Regulations of 2 February 2016 No. 90
on evacuation and life-saving appliances on mobile offshore units

Legal basis: Laid down by the Norwegian Maritime Authority on 2 February 2016 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 6, 9, 11, 13, 21, 22 and 41, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.
EEA references: The EFTA Surveillance Authority (ESA) have been notified of sections 3 to 38 of the Regulations pursuant to the requirements of Act of 17 December 2004 No. 101 on European notification of technical rules (EEA Hearing Act) and the EEA Agreement Annex II Chapter XIX point (Directive 98/34/EC as amended by Directive 98/48/EC, Directive (EU) 2015/1535).
Amendments: Amended by Regulations of 5 July 2016 No. 897, 20 December 2017 No. 2379, 7 June 2018 No. 835, 14 February 2024 No. 280, 20 June 2024 No 1378 (in force on 1 July 2024, i.e. legal basis), 26 June 2025 No. 1372.

Chapter 1
Introductory provisions

Section 1
Scope of application

These Regulations apply to Norwegian mobile offshore units.

Section 2
Definitions

For the purpose of these Regulations, the following definitions shall apply:

a) *"SOLAS":* The International Convention for the Safety of life at Sea, 1974, consolidated edition 2020.
b) "*LSA Code":* International Life-Saving Appliances Code, consolidated edition 2010 as amended by MSC.293(87), MSC.320(89) and MSC.368(93).
c) "*MODU Code*": Code for the construction and equipment of mobile offshore drilling units, 2009.
d) "*MSC.81(70)*": Revised recommendation on testing of life-saving appliances, consolidated edition 2010 as amended by MSC.295(87), MSC.321(89) and MSC.323(89).

Amended by Regulations of 7 June 2018 No. 835 (in force on 1 July 2018), 20 June 2024 No 1378 (in force on 1 July 2024).

Chapter 2
Certification requirements

Section 3
Certification

(1) Life-saving appliances and launching arrangements which are brought on board after 1 July 2003 shall be certified.
(2) The unit's offshore crane which is used for the launching and recovery of the fast rescue boat shall be certified for personnel transport.
(3) Certification means approval or type-approval by:

a) a Notified Body
b) an accredited certifying body
c) a recognised classification society
d) other public or private institution recognised by the Norwegian Maritime Authority
e) the administration of a country that has ratified SOLAS.

(4) Operational limitations provided by the manufacturer shall be stated in the certificate.

Amended by Regulations of 7 June 2018 No. 835 (in force on 1 July 2018), 26 June 2025 No. 1372.

Section 4

Requirements for welding and NDT

(1) Welding shall be carried out by personnel who are certified for the material grade in question in accordance with one of the following standards:

a) ISO 9606-1:2013 (Qualification testing of welders - Fusion welding - Part 1: Steels)

b) ISO 9606-2:2004 + NA1:2013 (Qualification test of welders - Fusion welding - Part 2: Aluminium and aluminium alloys)

c) ASME Section IX.

(2) NDT shall be carried out by personnel who are certified in accordance with NS-EN ISO 9712:2012 (Non-destructive testing - Qualification and certification of NDT personnel) or equivalent standard.

(3) Personnel who are certified means persons approved by a recognised classification society, an accredited certifying body or other public or private institution recognised by the Norwegian Maritime Authority.

Chapter 3
Evacuation

Section 5

Evacuation analysis for evacuation by sea

An evacuation analysis shall be prepared, which shall be based on the unit's dimensioning accidental events, cf. Regulations of 22 December 1993 No. 1239 on risk analysis for mobile offshore units section 24. The evacuation analysis shall demonstrate that, following any accidental event, escape routes, temporary refuges, muster stations and life-saving appliances are so arranged that:

a) all persons on board can be evacuated by lifeboats in the course of 15 minutes regardless of weather conditions. The time is measured to the point where the lifeboats have been launched and released;

b) the liferafts are appropriately placed for alternative evacuation;

c) a sufficient number of personal life-saving appliances are available for use for purposes of both rescue and evacuation by sea.

