (The total grant will then be 26% multiplied by 2.5)

Grants for construction vessels in the NIS:

The company may receive grants equivalent to 34,666 NOK per term based on their paid Norwegian advance tax deductions, social security contributions and employer's contributions for each employee entitled to grants.

In order to receive grants from this scheme, the company must have on average two training positions per ship. It is possible to apply for exemption from the requirement for training positions.

Please see www.sdir.no and the Regulations for more information on the grant scheme. Grants for the employment of employees at sea (Regulations 2016-02-26 No. 204).



The photo contest for seafarers: Bjarne Hovland

Service

The Norwegian Maritime Authority's employees shall provide a high level of service. The NMA is ISO 9001:2008 certified.

Employees will provide good service based on the main principles of openness and accessibility and communicate in a user-friendly language. All matters are to be handled in compliance with the prevailing regulations applicable to government administrations.

A high level of service also implies swift and precise answers to enquiries and making necessary information readily available through our communication channels. Predictability and accessibility for our users is important to ensure good, constructive collaboration.

Officer on call for urgent matters and inquiries outside of regular office hours.

You may contact our officer on call on phone-number + 47 52 74 50 00, around the clock, including weekdays and holidays. When an accident or an incident has taken place it is often important that the ship's management, on board and/or ashore, are able to contact the NMA for assistance concerning the situation. The officer on call will provide guidance and advice relating to maritime problems as well as the relaying of messages or requests to co-operating authorities.

The Department of Ship Registration's officer on call

The parties involved in ship registrations often find themselves in different countries and time zones. To ensure that registrations take place as

scheduled, the department has an officer on call from 7 a.m. until midnight. For planned deliveries, changes of flag to or from Norway, change of ownership or registration of mortgages, an appointment may be made with our officer on call to be present in the office. Our case handler will be available to examine documents and receive confirmations and instructions from the parties when registration is to take place. Upon registration, all necessary certificates are issued swiftly.

Our officer on call is also prepared to be available outside office hours on short notice. Deliveries may be postponed and drafts and revised documents in need of approval.

The general public is also in constant need of guidance and may be assisted by the officer on call.

This service is available all days except Sundays and International Holidays.

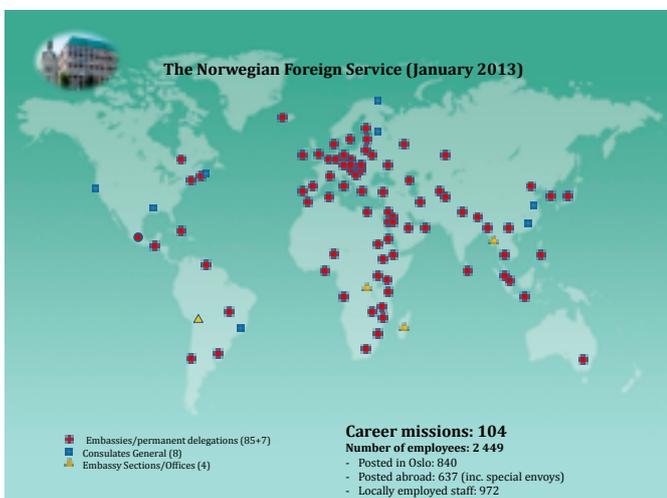


Photo: Haakon Nordvik



Photo: Haakon Nordvik

The Norwegian Consular Service



A visual outline of Norway's Consular Services abroad
Source: Ministry of Foreign Affairs

Shipping is an international business and the authorities of the flag state may be needed to be contacted in various parts of the world. Norwegian Embassies and consular stations in 164 countries world-wide are available to offer assistance to Norwegian flagged ships and their crew. These services are very often utilized by the Register in connection with issuance of Provisional Certificates of Nationality and they are also often involved in endorsement of manning certificates on behalf of the Authority.

Electronic services

Via the e-government portal “Altinn”, users can submit an increasing number of forms related to seafarers, vessels and accidents.

Electronic submissions

- Health Certificates
- Declaration of unfitness
- Certificates from educational institutions

Electronic applications,
seafarers

- Application for Norwegian maritime certificates
- Application for endorsements

Electronic verification

- Norwegian maritime certificates
- Endorsements

Electronic services
for shipowners

- Application for reimbursement for the employment of Norwegian seafarers
- Reporting on time of sea service
- Reporting on employment conditions
- Electronic ship drawings



The photo contest for seafarers: Knut Revne

Fees payable to the NMA for NIS-ship > 500GT

Default: 11 000 NT. Please enter the correct NT for your ship.

