Regulations of 30 June 2015 No. 823 on the tonnage measurement of ships and mobile offshore units

Legal basis: Laid down by the Norwegian Maritime Authority on 30 June 2015 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) section 2 and section 10 second paragraph, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.
Amendments: Amended by Regulations of 20 December 2017 No. 2379, 14 January 2020 (in force on 1 February 2020), 25 May 2022 No. 944 (in force on 1 July 2022), 26 June 2025 No. 1372, 23 June 2026 No. 1321.

Section 1
Scope of application

The Regulations apply to Norwegian ships and mobile offshore units. The Regulations do not apply to ships of less than 24 meters in overall length used for non-commercial purposes or only complying with the Regulations on vessels of less than 24 metres carrying 12 passengers or less.

Amended by Regulations of 14 January 2020 (in force on 1 February 2020), 25 May 2022 No. 944 (in force on 1 July 2022).

Section 2
Overall length

Overall length means the length of the ship or mobile offshore unit measured from the outboard side of the foremost part of the hull to the outboard side of the aftermost part of the hull.

Structures forming a part of the ship or mobile offshore unit, and affecting its design, capacity or qualities, shall be regarded as parts of the hull.

The following shall be included, irrespective of material and attachment method:

a. decks;
b. bulwarks;
c. bow port;
d. loading ramp;
e. stern roller;
f. deckhouse/superstructure;
g. fixed belting;
h. structures for storage of appliances and/or tools;
i. structures functioning as hydrostatic or dynamic support when the vessel or mobile offshore unit is stationary or underway, with the exception of moving trimflap;
j. volumes connected to hull, deck, bulwark or (deckhouse/superstructure such as bulb, appended “crate” for mounting of steering gear.

Amended by Regulation of 25 May 2022 No. 944 (in force on 1 July 2022).

Section 3
Tonnage certificate

Ships of 15 metres in overall length and upwards and mobile offshore units shall have tonnage certificate according to sections 4 to 15.

The tonnage certificate shall be available on board.

Amended by Regulations of 25 May 2022 No. 944 (in force on 1 July 2022), 23 June 2026 No. 1321.

Section 4
Measurement rules for ships of 15 metres in overall length and upwards and mobile offshore units

The International Convention on Tonnage Measurement of Ships, 1969 (1969 Tonnage Convention), Annex 1 Regulations for determining gross and net tonnages of ships, applies as regulation.

For ships of less than 24 meters in length (L) the gross tonnage shall be calculated in accordance with the 1969 Tonnage Convention, multiplied by 0.92. The net tonnage is 40 per cent of the gross tonnage. Tonnage figures are to be rounded down to the nearest whole unit.

The second paragraph shall apply accordingly to mobile offshore units.

Amended by Regulations of 20 December 2017 No. 2379 (in force on 1 January 2018), 25 May 2022 No. 944 (in force on 1 July 2022).

Section 5

Measurement rules for ships of 15 meters in overall length and upwards, but less than 24 metres in length (L), the keel of which was laid before 18 July 1982

Ships of less than 24 meters in length (L), the keel of which was laid on or after 30 December 1954, but before 18 July 1982, may have a tonnage certificate issued in accordance with the Convention for a Uniform System of Tonnage Measurement of Ships, 1947 (1947 Tonnage Convention). Ships of less than 24 meters in length (L), the keel of which was laid before 30 December 1954, may have a tonnage certificate issued in accordance with measurement rules in force before the 1947 Tonnage Convention entered into force.

The ship shall be remeasured pursuant to section 4 second paragraph if it undergoes alterations or modifications which increase or reduce the gross tonnage in accordance with the 1947 Tonnage Convention by more than 1 per cent.

For tonnage certificates issued pursuant to the first paragraph, corrections may be made to the certificate where there are changes to the name, port of registry, type of vessel, draught or overall length.

The company may, irrespective of alteration or modification, prepare tonnage calculations pursuant to section 4 second paragraph and request the issue of a new tonnage certificate.

Amended by Regulations of 25 May 2022 No. 944 (in force on 1 July 2022), 23 June 2026 No. 1321.

Section 6

Safety tonnage for ships of 24 meters in length (L) and upwards

Ships, the keel of which was laid before 18 July 1994, may have safety tonnage entered in the International Tonnage Certificate (1969) under “Remarks”. The safety tonnage will be deleted if the ship undergoes alterations or modifications or increases its draught in such a way that the tonnages are changed by more than 1 per cent.

The safety tonnage shall be determined in accordance with the 1947 Tonnage Convention or in accordance with measurement rules in force before the 1947 Tonnage Convention entered into force.

Section 7

Calculation and use of reduced gross tonnage for tonnage-based fees

For oil tankers, the company may, in accordance with IMO Resolution A.747(18), require the following to be entered in the International Tonnage Certificate (1969) under “Remarks”:

a) the tonnage of segregated water ballast tanks; and

b) the ship’s gross tonnage minus the tonnage of subparagraph a.

For open-top containerships, the company may, in accordance with IMO Resolution A.234(82), require a reduced gross tonnage to be entered in the International Tonnage Certificate (1969) under “Remarks”.

The reduced gross tonnage entered under “Remarks” pursuant to this provision shall only be used for the calculation of tonnage-based fees.

Section 8

Tonnage calculations

Tonnage calculations shall be carried out in an electronic program approved by the Norwegian Maritime Authority. The calculations shall be made on the basis of drawings, and shall be based on general geometric principles for volume calculation. All volume calculations for any particular ship shall be carried out using the same program. The volume calculations shall follow the principles of the 1969 Tonnage Convention with recommendations and interpretations pursuant to IMO Circular TM.5/Circ.5 and IMO Resolution MSC.234(82).

