Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships

Legal basis: Laid down by the Norwegian Maritime Authority on 1 July 2014 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 6, 9, 11, 19, 20, 41 third paragraph, 55, 56, 59 and 60, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.
EEA references: Notification of technical regulations has been sent for public consultation in the EEA in accordance with the requirements of Act on European notification of technical rules, etc. (the EEA Hearing Act) sections 4 and 5, cf. Regulations of 16 August 2016 No. 984. The standstill obligation is repealed on 17 November 2016.
EEA Agreement Annex II Chapter XIX point 1 (Directive 98/34/EC as amended by Directive 98/48/EC).
Amendments: Amended by Regulations of 5 September 2014 No. 1158, 16 December 2014 No. 1768, 16 August 2016 No. 984 (EEA Hearing), 14 October 2016 No. 1211, 30 August 2017 No. 1346 (confirmation following completed EEA hearing), 20 December 2017 No. 2379, 18 December 2019 No. 1988 (in force on 1 January 2020), 27 March 2023 No. 459, 18 December No. 2173 (in force on 1 January 2024), 26 June 2025 No. 1372, 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 1. *Scope of application*

These Regulations apply to Norwegian:

a. cargo ships of 24 metres in length (L) and upwards, or of 500 gross tonnage and upwards;
b. ships with Passenger Certificate;
c. ships with Passenger Ship Safety Certificate engaged on foreign voyages;
d. barges which due to their operation have personnel on board in addition to personnel carrying out operations related to mooring or preparation for towing.

Amended by Regulations of 14 October 2016 No. 1211 (in force on 17 October 2016), 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 2. *Requirements for life-saving appliances*

The International Convention for the Safety of Life at Sea, 1974 (SOLAS) consolidated edition 2020 chapter III, as amended by MSC.482(103) and MSC.496(105), applies as regulation.

The provisions referred to in the first paragraph apply to ships and barges irrespective of trade area or gross tonnage and with the additions and limitations specified by these Regulations, however, SOLAS regulation III/30.3 does not apply to ships engaged on domestic voyages.

Amended by Regulations of 5 September 2014 No. 1158 (in force on 15 September 2014), 16 December 2014 No. 1768 (in force on 1 January 2015), 18 December 2019 No. 1988 (in force on 1 January 2020), 18 December No. 2173 (in force on 1 January 2024).

Section 3. *General emergency alarm system*

Cargo ships of less than 200 gross tonnage shall be capable of sounding an alarm signal to summon all on board to muster stations and initiate actions outlined in the muster list. The alarm may be given by the ship’s whistle, siren or any other equivalent audible signal.

Cargo ships of 200 gross tonnage and upwards and all passenger ships shall be fitted with a general emergency alarm system complying with the requirements of SOLAS regulation III/6.4.

Passenger ships of less than 24 metres in length engaged on domestic voyages are exempt from the requirement when the alarm signal can be given by the ship’s whistle or siren.

Amended by Regulations of 16 December 2014 No. 1768 (in force on 1 January 2015), 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 4. *Public address system*

All passenger ships shall be fitted with a public address system complying with the requirements of SOLAS regulation III/6.5.

Passenger ships engaged on domestic voyages which are certified to carry 36 passengers or less and passenger ships of less than 300 gross tonnage operating in trade area 1 during the period 1 May to 30 September may be granted exemptions from the requirement for public address system if the crew and passengers can be alerted directly from the ship's bridge or steering position.

Section 5. *Life-saving appliances on ships and open boats certified to carry 12 passengers or less*

Ships certified to carry 12 passengers or less shall, in lieu of meeting the requirements for number of life-saving appliances laid down in SOLAS chapter III, as a minimum carry the following number of life-saving appliances:

a. liferaft with sufficient capacity to accommodate all persons on board;
b. three rocket parachute flares (SOS flares);
c. lifejackets, thermal lifejackets or thermal suits in combination with lifejackets for all persons on board;
d. one lifebuoy fitted with a light and a buoyant lifeline; and
e. a device that makes it possible to recover a helpless person from the water.

Open boats certified to carry 12 passengers or less and engaged in trade on lakes and rivers shall carry the life-saving appliances referred to in the first paragraph (c), (d) and (e).

