Regulations of 29 August 2003 No. 1114 on the safe loading and unloading of bulk carriers

Legal basis: Laid down by the Norwegian Coastal Administration and the Norwegian Maritime Authority on 29 August 2003 under the Act of 8 June 1984 No. 51 relating to harbours and fairways, etc. (Harbour Act), section 8 first paragraph, and the Act of 9 June 1903 No. 7 relating to public control of the seaworthiness of ships, etc. (Seaworthiness Act). As for the Seaworthiness Act, the legal basis is amended to Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 9, 11, 12 and 19, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.
Added legal basis: Act of 17 April 2009 No. 19 relating to harbours and fairways sections 22 and 40.
EEA references: EEA Agreement Annex XIII point 56k (Directive 2001/96/EC).
Amendments: Amended by Regulations of 29 June 2007 No. 1006, 21 December 2015 No. 1802, 20 December 2017 No. 2379, 26 June 2025 No. 1372.

Section 1
Purpose

The purpose of these Regulations is to enhance the safety of bulk carriers calling at terminals in Norway in order to load or unload solid bulk cargoes, by reducing the risks of excessive stresses and physical damage to the ship's structure during loading or unloading. The Regulations therefore establish harmonised suitability requirements for those ships and terminals and harmonised procedures for cooperation and communication between those ships and terminals.

Section 2
Scope of application

(1) These Regulations shall apply to:

a) all bulk carriers, irrespective of their flag, calling at a terminal in Norway for the loading or unloading of solid bulk cargoes; and

b) all terminals in Norway visited by bulk carriers to which these Regulations apply.

(2) Notwithstanding the provisions of regulation VI/7 of the SOLAS Convention, these Regulations shall not apply to:

a) facilities that only in exceptional circumstances are used for loading and unloading dry cargo in bulk into or from bulk carriers; or

b) cases where the loading or unloading is carried out solely with the equipment of the bulk carrier concerned.

Section 3
Definitions

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

a) *"Recognised classification society":* Any of the classification societies with which the Ministry has entered into an agreement pursuant to section 41 of the Ship Safety and Security Act:
   1. American Bureau of Shipping (ABS)
   2. Bureau Veritas (BV)
   3. DNV GL
   4. Lloyd's Register of Shipping (LRS)
   5. Rina Services S.p.A (RINA)
   6. Nippon Kaiji Kyokai (Class NK);

b) *"BLU Code":* The Code of Practice for the Safe Loading and Unloading of Bulk Carriers, as contained in the Annex to IMO Assembly resolution A.862(20) of 27 November 1997, as it stands on 4 December 2001;

c) *"Bulk carrier":* As defined in regulation IX/1.6 of the SOLAS Convention and interpreted by resolution 6 of the 1997 SOLAS Conference, namely:
   – a ship constructed with single deck, top-side tanks and hopper-side tanks in cargo spaces and intended primarily to carry dry cargo in bulk, or
   – an ore carrier, meaning a sea-going single deck ship having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for the carriage of ore cargoes in the centre holds only, or
   – a combination carrier as defined in regulation II-2/3.27 of the SOLAS Convention;

d) *"Solid bulk cargo density declaration":* The information on the density of the cargo to be provided in compliance with regulation XII/10 of the SOLAS Convention;

e) *"Administration of the flag State":* The competent authorities of the State whose flag the bulk carrier is entitled to fly;

f) *"Recognised organisation"*: An organisation recognised in accordance with Article 4 of Council Directive 94/57/EC;
g) *"International conventions":* Conventions as defined in Article 2(1) of Directive 95/21/EC, as amended;
h) *"Grain":* As defined in regulation VI/8.2 of the SOLAS Convention;
i) *"Cargo information":* The cargo information required by regulation VI/2 of the SOLAS Convention;
j) *"Loading or unloading plan":* A plan as referred to in regulation VI/7.3 of the SOLAS Convention and having the format as contained in Appendix 2 of the BLU Code;
k) *"Ship/shore safety checklist":* The checklist as referred to in section 4 of the BLU Code and having the format as contained in Appendix 3 of the BLU Code;
l) *"Master":* The person who has command over a bulk carrier or a ship's officer designated by the master for the loading or unloading operations;
m) *"SOLAS Convention":* The International Convention for the Safety of Life at Sea, 1974, as amended;
n) *"Terminal":* Any fixed, floating or mobile facility equipped and used for the loading or unloading of dry cargo in bulk into or from bulk carriers;
o) *"Terminal operator":* The owner of a terminal, or any organisation or person to whom the owner has transferred the responsibility for loading or unloading operations conducted at the terminal for a particular bulk carrier;
p) *"Terminal representative":* Any person appointed by the terminal operator, who has the overall responsibility for, and authority to, control the preparation, the conduct and the completion of loading or unloading operations conducted by the terminal for a particular bulk carrier;
q) *"Dry cargo in bulk or solid bulk cargo":* solid bulk cargo as defined in regulation XII/1.4 of the SOLAS Convention, excluding grain.