The end sections (point of intersection deck/stern) shall be taken into account when the volume of the hull is calculated. The number of section areas in the hull description shall not be less than the 11 construction frames in the standard lines drawing with the addition of 4 construction frames between construction frame Nos. 0 and 1, Nos. 1 and 2, Nos. 8 and 9, and between Nos. 9 and 10.

In the volume calculations, discontinuities and surfaces of rapid curvature shall be taken into account. All volumes shall be calculated without any deduction for strength components (permeability 1.0).

Both tabular and graphic presentations shall be given for all volumes calculated by computer. All input data shall be enclosed with the calculations. The minimum requirement for graphic presentation is that the sections shall be shown as a body plot, isometrically and as a profile plot. In addition, the section area curve (SAC) for the hull shall be plotted. Areas and volumes shall be noted on the curve.

Cargo spaces shall be defined and presented space by space giving the length of the space, its main frame reference and a clear description of the type of space and the cargo it holds.

Superstructures shall be defined and presented deck by deck with connected parts presented as one unit. The total length of the superstructure and connected parts shall be given in addition to the volume. A clear description of type and location shall be given for the separate parts of the superstructure and its total volume.

In the case of alterations or modifications, it is not a requirement to use an approved electronic program if the volume can easily be verified by using a simplified method of calculation.

Section 9

Application for tonnage certificate

The application for a tonnage certificate shall be submitted to the Norwegian Maritime Authority on the prescribed form.

For newbuildings, the company shall apply for a tonnage certificate before the ship or mobile offshore unit is put into service.

In the case of alterations or modifications, the company shall apply for the issue of a new tonnage certificate in accordance with section 12.

Amended by Regulation of 23 June 2026 No. 1321.

Section 10

Documentation to enclose with the application for tonnage certificate

The following documentation shall be enclosed with the application for tonnage certificate:

a. calculations pursuant to section 4
b. general arrangement
c. profile and deck plan
d. body plan or lines drawing
e. tank plan.

For ships being flagged in, a copy of the foreign tonnage certificate shall be enclosed with the application for tonnage certificate.

Amended by Regulation of 23 June 2026 No. 1321.

Section 11

Marking as a condition for the issue of a tonnage certificate

Before the tonnage certificate may be issued, the ship or the mobile offshore unit shall be marked in accordance with the rules on marking of ships and mobile offshore units.

Amended by Regulation of 23 June 2026 No. 1321.

Section 12

Issue of tonnage certificate

The following tonnage certificates are issued:

a. International Tonnage Certificate (1969) to ships of 24 meters in length (L) and upwards and mobile offshore units, for which measurement is required;
b. Norwegian National Tonnage Certificate (1982) to ships for which measurement is required and which are less than 24 meters in length (L).

A new tonnage certificate shall be issued when:

a. a ship or mobile offshore unit undergoes alterations or modifications that increase the gross or net tonnage by one unit or more;
b. a ship or mobile offshore unit is transferred between the Norwegian Ordinary Ship Register (NOR) and the Norwegian International Ship Register (NIS);
c. when a ship with a tonnage certificate issued in accordance with the 1947 Tonnage Convention undergoes alterations or modifications as referred to in section 5;
d. a ship holding a tonnage certificate issued pursuant to the 1947 Tonnage Convention undergoes alterations or modifications as referred to in section 5;
e. the name, port of registry, draught or overall length is changed, except in the case of tonnage certificates issued pursuant to section 5.

To replace a lost tonnage certificate issued in accordance with the 1947 Tonnage Convention, the company may request a copy of the measurement document in lieu of the Norwegian National Tonnage Certificate (1982).

If the ship or mobile offshore unit holds a physical tonnage certificate when a new certificate is issued, the physical certificate shall be returned.

Amended by Regulation of 23 June 2026 No. 1321.

Section 13

Foreign tonnage certificates as basis for registration in a Norwegian ship register

A foreign tonnage certificate shall include tonnages in accordance with the 1969 Tonnage Convention in order to be used as basis for registration in a Norwegian ship register.

A Norwegian tonnage certificate will be issued based on the calculations for the foreign tonnage certificate or new calculations. The ship will maintain its safety tonnage if it was entered under “Remarks” in the International Tonnage Certificate (1969) issued by the previous flag State.

A foreign tonnage certificate is valid for three months after the ship has been registered in a Norwegian ship register. The company shall ensure that a Norwegian tonnage certificate can be issued within the expiry of the period of validity based on tonnage calculations as referred to in the second paragraph.

Section 14

Return of physical tonnage certificates in the event of flagging out, foundering and condemnation

If a ship or mobile offshore unit holds a physical tonnage certificate, the certificate shall be returned if the right to fly the Norwegian flag ceases as a result of flagging out or otherwise. In the event of foundering or condemnation, the physical tonnage certificate shall be returned if it still exists.

Amended by Regulation of 23 June 2026 No. 1321.

Section 15

Use of tonnage as a parameter

The term “gross tonnage”, when used in other regulations, means the gross tonnage as indicated in the tonnage certificate. For ships having safety tonnage entered in the International Tonnage Certificate (1969) under “Remarks”, the safety tonnage shall be used as basis, unless otherwise provided by the individual regulations.

Section 16

Entry into force, etc.

These Regulations enter into force on 1 July 2015. As from the same date, the Regulations of 18 December 2009 No. 1694 on measurement of ships are repealed.