Amended by Regulation of 20 June 2024 No 1378 (in force on 1 July 2024).

Section 6

Muster list

(1) The muster list shall provide information about:

a) the organisation of the emergency preparedness on the mobile offshore unit;

b) where each person shall meet and their duties in an emergency situation;

c) the alert procedure in an emergency situation.

(2) The muster list shall be posted in the emergency response room, central control room, engine control room, important service spaces and in central areas of living quarters.

Amended by Regulation of 20 June 2024 No 1378 (in force on 1 July 2024).

Section 7

Safety plan

(1) The safety plan shall be in accordance with ISO 17631:2002 (Ships and marine technology - Shipboard plans for fire protection, life-saving appliances and means of escape) or equivalent standard.

(2) The safety plan shall be posted in control stations and in central and conspicuous places in the accommodation.

(3) The safety plan and any amendments thereof shall be dated and signed by the Offshore Installation Manager.

Section 8

Marking of escape routes

Escape routes shall have clearly visible, continuous and self-explanatory marking.

Chapter 4
Number and location of life-saving appliances

Section 9

Location of lifeboats, liferafts and fast rescue boats

Lifeboats, liferafts and fast rescue boats which are not certified for use in hazardous areas shall be stowed outside of hazardous areas. Hazardous areas means all areas where, due to the possible presence of an explosive atmosphere, the use of unsuitable equipment, machinery or electrical equipment may cause an explosion or fire.

Amended by Regulation of 26 June 2025 No. 1372.

Section 10

Number and location of lifeboats

(1) The number and location of lifeboats shall be based on the evacuation analysis, cf. section 5.
(2) It shall be possible to launch lifeboats with capacity for all persons on board at the least favourable angle of heel specified in the stability calculations, cf. section 21 of the Regulations of 20 December 1991 No. 878 on stability, watertight subdivision and watertight/weathertight means of closure on mobile offshore units (Stability Regulations).
(3) On mobile offshore drilling units (MODUs) it shall be possible to evacuate all persons on board by lifeboats, even if the lifeboats in one lifeboat station are lost or unavailable.
(4) The lifeboats shall be positioned with the bow pointing away from the unit, and shall be capable of safe launching at a distance of not less than 5 metres from fixed structures at the unit's least favourable angle of heel. This does not apply to ship-shaped units.
(5) On units connected by gangway to any other installation, no lifeboats shall positioned on the side facing the other installation.
(6) Free-fall lifeboats shall be certified for launching from the relevant heights and angles at the unit's least favourable angle of heel.

Section 11

Number and location of liferafts

(1) There shall be sufficient liferaft capacity for the total number of persons on board.
(2) The location of the liferafts shall be based on the evacuation analysis, cf. section 5.
(3) On ship-shaped units, it shall be possible to evacuate all persons on board using liferafts, even if the liferafts on any one side are lost or unavailable.
(4) Where the distance from the extreme end of the stem or stern to the nearest lifeboat or liferaft is more than 100 metres, an extra liferaft shall be arranged at the stem or stern.
(5) Liferafts shall be arranged in marine evacuation systems (MES). Alternatively, liferafts may be placed at separate davits with no more than three liferafts at each davit.
(6) Liferafts shall be certified for being launched from the relevant heights at the unit's least favourable angle of heel.

Section 12

Location of fast rescue boat

(1) The fast rescue boat shall have a separate launching arrangement, or shall be readily reached by two offshore cranes certified for lifting personnel, cf. Regulations of 21 December 2017 No. 2381 on cranes and lifting operations on mobile offshore units.
(2) The fast rescue boat shall be so positioned that:
a) the launching does not impede the launching of lifeboats or liferafts;
b) it can be launched safely within five minutes of the sounding of the alarm, both during operation and transit.
(3) The fast rescue boat shall be capable of safe launching at a distance of not less than 8 metres from the unit's fixed structures, when the unit has no heel during operation or transit. This does not apply to ship-shaped units.

Amended by Regulation of 7 June 2018 No. 835 (in force on 1 July 2018).