Amended by Regulations of 29 June 2007 No. 1006 (in force on 1 July 2007), 20 December 2017 No. 2379 (in force on 1 January 2018).

Section 4
Requirements in relation to the operational suitability of bulk carriers for loading and unloading

Terminal operators shall, by checking compliance with the provisions of Appendix 1 to these Regulations, be satisfied of the operational suitability of bulk carriers loading or unloading solid bulk cargoes at their terminals.

Section 5
Requirements in relation to the suitability of terminals

Terminal operators shall ensure that, as concerns terminals for which they assume responsibilities under these Regulations:

a) the terminals comply with the provisions of Appendix 2 to these Regulations;
b) terminal representative(s) is (are) appointed;
c) information books are prepared containing the requirements of the terminal and competent authorities, including the Norwegian Coastal Administration and the Norwegian Maritime Authority, and information on the port and terminal as listed in Appendix 1, paragraph 1.2, of the BLU Code, and that these books are made available to the masters of bulk carriers calling at the terminal for loading or unloading solid bulk cargoes; and
d) a quality management system is developed, implemented and maintained. Such quality management system shall be certified in accordance with the ISO 9001:2000 standards or an equivalent standard fulfilling at least all aspects of ISO 9001:2000, and it shall be audited in accordance with the guidelines of the ISO 10011:1991 or equivalent standard fulfilling all aspects of ISO 10011:1991. Directive 98/34/EC shall be complied with in relation to said equivalent standards. The quality management system shall be set up within three years of the entry into force of these Regulations. The quality management system shall be certified within four years of the entry into force of these Regulations.

Section 6
Temporary authorisation for newly established terminals

For newly established terminals, the Norwegian Coastal Administration may derogate from the requirements of section 5 subparagraph d) by issuing a temporary authorisation to operate, valid for no more than 12 months. The terminal must however demonstrate its plan to implement a quality management system in accordance with the ISO 9001:2000 standard or equivalent standard, as provided in section 5 subparagraph d).

Section 7

Responsibilities of the master

The following responsibilities shall be performed by the master:

a) The master shall at all times be responsible for the safe loading and unloading of the bulk carrier under their command.

b) The master shall notify arrivals in accordance with the Regulations of 21 December 2015 No. 1790 on vessels' reporting obligations under the Harbour and Fairways Act.

c) Before any solid bulk cargo is loaded, the master shall ensure that he has received the cargo information required under Regulation VI/2.2 of the SOLAS Convention, and, where necessary, a solid bulk cargo density declaration. This information shall be included in a cargo declaration form as set out in Appendix 5 of the BLU Code.

d) Prior to the start of and during loading or unloading, the master shall perform the duties listed in Appendix 3 to these Regulations.

Amended by Regulations of 21 December 2015 No. 1802 (in force on 1 January 2016), 26 June 2025 No. 1372.

Section 8

Responsibilities of the terminal representative

The following responsibilities shall be performed by the terminal representative:

a) Upon receipt of the ship's initial notification of its estimated time of arrival, the terminal representative shall provide the master with the information mentioned in Appendix 4 to these Regulations.

b) The terminal representative shall be satisfied that the master has been advised as early as possible of the information contained in the cargo declaration form.

c) The terminal representative shall without delay notify the master and the Norwegian Maritime Authority of apparent deficiencies he has noted on board a bulk carrier which could endanger the safe loading or unloading of solid bulk cargoes.

d) Prior to the start of and during loading or unloading, the terminal representative shall discharge the duties listed in Appendix 5 to these Regulations.