SHIP NAME

CALL SIGN

Nettotonnasje (NT):

Initial Fee (engangsgebyr)

| | | | |
|---|-------------------------------------|----------------|-----------------|
| Basic amount | | | 12 000 |
| for the first (5.000 NT) | 5 000 NT | 5,0 NOK per NT | 25 000 |
| for the next (5.000 NT) | 5 000 NT | 4,0 NOK per NT | 20 000 |
| for the next (20.000 NT) | 1 000 NT | 3,0 NOK per NT | 3 000 |
| for the next (40.000 NT) | 0 NT | 2,0 NOK per NT | 0 |
| Total | 11 000 NT | | |
| The amount thus calculated shall be multiplied by a factor of | <input type="text" value="1,5000"/> | | |
| Total initial fee (the NMAs tariff of fees) | | | 90 003 * |
| Fee for new registration in the NIS | | | 3 301 |
| Total initial fee | | | 93 304 |

Annual Fee

| | | | |
|---|-------------------------------------|----------------|------------------|
| Basic fee for ships of < 30 000 NT | | | 15 000 |
| Basic fee for ships of > 30 000 NT but <= 70 000 NT | | | 0 |
| Basic fee for ships of > 70 000 NT | | | 0 |
| for the first (30.000 NT) | 11 000 NT | 2,0 NOK per NT | 22 000 |
| for the next 40.000 NT) | 0 NT | 1,5 NOK per NT | 0 |
| for tonnage > 70.000 NT | 0 NT | 1,0 NOK per NT | 0 |
| Total | 11 000 NT | | |
| The amount calculated shall be multiplied by a factor of | <input type="text" value="1,7172"/> | | |
| Total annual fee (The NMAs tariff of fees) | | | 63 537 |
| Annual Fee (regulations concerning registration of ships in the NIS) | | | 9 311 |
| Total annual fee the year after registration | | | 72 848 ** |

* Initial fees are not to be paid for ships that have previously been registered in the NIS/ NOR.

** For new registrations in the NIS/ NOR, no annual fee is to be paid in the year of registration.

Please see the relevant regulations:

the fees regulations of 2 February 1996 no. 115

tariff of fees

regulations relating to the registration of ships in the Norwegian International Ship Register

Taxation

The Norwegian special taxation arrangement (tonnage tax system) available for shipping is considered competitive in relation to similar shipping taxation arrangements in other European countries, both with regards to the tonnage tax level as well as other regulations.

In general, the same rules for taxation will apply for ships registered in the NIS as for ships in Norway's traditional register or under foreign flag. It is the responsibility of entities and persons to clarify their own tax responsibility.

Instead of normal tax on general income, a company under the special tax arrangement pays a tonnage tax based on the net tonnage of relevant vessels.

A revised tonnage tax arrangement was adopted in 2007, and implies that for incomes generated from that year and onwards, the tonnage tax is the final tax and income can be distributed to shareholders without further taxation.

The special tax arrangement is available for companies formed in accordance with the Norwegian Joint-Stock Company Act or the Norwegian Joint-Stock Public Company Act. In order for a company to be eligible for special tax arrangement assessment, the company must comply with requirements regarding qualifying assets and activities of the company.

Foreign owners established abroad, and participating in a partnership with a Norwegian partner owning [NIS registered ships], will normally not

be liable to tax in Norway. However, owners in countries where there is a tax treaty in place with Norway will as a main rule be liable to taxation in Norway when effective management of the operation of the ship is conducted from Norway.

The establishment of a Norwegian management partnership by non-Norwegians to take care of the daily management of operations does not trigger taxation in Norway of the foreign owners, except when Norway has the exclusive right to tax the income according to tax treaty.

Foreign seafarers working on NIS registered ships and resident outside the Nordic area, are exempted from taxation in Norway. Norwegian seafarers are taxed in Norway according to general tax rules, but are granted a seafarer's deduction from taxable income.

Income from employment aboard a ship received by Norwegian seafarers who reside outside Norway are taxable to Norway unless they can demonstrate that they pay taxes in their country of residence, or unless Norway has waived the right to taxation in a tax treaty with the country of residence.







Highlights

- Leading the way in green shipping and fuel development
- Norway offers respectable framework, longevity and stability.
- The NMA offers a high level of service and is ISO 9001:2008 certified.
- Ships registered in the NIS fly the Norwegian flag and are subject to Norwegian jurisdiction.
- Norway's comprehensive code of maritime law assures owners, managers and creditors that the NIS represents a secure and professional alternative.
- The Authority actively works for fewer detained ships and is currently among the top ten countries on the Paris MOU White List and has been qualified for the U.S. Coast Guard's "Qualship 21" program.



Photo by: Harald M. Valderhaug

- The Authority carries out audits of safety management systems (ISM) on board ships, offshore mobile units and the operational organisations.
- The Authority supervises the working and living conditions for our seafarers.
- The Authority offers a highly developed welfare service for seafarers.
- The Authority strives for clear, user-friendly and accessible legislation.
- The Authority has an officer on call, round-the-clock,, for urgent matters and inquiries.
- Registration of vessels, their ownership and encumbrances is possible from 7 a.m. until midnight every day except Sundays and International Holidays.
- Norway has consular stations in 164 countries world-wide.

Contacts

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<http://www.regjeringen.no/nb/dep/nfd/>



*Together for safety at sea
in a clean environment*