EUROPEAN COMMISSION
Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs
Single Market Enforcement
Notification of Regulatory Barriers

Notification Number : 2025/9004/NO (Norway)

Proposed Regulations on the construction, equipment and supervision of small cargo ships

Date received : 17/03/2025
End of Standstill : 18/06/2025 (closed)

Message

Message 901

Communication from the Commission - TRIS/(2025) 0742

Procedure for the provision of information EC - EFTA

Notification: 2025/9004/NO

Notification – Notification – Notifzierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késéseket - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħx il-perijodi ta’ dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20250742.EN

1. MSG 901 IND 2025 9004 NO EN 17-03-2025 NO NOTIF

2. Norway

3A. Royal Ministry of Trade, Industry and Fisheries
Department of Trade Policy
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4. 2025/9004/NO - T20T - Sea and river and navigation on inland waterways

5. Proposed Regulations on the construction, equipment and supervision of small cargo ships

6. Norwegian cargo ships of less than 24 metres in length (L) and of less than 500 gross tonnage.

7.

8. The notification concerns the draft technical regulations (DTR) in the proposed Regulations on the construction, equipment and supervision of small cargo ships. These Regulations will apply to Norwegian cargo ships of less than 24 metres in length (L) and of less than 500 gross tonnage. Chapters 6 to 14 of the proposed Regulations apply only to ships required to hold a vessel instruction or trading certificate.

The proposed Regulations also necessitate amendments to the following regulations:
- Regulations of 5 September 2014 No. 1157 on navigation and navigational aids for ships and mobile offshore units
- Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships
- Regulations of 1 July 2014 No. 955 on radiocommunication equipment for Norwegian ships and mobile offshore units.
- Regulations of 14 January 2020 No. 63 on vessels of less than 24 metres carrying 12 passengers or less (12 Pax Regulations)

The DTR will, upon entering into force, replace the current Regulations of 19 December 2014 No. 1853 on the construction and supervision of small cargo ships. The current Regulations apply to Norwegian cargo ships of 8 meters and above in overall length, but of less than 24 meters in length (L), with some exceptions, cf. section 1 second paragraph. The Regulations do not apply to ships of 500 gross tonnage and upwards. Compared to the current Regulations the DTR expands its scope of application by incorporating relevant provisions from the Regulations of 5 September 2014 No. 1157 on navigation and navigational aids for ships and mobile offshore units, the Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships and the Regulations of 1 July 2014 No. 955 on radiocommunication equipment for Norwegian ships and mobile offshore units.

While most provisions in the DTR remain unchanged from the current Regulations, the DTR introduces new rules and modifies some existing ones. Some of the proposed amendments are based on industry input, while others address outdated aspects of the current Regulations, incorporating modern workmethods and new equipment available on the market. Additionally, certain unclear requirements from the current Regulations have been specified for clarity. The DTR also includes clarifications and amendments based on the NMA`s administrative practices.

The Regulations will enter into force as soon as they are laid down by the NMA.

9. One of the objectives of the proposed Regulations is to consolidate provisions from some existing regulations into a single set of Regulations. The NMA believes that the proposed Regulations will make rules for Norwegian cargo ships of less than 24 metres in length (L) more user-friendly and accessible.

The proposed Regulations include new requirements for the construction of ships of less than 15 metres in overall length that are not required to have a vessel instruction. Currently, there are no regulations specifically tailored to this group of ships.

Additionally, the NMA proposes that ships of 8 metres in overall length and upwards intended for transferring personnels between the ship and offshore renewable energy production facilities be required to have a vessel instruction or training certificate for safety reasons.

To enhance user-friendliness, all requirements related to deck equipment are proposed to be consolidated into a single chapter in the DTR. Certain revisions are based on safety considerations. For example, the NMA proposes that towing winch and anchor-handling winch drums must be equipped with a clutch for disengagement. It is also proposed that winches would have a function to adjust the maximum pulling force relative to the line's minimum breaking load if lines

other than the design line are used, ensuring proper tension control.

For ships intended for international voyages more than 30 nautical miles from an approved anchorage or port, the NMA suggests additional safety-related requirements.

Chapter 15 of the DTR outlines the requirements for ships with building contracts signed before the Regulations take effect and delivered within one year after their entry into force. The burden of new requirements on existing ships has been carefully considered and is deemed justifiable due to the associated safety improvements.

The NMA has considered if the Regulations is in conflict with relevant community regulations, and we find no conflict. In accordance with Article 11 and 13 of the EEA Agreement, the NMA considers that the Regulations is proportionate ensuring the desired level of protection with the least restrictive means.

10. References of the Basic Texts: No Basic Text exists

11. No

12.

13. No

14. No

15. Yes

16.
TBT aspects: No

SPS aspects: No

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European Commission
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