Amended by Regulation of 21 December 2015 No. 1802 (in force on 1 January 2016).

Section 9

Procedures between bulk carriers and terminals

(1) The loading or unloading plan to be prepared in accordance with Chapter VI Part B of the SOLAS Convention shall be in the form laid down in Appendix 2 of the BLU Code and shall contain the IMO number of the bulk carrier concerned. The plan shall be signed by the master and the terminal representative.

(2) Any change to the plan, which according to either party may affect the safety of the vessel or crew, shall be agreed by both parties in the form of a revised plan.

(3) The agreed loading or unloading plan and any subsequent agreed revisions shall be kept by the ship and the terminal for a period of six months for the purpose of any necessary verification.

(4) Before loading or unloading is commenced, the ship/shore safety checklist shall be completed and signed jointly by the master and the terminal representative in accordance with the guidelines of Appendix 4 of the BLU Code.

(5) An effective communication between the ship and the terminal shall be established and maintained at all times to ensure capability of responding to requests for information on the loading or unloading process and to ensure prompt compliance should the master or the terminal representative order the loading or unloading operations to be suspended.

(6) The master and the terminal representative shall conduct the loading or unloading operations in accordance with the agreed plan. The terminal representative shall be responsible for the loading or unloading of the solid bulk cargo as regards the hold order, quantity and rate of loading or unloading stated on that plan. He shall not deviate from the agreed loading or unloading plan, otherwise than by prior consultation and written agreement with the master.

(7) On completion of the loading or unloading, the master and the terminal representative shall agree in writing that the loading or unloading has been done in accordance with the loading or unloading plan, including any agreed changes. In the case of unloading, such agreement shall include a record that the cargo holds have been emptied and cleaned to the master's requirements and shall record any damage suffered by the ship and any repairs carried out.

(8) In cases where the Norwegian Maritime Authority is notified of any disagreement between the master and the terminal representative as to the application of the procedures set out above, the Norwegian Maritime Authority shall interfere where necessary to ensure safety or the protection of the marine environment.

Section 10

Damage incurred during loading or unloading

(1) If damage to the ship's structure or equipment occurs during loading or unloading, the damage shall immediately be reported by the terminal representative to the master and, if necessary, repaired.

(2) If the damage could impair the structural capability or watertight integrity of the hull, or the ship's essential engineering systems, the master shall notify the appropriate body or bodies, i.e.

a) in respect of Norwegian ships: the Norwegian Maritime Authority or the recognised classification society;

b) in respect of foreign ships: the administration of the flag State or the organisation recognised by it and acting on its behalf, and also the Norwegian Maritime Authority.

(3) The decision as to whether immediate repair is necessary or whether it can be deferred shall be taken by the Norwegian Maritime Authority, due account being taken of the opinion, if any, of the administration of the flag State, or the organisation recognised by it and acting on its behalf, and of the opinion of the master. Where immediate repair is considered necessary, it shall be carried out to the satisfaction of the master and the competent authority before the ship leaves the port.

(4) For the purpose of taking the decision referred to in the third paragraph, the Norwegian Maritime Authority may rely upon a recognised organisation to undertake the inspection of the damage and to advise on the necessity of carrying out repairs or their deferral.

Section 11

Suspension of operations

Notwithstanding the rights and obligations of the master under regulation VI/7.7 of the SOLAS Convention, the Norwegian Maritime Authority may prevent or suspend any loading or unloading of solid bulk cargoes when there are clear indications that the operation may endanger the safety of the ship or its crew.

Section 12

Penalty

Any violation of provisions of these Regulations is punishable under section 62 first paragraph (d) of the Act of 8 June 1984 No. 51 relating to harbours and fairways (Harbour and Fairways Act).

Amended by Regulations of 29 June 2007 No. 1006 (in force on 1 July 2007), 20 December 2017 No. 2379 (in force on 1 January 2018).

Section 13

Entry into force

These Regulations enter into force on 1 March 2004.