Amended by Regulations of 14 October 2016 No. 1211 (in force on 17 October 2016), 27 March 2023 No. 459, 18 December No. 2173 (in force on 1 January 2024).

Section 5a. *(Repealed)*

Added by Regulation of 14 October 2016 No. 1211 (in force on 17 October 2016), amended by Regulations of 18 December No. 2173 (in force on 1 January 2024), 26 June 2025 No. 1372, repealed by Regulation of 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 6. *Life-saving appliances on cargo ships of less than 500 gross tonnage and manned barges*

Cargo ships of less than 500 gross tonnage and barges shall, in lieu of meeting the requirements for number of life-saving appliances laid down in SOLAS chapter III, as a minimum carry the following number of life-saving appliances:

Equipment	*Gross tonnage and length parameters*	*Cargo ships in trade areas 1 and 2*	*Cargo ships in trade area 3 to Small Coasting*	*Cargo ships engaged on international voyages*	*Barges*
Survival craft		2 x capacity to accommodate the total number of persons on board	2 x capacity to accommodate the total number of persons on board		1 x capacity to accommodate the total number of persons on board, cf. section 8
Immersion suits		1 x the total number of persons on board			
Lifejackets		1.5 x the total number of persons on board			
Lifejackets for children		All children on board (cf. section 12 second paragraph)			
Lifebuoys	ships < 300 GT 300 GT ≤ ships < 500 GT	3 5			
Rescue boat	*Ships of 30 metres in length (L) and upwards*	1			See section 9
Line-throwing appliance	Ships < 100 GT		Four projectiles with four lines, cf. SOLAS III/18		

Equipment	*Gross tonnage and length parameters*	*Cargo ships in trade areas 1 and 2*	*Cargo ships in trade area 3 to Small Coasting*	*Cargo ships engaged on international voyages*	*Barges*
	100 GT ≤ ships < 500 GT	Four projectiles with four lines, cf. SOLAS III/18			
Rocket parachute flares (SOS flares)		3	6		
Hand flares		3	6		

Amended by Regulations of 14 October 2016 No. 1211 (in force on 17 October 2016), 18 December No. 2173 (in force on 1 January 2024), 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 7. *Life-saving appliances on passenger ships engaged on domestic voyages*

Passenger ships engaged on domestic voyages shall, in lieu of meeting the requirements for number of life-saving appliances laid down in SOLAS chapter III, as a minimum carry the following number of life-saving appliances:

Equipment	**Metres**	**Passenger ships operating in trade area 2 and lesser trade area**		**Passenger ships operating in trade areas 3, 4, and small coasting**	
Number of persons on board (N)		Ships < 250	250 ≤ ships	Ships < 250	250 ≤ ships
Survival craft		1.1 x N			
Rescue boat: ships with a length (L) of	≥24	1			
(MES) Marine evacuation system		Cf. section 10			
Immersion suits or anti-exposure suit		Cf. section 12			
Thermal lifejacket or thermal suit in combination with lifejacket		1.05 N			
Thermal lifejacket or thermal suit in combination with lifejacket for children		0.1 x the number of passengers on board or the greater number of lifejackets needed for the actual number of children, cf. section 12 second paragraph			
Thermal lifejacket or thermal suit in combination with lifejacket for infants		0.025 x the number of passengers on board, cf. section 12 second paragraph			
Lifebuoys: ships with LOA:	≥ 15	4	8	4	8
	< 15	2			
Line-throwing apparatus - applies to ships operating in trade area 4 and small coasting.		-		Four projectiles with four lines, cf. SOLAS III/18	

Rocket parachute flares (SOS flares)		3	12

Amended by Regulation of 14 October 2016 No. 1211 (in force on 17 October 2016), 18 December No. 2173 (in force on 1 January 2024).

Section 8. *Survival craft*

Sufficient number of survival craft has to be carried in order to ensure that in the event of any one survival craft being lost or rendered unserviceable, the remaining survival craft can accommodate the total number of persons the ship is certified to carry. When calculating the capacity, consideration shall be given to whether failures or faults in common components can result in one survival craft being lost or rendered unserviceable. If the ship is fitted with an evacuation system in accordance with section 10, the additional survival craft shall be capable of being connected to this system.