Section 13

Number and location of immersion suits

(1) Immersion suits for all persons on board shall be stored readily available in the living quarters.
(2) Immersion suits equivalent in number to at least 50 per cent of the lifeboat capacity at the lifeboat station shall be kept at each lifeboat station. The immersion suits shall be stored in solid cabinets which are clearly marked. It shall not be possible to lock the cabinets.
(3) Any person designated to operate a fast rescue boat shall be provided with a suitable immersion suit or anti-exposure suit stored in an appropriate place, shielded from the weather elements and arranged for drying between use.

Section 14

Number and location of lifejackets

(1) There shall be lifejackets for everyone on board.
(2) The lifefackets may be replaced with immersion suits. The number of immersion suits shall then be increased by at least 20 per cent of the maximum allowed persons on board.
(3) The lifejackets, or the immersion suits referred to in the second paragraph, shall be stored in locations where no immersion suits have been placed in accordance with section 13, and on the basis of the evacuation analysis, cf. section 5.

Section 15

Number and location of lifebuoys

(1) The number and location of lifebuoys shall satisfy section 10.13 of the MODU Code. "Should" in the MODU Code shall be replaced by "shall".
(2) The requirement for quick release in section 10.13.2 of the MODU Code does not apply.

Section 16

(Repealed)

Repealed by Regulation of 20 June 2024 No 1378 (in force on 1 July 2024).

Section 17

Emergency ladders

Semi-submersible units shall have at least two external, fixed emergency ladders without safety hoops, extending from the main deck to the pontoon deck. The emergency ladders shall be positioned as far as possible away from each other, and may alternatively be replaced by stairways.

Section 18

Line-throwing appliance

The unit shall have at least one line-throwing appliance satisfying section 7.1 of the LSA Code.

Section 19

Rocket parachute flares

The unit shall have at least 12 rocket parachute flares satisfying section 3.1 of the LSA Code.

Chapter 5
Requirements for life-saving appliances

Section 20

Joint requirements for life-saving appliances

(1) The life-saving appliances shall satisfy section 1.2 of the LSA Code.
(2) Electrical equipment shall have at least protection grade IP56 when arranged outside.
(3) Electrical equipment shall have at least protection grade IP44 when arranged inside.
(4) The nominal supply voltage to lifeboats and the fast rescue boat shall not exceed 230V.

Section 21

Joint requirements for lifeboats

(1) Lifeboats shall satisfy sections 4.4, 4.6, 4.7, 4.8 and 4.9 of the LSA Code, except the final sentence of section 4.4.6.11.
(2) Lifeboats on semi-submersible or self-elevating units shall, instead of the angles of heel specified in section 4.4.1.1 of the LSA Code, be constructed to be capable of being launched at an angle of heel of at least 17 degrees in any direction.
(3) Lifeboats shall:

a) be arranged for evacuation by helicopter;
bin the fully loaded condition have a static pulling power of at least (0.9 x WE) kN, where WE is the weight in tonnes of a fully equipped lifeboat without persons on board. This requirement does not apply to free-fall lifeboats;
c) have an engine housing and battery casing which are watertight at a water pressure equal to the pressure resulting from the maximum flooding level in accordance with section 4.4.1.1 of the LSA Code;
d) have a ventilation arrangement which prevents flooding of water in the event of capsizing, and which, when hatches and windows are closed, provides sufficient fresh air for the number of persons for which it is approved, and sufficient air for the engine when running at full power;
e) have seats and harnesses appropriate for persons of a height and weight as described in MSC.81(70) section 2.7.2.

(4) Lifeboats of the same type shall have identical release mechanisms.
(5) It shall be possible to operate and control the air supply system from the helmsman's position in the lifeboat.
(6) It shall be possible to remove the air cylinders from the lifeboat.
(7) The air cylinders and cylinder valves shall be inspected and pressure-tested at the renewal of the unit's certificates. The inspection shall be performed by an inspector approved by the Norwegian Labour Inspection Authority or equivalent authority in other countries.
(8) Documentation shall be provided to verify that lifeboats are dimensioned and produced so that personnel cannot be injured when launching at the least favourable angle of heel, cf. section 21 of the Stability Regulations, and at the environmental loads for which the boat is intended.
Amended by Regulation of 20 June 2024 No 1378 (in force on 1 July 2024).