Appendix 1

Requirements in relation to the operational suitability of bulk carriers for loading and unloading solid bulk cargoes (cf. section 4)

Bulk carriers calling in terminals in Norway for the loading or unloading of solid bulk cargoes shall be checked by the terminal operator for compliance with the following requirements:

1) They shall be provided with cargo holds and hatch openings of sufficient size and such a design to enable the solid bulk cargo to be loaded, stowed, trimmed and unloaded satisfactorily.
2) They shall be provided with the cargo hold hatch identification numbers as used in the loading or unloading plan. The cargo hold and cargo hold hatch identification numbers shall be clearly visible. The location of the numbers shall be such as to make the cargo holds easily identifiable by the terminal's loading and unloading operators. The identification numbers shall also be used in the loading plan.
3) Their cargo hold hatches, hatch operating systems and safety devices shall be in good functional order and used only for their intended purpose.
4) List indicating lights, if fitted, shall be tested prior to loading or unloading and proved to be operational.
5) If required to have an approved loading instrument on board, this instrument shall be certified and operational to carry out stress calculations during loading or unloading.
6) Propulsion and auxiliary machinery shall be in good functional order.
7) Deck equipment related to mooring and berthing operations shall be operable and in good order and condition.

Appendix 2

Requirements in relation to the suitability of terminals for loading and unloading solid bulk cargoes (cf. section 5 subparagraph a))

1) Terminals shall only accept bulk carriers for loading or unloading of solid bulk cargoes at their terminal that can safely berth alongside the loading or unloading installation, taking into consideration water depth at the berth, maximum size of the ship, mooring arrangements, fendering, safe access and possible obstructions to loading or unloading operations.
2) Terminal loading and unloading equipment shall be properly certified and maintained in good order, in compliance with the relevant regulations and standards, and only operated by duly qualified and, if appropriate, certified personnel.
3) Terminal personnel shall be trained and equipped in accordance with the provisions on dock work laid down in the Regulations of 10 November 1994 No. 1053.

Appendix 3

Duties of the master prior to and during loading or unloading operations (cf. section 7 subparagraph d))

Prior to and during loading or unloading operations the master shall ensure that:

1) the loading or unloading of cargo and the discharge or intake of ballast water is under the control of the ship's officer in charge;
2) the disposition of cargo and ballast water is monitored throughout the loading or unloading process to ensure that the ship's structure is not overstressed;
3) the ship shall be kept upright or, if a list is required for operational reasons, it shall be kept as small as possible;
4) the ship remains securely moored, taking due account of local weather conditions and forecasts;
5) sufficient officers and crew are retained on board to attend to the adjustment of the mooring lines or for any normal or emergency situation, having regard to the need of the crew to have sufficient rest periods to avoid fatigue;
6) the terminal representative is made aware of the cargo trimming requirements, which shall be in accordance with the procedures of the IMO Code of Safe Practice for Solid Bulk Cargoes;
7) the terminal representative is made aware of the requirements for harmonisation between de-ballasting or ballasting and cargo loading or unloading rates for his ship and of any deviation from the de-ballasting or ballasting plan or any other matter which may affect cargo loading or unloading;
8) the ballast water is discharged at rates which conform to the agreed loading plan and does not result in flooding of the quay or of adjacent craft. Where it is not practical for the ship to completely discharge its ballast water prior to the trimming stage in the loading process, the master shall agree with the terminal representative on the times at which loading may need to be suspended and the duration of such suspensions;
9) there is agreement with the terminal representative as to the actions to be taken in the event of rain, or other change in the weather, when the nature of the cargo would pose a hazard in the event of such a change;
10) no hot work is carried out on board or in the vicinity of the ship while the ship is alongside the berth, except with the permission of the terminal representative and in accordance with any requirements of the competent authority;
11) there is close supervision of the loading or unloading operation and of the ship during final stages of the loading or unloading;
12) the terminal representative is warned immediately if the loading or unloading process has caused damage, has created a hazardous situation, or is likely to do so;
13) the terminal representative is advised when final trimming of the ship has to commence in order to allow for the conveyor system to run-off;
14) the unloading of the port side closely matches that of the starboard side in the same hold to avoid twisting the ship's structure;
15) when ballasting one or more holds, account is taken of the possibility of the discharge of flammable vapours from the holds and precautions are taken before any hot work is permitted adjacent to or above these holds.