Liferafts shall be capable of being safely moored to the embarkation station.

Passenger ships engaged on foreign voyages, irrespective of year of construction, shall carry survival craft in accordance with the requirements of SOLAS regulation III/21. This shall not, however, apply to passenger ships operating in trade area small coasting or lesser, cf. section 7.

Passenger ships engaged on foreign voyages, irrespective of year of construction, operating in trade area 3 or lesser may carry open reversible inflatable liferafts complying with the requirements of the International Code of Safety for High-Speed Craft adopted by IMO resolution MSC.97(73) on 5 December 2000 chapter 8.10.2.

Cargo ships, with the exception of tankers, may in trade area 2 or lesser carry one liferaft capable of being launched from either side of the ship.

Tankers shall either carry one enclosed lifeboat on both sides of the ship or a free-fall lifeboat located at the stern, with sufficient capacity to carry at least the total number of persons on board.

Cargo ships of 8 to 15 metres in overall length engaged on domestic voyages and carrying not more than three persons

Barges in trade area 3 or greater trade area shall be equipped with at least one inflatable liferaft with sufficient capacity to carry everyone on board. Barges in trade areas 1 and 2 shall be equipped with a CE marked motor-powered workboat which at least satisfies the requirements for design category C, or a liferaft that can carry at least the total number of persons on board. For barges carrying flammable liquid cargo, the Norwegian Maritime Authority will lay down the requirements in each individual case, depending on the barge's manning, trade area, construction and operational conditions.

Amended by Regulations of 14 October 2016 No. 1211 (in force on 17 October 2016), 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 9. *Rescue boats*

Rescue boat means a boat that has been designed to save persons in distress and to assist survival craft.

Passenger ships operating in trade area 1 or lesser may have their rescue boat on tow when the ship is provided with an arrangement for rescue boat embarkation.

On cargo ships and passenger ships certified for trade area 3 and lesser trade areas, the rescue boat may be included in the survival craft capacity, cf. section 6, section 7 and section 8 sixth paragraph.

On passenger ships required to carry a rescue boat, the rescue boat shall be fitted with a rescue frame for recovery of persons from the sea.

Ships that are not required to carry a rescue boat shall carry out a risk assessment demonstrating the vessel's ability to handle emergencies. Such ships shall:

a. be provided with a device that makes it possible to recover a helpless person from the water;
b. be so arranged that it is possible to observe from the bridge at the conning position that a helpless person is recovered from the water;
c. have manoeuvrability under any conditions to get close to and to easily recover persons from the water; and
d. have a lifting appliance which is located in a readily accessible place, ready for immediate use and dimensioned for a static load of minimum 200 kg if the freeboard is more than 1 metre.

The Norwegian Maritime Authority may exempt a passenger ship of less than 30 metres in length (L) operating in trade area 2 or lesser from the requirement for a rescue boat when the requirements pursuant to the fifth paragraph are met.

Amended by Regulations of 14 October 2016 No. 1211 (in force on 17 October 2016), 26 June 2025 No. 1372.

Section 9a. *(Repealed)*

Added by Regulations of 14 October 2016 No. 1211 (in force on 17 October 2016), amended by Regulation of 26 June 2025 No. 1372, repealed by Regulation of 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 10. *Evacuation systems on passenger ships engaged on domestic voyages*

Passenger ships engaged on domestic voyages shall, in lieu of meeting the requirements of SOLAS regulation III/16.1, be fitted with a marine evacuation system (MES) if the ship does not carry lifeboats or davit-launched liferafts and for which the distance in any intact or damaged condition in accordance with approved stability calculations from the waterline to the embarkation deck is 1.5 metres or more. In respect of passenger ships for which there is no requirement for stability calculations, the distance shall be measured in the lightship condition from the waterline to the embarkation deck.

MES shall be installed on both sides of the passenger ship. The system shall be operational even if the ship has a list of up to 10 degrees in either direction. Alternatively, the ship may be provided with at least one embarkation station with an associated arrangement on both sides of the ship, having a capacity of at least 100% of the number of passengers.

Section 10a. *Exemptions from requirement for helicopter landing and pick-up areas*

Ro-ro passenger ships certified for trade area 2 and lesser trade area are exempt from the requirement of SOLAS III/28.