Section 22

Additional requirements for conventional lifeboats

Conventional lifeboats shall have fenders on both sides.

Section 23

Liferafts

Liferafts shall satisfy section 4.2 of the LSA Code, and shall be provided with a float-free arrangement in accordance with section 4.1.6.3 of the LSA Code.

Section 24

Fast rescue boat

(1) The fast rescue boat shall satisfy section 5.1.4 of the LSA Code, except section 5.1.4.11 and the final sentence of section 4.4.6.11.

(2) The fast rescue boat shall be:
a) certified for a specified number of persons;
b) designed and equipped for the recovery of persons from the sea.
(3) The fast rescue boat shall be constructed and arranged so that it may readily be recovered by way of cranes or davits from other ships or units.

Section 25

Immersion suits

(1) Immersion suits shall satisfy section 2.3 of the LSA Code, except sections 2.3.1.7 and 2.3.2.1.
(2) Immersion suits shall:
a) have a visor;
b) be capable of turning an unconscious person, in maximum 15 seconds including inflation time, from any position to a position where the mouth is above water. The Norwegian Maritime Authority's testing procedure (test of self-righting function when certifying immersion suits for use on mobile offshore units) shall be used for the certification.
(3) The hoisting strap, tightening devices, zips, retro-reflectors, pockets, etc. shall:
a) be so attached as not to impair the properties of the suit;
b) not interfere with the ability to use the immersion suit.
(4) Immersion suits stored in the living quarters, cf. section 13 first paragraph, may be immersion suits approved for helicopter transport on the Norwegian continental shelf.

Section 26

Lifejackets

(1) Lifejackets shall satisfy section 2.2 of the LSA Code.
(2) Mobile offshore units operating north of 30°N and south of 30°S shall carry lifejackets with thermal insulation, or thermal suits in combination with lifejackets.
(3) The thermal protection shall satisfy MSC/Circ.922 (Recommendations on performance standards and tests for thermal protective lifejackets (TP-lifejackets)).
(4) Thermal protective lifefackets and thermal suits in combination with lifejackets may, as an alternative to the requirement of the first paragraph, satisfy the requirements of section 2.2 of the LSA Code, 2003 edition.
(5) The lifejackets shall have:
a) lights satisfying section 2.2.3.1 of the LSA Code;
b) thigh straps or an equivalent solution.

Section 27

Lifebuoys

Lifebuoys shall satisfy section 2.1 of the LSA Code.

Section 28

(Repealed)

Repealed by Regulation of 20 June 2024 No 1378 (in force on 1 July 2024).

Chapter 6
Requirements for launching arrangements

Section 29

Joint requirements for launching arrangements

(1) When stowed, the life-saving appliances shall be secured.
(2) Hydraulic systems shall be dimensioned, arranged and tested in accordance with ISO 8434 (Metallic tube connections for fluid power and general use), DIN 2353 (Compression Fittings) or SAE J514-2 (Hydraulic Tube Fittings).
(3) Steel wire ropes, chains, shackles, etc. shall be certified.

(4) Swivels, shackles, turnbuckles and discs shall be secured.
(5) At least three turns of steel wire rope shall be left on the winch drum after the life-saving appliance has been lowered to the water surface in the least favourable conditions of draught and angle of heel. The attachment of the steel wire rope to the drum shall be capable of supporting the weight of a fully loaded life-saving appliance.
(6) Steel wire ropes shall be unloaded when the boats are in the stowed position. Mobile offshore units need not comply with this requirement if the building contract is placed before 2 February 2016, or the unit is initially certified before 2 February 2016.
Amended by Regulation of 7 June 2018 No. 835 (in force on 1 July 2018).

