Regulations of 26 June 2007 No. 705 on hours of work and rest on board Norwegian passenger and cargo ships, etc.

Legal basis: Laid down by the Norwegian Maritime Authority on 26 June 2007 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 18, 23 and 24, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.
EEA references: EEA Agreement Annex XIII Chapter V point 56h (Directive 1999/95/EC), point 56j (Directive (EU) 2022/993) and Annex XVIII point 32b (Directive 1999/63/EC), point 32j (Directive 2009/13/EC).
Amendments: Amended by Regulations of 23 April 2012 No. 360, 7 November 2023 No. 1800 (EEA reference), 14 February 2024 No. 280, 26 June 2025 No. 1372.

Chapter 1
General provisions

Section 1
Scope of application

These Regulations apply to the hours of work and rest on board Norwegian passenger and cargo ships for seafarers who do work in the service of the ship, as well as on pleasure crafts when work is done on board. The Regulations shall also apply to seafarers employed on Norwegian registered mobile offshore units in transit, and which are under maritime operation.

Section 2
Definitions

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

a) "*Working hours*": Time during which a seafarer is required to do work in service of the ship.
b) "*Mobile offshore units*": Mobile offshore platforms, including drill ships, which are equipped for drilling subsea petroleum deposits, and mobile platforms for use other than drilling for subsea petroleum deposits.
c) "*Hours of rest*": Time outside working hours, not including short breaks.
d) "*Domestic voyages*": Trade on lakes or rivers in Norway and voyages on the Norwegian coast pursuant to Regulations of 4 November 1981 No. 3793.
e) "*Holidays*": public holidays, Sundays, as well as festivals prescribed in this country. The period from 1500 hrs to 2400 hrs on Easter Eve, Whitsun Eve, Christmas Eve and New Year's Eve shall be regarded as equivalent to holidays.
f) "*Passenger ships*": Ships which are allowed to carry more than 12 passengers or which require a trading permit to carry passengers.
g) "*Seafarers*": Those who are employed in any capacity on board a ship and independent contractors who do work on board in connection with the shipowner's operation.
h) "*Shift system*": A work system according to which the seafarers on a ship will serve on board for a certain period, and will then, wholly or in part, be relieved by a fresh crew, and where the relieved crew may leave the ship.
i) "*Wage agreement*": An agreement between a trade union and an employer or employer's association relating to terms of work and wage terms or other working conditions.
j) "*Week*": The period from 0000 hrs on Monday to 2400 hrs on Sunday.
k) "*Watch system*": A system according to which the working hours of the ship's crew, wholly or in part, will be divided into watches, and the entire crew will normally remain onboard.

Section 3
Exemptions

The Norwegian Maritime Authority may, in individual cases and upon written application, grant exemption from the requirements of the Regulations. There must be special reasons that make the exemption necessary, and it must be justifiable in terms of safety. Exemptions can only be granted where they do not contravene international agreements to which Norway has acceded.

Chapter 2
Provisions for working hours and hours of rest

Section 4
Working hours

The regular working hours shall be 8 hours a day, with one day of rest per week and rest on holidays.

On passenger ships engaged on regular domestic voyages with shift or watch systems, and other ships of less than 300 gross tonnage, the regular working hours may be exceeded. However, the total number of working hours during a period of 12 weeks shall not exceed an average of 56 hours per week.

Amended by Regulation of 14 February 2024 No. 280.

Section 5
Setting and breaking of watches

When the ship arrives in port, the watches shall be broken no later than 4 hours after the completion of anchoring or mooring, unless the watches are continued in compliance with the third paragraph.

When the ship leaves port, the watches shall be set at the earliest 8 hours prior to departure.

When the master assumes that the duration of the ship's stay in port, counted from the time when anchoring or mooring has been completed until the anchor is again weighed or the moorings cast off, will be less than 14 hours, or when the master finds it necessary for the safety of the ship, the master may decide that watches shall be kept as if the ship were at sea.

Amended by Regulation of 26 June 2025 No. 1372.

Section 6
Extra work for reasons of safety

In addition to the provisions of sections 4 and 5, the master may require a seafarer to perform any working hours necessary for the safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea. The same may apply concerning the enforcement of customs laws, as well as quarantine and other health related provisions.

In accordance with the first paragraph, the master may suspend the schedule of working hours or hours of rest and require a seafarer to perform any working hours necessary until the normal situation has been restored.

In cases as mentioned in the first paragraph, the master shall ensure, as soon as practicable after the normal situation has been restored, that any seafarer who has performed work in a scheduled rest period is provided with an adequate period of rest.