Added by Regulation of 14 October 2016 No. 1211 (in force on 17 October 2016).

Section 11. *Lifebuoys*

Cargo ships of less than 300 gross tonnage which are required to carry more than one lifebuoy shall carry at least one lifebuoy on each side of the ship. One of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length, and one of the other lifebuoys shall be fitted with a self-igniting smoke signal and a self-igniting light. The other lifebuoys shall be fitted with self-igniting lights, but without lines.

Passenger ships of less than 15 metres in overall length shall be provided with one lifebuoy on each side of the ship. One of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length, and the other lifebuoy shall be fitted with a self-igniting light and shall be without a lifeline.

Amended by Regulations of 14 October 2016 No. 1211 (in force on 17 October 2016), 16 December 2025 No. 2652 (in force on 1 January 2026).

Section 12. *Immersion suits and lifejackets*

Lifejackets for children and infants shall be kept separate from lifejackets for adults. Child means a person who is 1 year of age or older and who weighs less than 35 kg. Infant means a person who is under 1 year of age and who weighs less than 15 kg.

Passenger ships operating in trade areas north of 30°N and south of 30°S shall carry lifejackets with thermal insulation, or thermal suits in combination with lifejackets.

All cargo ships irrespective of their trade area carrying cargo in bulk and all cargo ships operating in trade areas north of 30°N and south of 30°S shall, in addition to meeting the requirements of SOLAS regulation III/32.3, carry immersions suits with thermal insulation for everyone on board.

All passenger ships shall carry immersion suits or anti-exposure suits for all crew members who are assigned tasks related to survival craft or marine evacuation systems. The suits shall be of a type with detachable gloves or gloves that do not interfere with the performance of necessary tasks and the operation of necessary equipment in an emergency.

Amended by Regulation of 14 October 2016 No. 1211 (in force on 17 October 2016).

Section 13. *Replacement of life-saving appliances*

The Norwegian Maritime Authority may decide that new equipment shall be installed on board in connection with major conversions or repairs that will affect life-saving appliances. The same applies to changes in the use, the operational pattern or manning and change of trade area.

Where the Norwegian Maritime Authority, upon a demonstration of the life-saving appliances, finds that they do not work as intended or may jeopardise the safety and health of any person on board in light of the ship's operation and manning, the Norwegian Maritime Authority may require the equipment to be replaced.

Section 14. *Exemptions*

The Norwegian Maritime Authority may upon written application permit other solutions than those required by these Regulations when it is documented that such solutions are equivalent to the requirements of the Regulations.

The Norwegian Maritime Authority may exempt a barge, a ship engaged on domestic voyages or a cargo ship of less than 500 gross tonnage engaged on foreign voyages from one or more or the requirements of these Regulations if the company applies in writing for such exemption and one of the following conditions is met:

a. it is established that the requirement is not essential and that the exemption is justifiable in terms of safety;
b. it is established that compensating measures will maintain the same level of safety as the requirement of these Regulations.

Section 15. *Documentation*

Drawings must be submitted to document that the requirements for location of life-saving appliances in SOLAS chapter III and these Regulations are met. The drawings shall be detailed, on a scale and must clearly indicate which regulatory requirements that are met. The Norwegian Maritime Authority may require additional information and documentation to be presented. When changing the life-saving appliances, compliance with the location requirements shall be documented in the same way.

Before the commencement of construction or conversion of a ship or a manned barge pursuant to section 1, documentation shall be submitted to the Norwegian Maritime Authority in accordance with the applicable documentation list prepared by the Norwegian Maritime Authority.

Section 16. *Entry into force*

These Regulations enter into force on 15 September 2014.

Previously approved or accepted equipment which was fitted on board prior to the entry into force of these Regulations may continue to be used until the life-saving appliances or arrangements are altered or replaced.

From the date these Regulations enter into force, the following regulations are repealed:

- Regulations of 17 December 2004 No. 1855 concerning life-saving appliances on cargo ships;
- Regulations of 11 October 2004 No. 1341 concerning life-saving appliances on passenger ships;
- Regulations of 15 September 1992 No. 700 concerning life-saving appliances, etc. on passenger ships.