Section 30

Launching arrangements for conventional lifeboats

(1) Launching arrangements for conventional lifeboats shall satisfy sections 6.1.1 and 6.1.2 of the LSA Code, except section 6.1.2.8.
(2) Launching arrangements for conventional lifeboats on semi-submersible units and on self-elevating units shall, instead of the angles of heel specified in section 6.1.1.1 of the LSA Code, be constructed for launching at an angle of heel of at least 17 degrees in any direction.
(3) The launching arrangement shall be fitted with a fixed power-operated winch. The winch shall have an automatic acceleration brake regulating the lowering speed to 1 m/s ± 10 per cent. When not in operation, the control lever for the winch motor shall automatically move to the stop position.
(4) The launching arrangement shall be fitted with a brake of such characteristics that dynamic additional forces will not exceed 50 per cent of the weight of a fully loaded boat at full braking power. If this level is exceeded, this shall be compensated by strengthening the lifeboats' suspension attachments and launching arrangement, or by arranging a shock absorbing system, cf. section 33 third paragraph.
(5) Lifeboat securing arrangements shall be so constructed that they do not interfere with the lowering of the lifeboat.
(6) Recovery shall stop automatically when the lifeboat has reached its end position in the launching arrangement.

Section 31

Launching arrangements for free-fall lifeboats

(1) Launching arrangements for free-fall lifeboats shall satisfy section 6.1.4 of the LSA Code.
(2) Launching arrangements for free-fall lifeboats on semi-submersible units and on self-elevating units shall, instead of the angles of heel specified in section 6.1.1.1 of the LSA Code, be constructed for launching at an angle of heel of at least 17 degrees in any direction.
(3) Secondary launching arrangements used for drills and maintenance purposes may be constructed for angles of heel of 2 degrees trim and 5 degrees list for ship-shaped units, and 5 degrees list in any direction for semi-submersible units and self-elevating units.
(4) Launching arrangements shall be so designed that all functions, including the release mechanism, may be tested on board.

Section 32

Marine evacuation systems (MES) and liferafts davits

(1) MES shall satisfy section 6.2 of the LSA Code.
(2) Liferaft davits, cf. section 11 fifth paragraph, shall satisfy section 6.1.5 of the LSA Code.
(3) MES and liferaft davits on semi-submersible units and on self-elevating units shall, instead of the angles of heel specified in sections 6.2.2.1.4 and 6.1.1.1 of the LSA Code, be constructed for launching at an angle of heel of at least 17 degrees in any direction.

Section 33

Launching arrangement for fast rescue boat

(1) The launching arrangement for the fast rescue boat shall satisfy section 6.1.7 of the LSA Code, except section 6.1.1.1 and the first sentence of section 6.1.7.5.
(2) The lowering and hoisting speed shall be capable of ungraduated adjustment. The maximum lowering speed shall be 1 m/s ± 10 per cent.
(3) The launching arrangement shall have shock-absorbing or motion-compensating components which ensure that neither the boat nor the launching arrangement is subjected to strain from dynamic additional forces with a factor of more than 3.0 for the following load cases:

a) braking at full lowering speed;
b) recovery of boat at the calculated maximum wave height.

(4) Dynamic loads shall be documented and used in the strength calculations. The calculations shall demonstrate that the stress of the load cases described in the third paragraph (a) or (b) does not exceed 85 % of the material's yield stress.

(5) The unit shall have procedures ensuring that priority is given to quick launching and safe operation when using offshore crane.

(6) The connection between the offshore crane's hook and the fast rescue boat shall be a fibre ropestored in a convenient place, shielded from sunlight and weather and ready for immediate use. The fibre rope shall be of a length which ensures both adequate shock absorption and a safe distance between the crane's hook and the boat in heavy seas.

Amended by Regulation of 7 June 2018 No. 835 (in force on 1 July 2018).

Chapter 7
Drills, tests, inspection and maintenance

Section 34

Drills and training

(1) The purpose of drills is to develop and improve the organisation’s ability to handle an incident. Drills shall be performed every two weeks. The drill programme shall include drills for all relevant accidental events for the unit, cf. Regulations of 22 December 1993 No. 1239 on risk analysis for mobile offshore units section 24, and shall be so planned that all personnel participate in the drills relevant to the individual within one year.