Section 7
Reduction of night work for young persons

Youths under the age of 18 years must not work between 2000 hrs and 0800 hrs to a greater extent than the person having at least 9 consecutive hours of rest during this period of time. However, this does not apply to such work as mentioned in section 6 first paragraph.

Section 8
Hours of rest

Musters and drills prescribed by or pursuant to law shall be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue in the seafarers.

Amended by Regulation of 23 April 2012 No. 360.

Chapter 3
Shipboard working arrangements and registration of hours of rest

Section 9
Shipboard working arrangements

There shall be a document on board showing the seafarers' shipboard working arrangements. The document shall state the commencement and end of each seafarer's ordinary working hours, as well as the daily total hours of rest.

Section 10
Keeping of registration forms and the right to obtain information

All seafarers shall be provided with a form for the recording of their daily hours of rest.

The master, or a person authorised by the master, shall verify and record the hours of rest in every period of 24 hours and 7 days.

The registration form shall be signed each month by the master or a person authorised by the master, as well as by the seafarer concerned. Seafarers shall receive a copy of the records pertaining to them, including the registration form.

Any person who can demonstrate a legitimate legal interest shall have the right to access the contents of the registration forms and to obtain copies of those parts that are of relevance.

Amended by Regulation of 26 June 2025 No. 1372.

Section 11
Form for shipboard working arrangement and registration form, etc.

The contents of the form used for the shipboard working arrangement and the registration form for recording of hours of rest shall be prescribed by the Norwegian Maritime Authority.

The form used for the shipboard working arrangement shall be posted on board in a readily accessible place.

The forms shall be in the working languages of the ship and in English.

Records of hours of rest under section 10 may also be established by electronic means. This information shall be brought to the attention of the seafarers on board. Recorded information shall be made available to the seafarer concerned and otherwise for the purpose of inspections by the supervising authorities or the competent authority of a Port State.

Section 12
Keeping and endorsement of registration forms, etc.

Forms for recording hours of rest shall be kept on board for a minimum of 6 months after they have been filled out. In addition, the registration forms shall be kept by the shipping company for a minimum of 3 years after they have been filled out. If legal proceedings have been instituted in respect of a claim for payment of work allegedly entered on the forms, the forms shall be kept for more than 3 years until the matter has been finally settled.

The registration forms shall be endorsed by the authorities during supervision. Such supervision shall take place by periodical surveys and unannounced supervisions.

At any time, the Norwegian Maritime Authority may demand that copies of forms for recording the hours of rest shall be submitted for inspection and endorsement.

Where records of hours of rest are established by electronic means, the Norwegian Maritime Authority may require the information to be submitted in specified format.

Chapter 4
Supervision and control

Section 13
Inspection

The supervising authorities shall supervise:

a) that the registration forms for recording hours of rest are in compliance with section 8, cf. section 11, and
b) that the shipboard working arrangement form is in compliance with section 9 and is posted on board, cf. section 11 second paragraph.

When carrying out the inspections as mentioned above, all possible efforts shall be made to avoid the ship being unduly delayed. Should the ship nevertheless, be unduly delayed, the shipping company shall have the right to compensation for any losses suffered. The burden of proof that the ship has been unduly delayed, lies with the company.

Section 14

Detailed inspection

If a supervising authority receives information from a person who have an interest in the safety of the ship, which gives reason to believe that the seafarers on board show signs of fatigue so that they may not be able to carry out their tasks, a more detailed inspection shall be conducted to determine whether the hours of rest recorded on the registration forms are in accordance with the provisions of these Regulations or the wage agreement. Other records relating to the operation of the ship shall be taken into account.

The first paragraph applies correspondingly if the observations made by the supervising authority give reason to make the same assumptions.

The identity of the person lodging the complaint must not be revealed to the master of the ship or the shipping company.

Section 15

Rectification of deficiencies

If an inspection conducted under section 13 first paragraph or section 14 reveals non-compliance with the requirements of these Regulations, the supervising authority shall take the measures necessary to ensure that any conditions on board which are clearly hazardous to the safety or health of seafarers are rectified, and to avoid future violations, including revision of the ship crew.

If seafarers in charge of the first watch or subsequent relieving watches show signs of being unduly fatigued so that they may not be able to carry out their tasks, steps shall be taken to ensure that the ship will not leave port until the deficiencies found have been rectified or the seafarers in question have been sufficiently rested.

Chapter 5
Concluding provisions

Section 16

Entry into force

These Regulations enter into force on 1 July 2007. From the same date, Regulations of 8 July 2002 No. 968 concerning shipboard working arrangements, registration and control of hours of rest on board ship are repealed.