



EUROPEAN COMMISSION

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

Notification Number : 2025/9026/NO (Norway)

Proposed Regulation concerning amendments to the Regulations on fire protection on ships

Date received : 15/09/2025

End of Standstill : 16/12/2025

Message

Message 901

Communication from the Commission - TRIS/(2025) 2532

Procedure for the provision of information EC - EFTA

Notification: 2025/9026/NO

Notification – Notificación – Notifizierung – 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 - Καμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késéset - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ 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: 20252532.EN

1. MSG 901 IND 2025 9026 NO EN 15-09-2025 NO NOTIF

2. Norway

3A. Royal Ministry of Trade, Industry and Fisheries
Trade Policy Department
P.O. Box 8090, Dep
NO-0032 Oslo
Norway

3B. Norwegian Maritime Authority
P.O. Box 2222
NO-5509 Haugesund

4. 2025/9026/NO - T20T - Sea and river and navigation on inland waterways

5. Proposed Regulation concerning amendments to the Regulations on fire protection on ships

6. Certain vessels flying the Norwegian flag



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7.

8. Implementation into Norwegian law of IMO resolutions MSC.520(106), MSC.532(107), MSC.550(108) and MSC.555(108) concerning amendments to SOLAS chapter II-2 on safety measures for construction - fire protection, fire detection and fire extinction.

The following national adjustments has been proposed:

Regulations on fire protection on ships, Section 2:

Fire protection on ships engaged on foreign voyages

For cargo ships of 500 gross tonnage and upwards engaged on foreign voyages and passenger ships engaged on foreign voyages, the following shall apply as regulation:

- a) the International Convention for the Safety of Life at Sea, 1974 (SOLAS) consolidated edition 2014, chapter II-2, as amended by MSC.365(93), MSC.380(94), MSC.392(95), MSC.404(96), MSC.409(97) and MSC.421(98);
- b) the International Code for Fire Safety Systems (FSS Code), cf. MSC.98(73), as amended by MSC.206(81), MSC.217(82), MSC.292(87), MSC.311(88), MSC.327(90), MSC.339(91), MSC.367(93), MSC.403(96), MSC.410(97), MSC.457(101) and MSC.484(103).

The NMA proposes to add the IMO resolutions MSC.520(106), MSC.532(107) and MSC.550(108) under a), as well as MSC.555(108) under b). Compared to SOLAS as it applies, this will expand the scope of the convention, so that the amendments will also apply to Norwegian non-SOLAS ships, cf. Section 1:

These Regulations apply to Norwegian:

- a) cargo ships of 24 metres in length (L) and upwards, or of 500 gross tonnage and upwards;
- b) ships required to have Passenger Certificate;
- c) class C and D passenger ships of 24 metres in length (L) and upwards, constructed before 1 May 2000;
- d) ships with Passenger Ship Safety Certificate engaged on foreign voyages;
- e) barges.

9. Based on safety concerns and equality considerations, the NMA finds it appropriate that the amendments described above should apply to Norwegian non-SOLAS ships as well as Norwegian SOLAS ships. This is in line with the regulations on other matters.

Determining the impact on Norwegian ships is difficult, as the Norwegian regulations does not require that all ships should be registered. The introduction of new regulations typically entails new expenses. In general, the cost will depend on the degree to which the ships are in compliance today. In this case, the highest costs will typically be for the ships that are already subject to SOLAS.

The NMA has assessed whether the proposed Regulation conflicts with relevant EU/EEA legislation and has found no such conflicts. Passenger ships engaged on domestic voyages, covered by Directive 2009/45, is regulated by other regulations. This Directive is in the process of being amended taking into account the SOLAS amendments.

In accordance with Articles 11 and 13 of the EEA Agreement, the NMA considers the Regulation proportionate, providing the necessary level of protection while using the least restrictive measures.

10. References of the Basic Texts: The basic texts were forwarded with an earlier notification:
2015/9016/N

11. No



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12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

Contact point Directive (EU) 2015/1535

email: grow-dir2015-1535-central@ec.europa.eu