(2) The purpose of training is to increase the knowledge and competency of individuals and teach the skills necessary for their roles in the organisation handling an incident. The training should focus on possible emergency situations which may arise on board. A training programme shall be developed based on the defined hazards and accident situations. During weeks without drills, cf. first paragraph, the crew shall practice the duties outlined in the muster list, cf. section 6 first paragraph.

(3) For the purpose of drills and training:
a) fast rescue boats shall be launched and operated under satisfactory conditions and after a risk assessment;
b) there is no requirement to launch lifeboats offshore. Launching should only be carried out under satisfactory conditions and after a risk assessment.

(4) A simulated launch of the free-fall lifeboats shall be carried out semi-annually.

(5) Standby vessels stationed by the unit should be included in the drills.

(6) The completion of drills shall be documented.

Amended by Regulation of 20 June 2024 No 1378 (in force on 1 July 2024).

Section 35

Testing of life-saving appliances and launching arrangements

(1) The testing of life-saving appliances and launching arrangements shall satisfy MSC.81(70).

(2) Testing of prototypes:
a) Deceleration measurements shall be carried out to determine the characteristics of brakes and shock absorbers.
b) Acceptance criteria for testing of lifeboats shall ensure that the launching of the lifeboat, in the environment for which it is intended, does not cause injury to any personnel, and are based on risk assessment, model tests or similar design studies.
c) For free-fall lifeboats, deflection and water pressure shall be measured on the most exposed areas of the superstructure and the hull during the launch.

(3) Testing during production:
a) Inspection and thickness measurements shall be carried out of the hull and superstructure and around the hook attachment points of lifeboats and fast rescue boat.
b) Vital components of hooks, hook attachments, bolts, etc. shall be subjected to NDT after test loading.
c) For the launching arrangements, welds, axles, rings, chains, bolts, etc. which are exposed to high levels of stress shall be subjected to NDT after test loading.

(4) Testing during installation:
a) Acceptance criteria shall ensure that the launching of the life-saving appliance, in the environment for which it is intended, does not cause injury to any personnel, and shall be based on risk assessment, model tests or similar design studies.
b) Stress-exposed welds between the launching arrangement and the unit shall be subjected to NDT after the installation test.

Section 36

Maintenance and inspections

(1) The maintenance program shall satisfy SOLAS Regulations III/20 and III/36. Regulation III/20.4 does not apply.
(2) Steel wire ropes used in launching shall be renewed every four years. Steel wire ropes for launching other appliances than MES may be turned end for end at intervals of not more than 30 months and be renewed when necessary due to deterioration, or at least every five years, whichever is the earlier.
(3) Steel wire ropes for launching other appliances than MES shall be unreeled and lubricated annually with equipment pressing the lubrication into the core of the steel wire rope.
(4) Conversions shall be carried out in accordance with the manufacturer's instructions.
(5) Launching arrangements, hooks, hook attachments, etc. shall be subjected to a thorough examination every five years. The examination shall include NDT of safety-critical components.
Amended by Regulation of 20 June 2024 No 1378 (in force on 1 July 2024).

Chapter 8
Concluding provisions

Section 37

Exemptions

(1) The Norwegian Maritime Authority may exempt a mobile offshore unit from one or more of the requirements of the Regulations if the company applies for an exemption in writing and one of the following requirements 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 required by these Regulations.
c) it is established that the requirement hinders the development and use of innovative solutions when such solutions will maintain the same level of safety as required by these Regulations.

(2) A statement from the safety representative(s) shall be attached to the application for exemption.

Section 38

Transitional provisions

Mobile offshore units may, until the next certificate issue, comply with the requirements that applied at the time of the last certificate issue unless otherwise provided by the individual provision.
Amended by Regulations of 7 June 2018 No. 835 (in force on 1 July 2018), 14 February 2024 No. 280.

Section 39

Entry into force

These Regulations enter into force on 2 February 2016. As from the same date the Regulations of 4 July 2007 No. 853 on evacuation and life-saving appliances on mobile offshore units are repealed.