Amended by Regulation of 21 December 2015 No. 1802 (in force on 1 January 2016, formerly Appendix 4).

Appendix 4

Information to be provided by the terminal to the master (cf. section 8 subparagraph a))

1) The name of the berth at which loading or unloading will take place and the estimated times for berthing and completion of loading or unloading.
2) Characteristics of loading or unloading equipment, including the terminal's nominal loading or unloading rate and the number of loading or unloading heads to be used, as well as the estimated time required to complete each pour or – in the case of unloading – the estimated time required for each stage of the discharge.
3) Features on the berth or jetty the master may need to be aware of, including the position of fixed and mobile obstructions, fenders, bollards and mooring arrangements.
4) Minimum depth of water alongside the berth and in approach and departure channels.
5) Water density at the berth.
6) Maximum distance between the water line and the top of the cargo hatch covers or coamings, whichever is relevant to the loading or unloading operation, and the maximum air draught.
7) Arrangements for gangways and access.
8) Information on estimated times for berthing and departure (cf. paragraph 1) and on minimum water depth at the berth (cf. section 4) shall be progressively updated and passed to the master on receipt of successive ETA advice.
9) Which side of the ship is to be alongside the berth.
10) Maximum allowable speed of approach to the jetty and availability of tugs, their type and bollard pull.
11) The loading sequence for different parcels of cargo, and any other restrictions if it is not possible to take the cargo in any order or any hold to suit the ship.
12) Any properties of the cargo to be loaded which may present a hazard when placed in contact with cargo or residues on board.
13) Advance information on the proposed loading or unloading operations or changes to existing plans for loading or unloading.
14) If the terminal's loading or unloading equipment is fixed, or has any limits to its movement.
15) Mooring lines required.
16) Warning of unusual mooring arrangements.
17) Any restrictions on ballasting or de-ballasting.
18) Maximum sailing draught permitted.
19) Any other item related to the terminal requested by the master.

Amended by Regulation of 21 December 2015 No. 1802 (in force on 1 January 2016, formerly Appendix 5).

Appendix 5

Duties of the terminal representative prior to and during loading or unloading operations (cf. section 8 subparagraph d))

Prior to the start of and during loading or unloading operations the terminal representative shall:

1) provide the master with the names and procedures for contacting the terminal personnel or shipper's agent who will have the responsibility for the loading or unloading operation and with whom the master will have contact.
2) take all precautionary measures to avoid damage to the ship by the loading or unloading equipment and inform the master if damage occurs.
3) ensure the ship is kept upright or, if a list is required for operational reasons, it shall be kept as small as possible.
4) ensure the unloading of the port side closely matches that of the starboard side in the same hold to avoid twisting the ship.
5) in the case of high density cargoes, or when the individual grab loads are large, alert the master that there may be high, localised impact loads on the ship's structure until the tank top is completely covered by cargo, especially when high free-fall drops are permitted and special care is taken at the start of the loading operation in each cargo hold.
6) ensure that there is agreement between the master and the terminal representative at all stages and in relation to all aspects of the loading or unloading operations and that the master is advised on any change to the agreed loading rate, and at the completion of each pour of the weight loaded.
7) maintain a record of the weight and disposition of the cargo loaded or unloaded and ensure that the weights in the holds do not deviate from the agreed loading or unloading plan.
8) ensure that the cargo is trimmed, when loading or unloading, to the master's requirements.
9) ensure that the quantities of cargo required to achieve the departure draft and trim shall allow for all cargo on the terminal's conveyor systems to be run off and empty on completion of a loading. For that purpose the terminal

representative shall advise the master of the nominal tonnage contained on the terminal's conveyor system and any requirements for clearing the conveyor system on completion of the loading.

10) in the case of unloading, give the master the maximum warning when it is intended to increase, or to reduce, the number of unloading heads used and advise the master when unloading is considered to be completed from each hold.

11) ensure that no hot work is carried out on board or in the vicinity of the ship while the ship is alongside the berth, except with the permission of the master and in accordance with any requirements of the competent authority.

Amended by Regulation of 21 December 2015 No. 1802 (in force on 1 January 2016, formerly Appendix 6).