

Submitted by Norway

**PAME II-2015 Agenda Item 4.2 (c)**  
**AMSA Recommendation I(B)**  
**Norwegian national regulations for Fishing vessels**

**BACKGROUND**

AMSA Recommendation I(B) provides that:

*“That the Arctic states, in recognition of the unique environmental and navigational conditions in the Arctic, decide to cooperatively support efforts at the International Maritime Organization to strengthen, harmonize and regularly update international standards for vessels operating in the Arctic. These efforts include:*

- *Support the updating and the mandatory application of relevant parts of the Guidelines for Ships Operating in Arctic Ice-covered Waters (Arctic Guidelines); and,*
- *Drawing from IMO instruments, in particular the Arctic Guidelines, augment global IMO ship safety and pollution prevention conventions with specific mandatory requirements or other provisions for ship construction, design, equipment, crewing, training and operations, aimed at safety and protection.”*

PAME I-2015 adopted a record of decision (ROD) inviting member governments to submit overview papers to PAME II-2015 on their national regulation of fishing vessel safety and the prevention of pollution from such ships in the Arctic.

**Information on the Norwegian national regulation of fishing vessel safety and the prevention of pollution from such ships in the Arctic**

The Torremolinos International Convention for the Safety of Fishing Vessels was adopted by the IMO in 1977. The Convention as amended in 1993, contains general safety requirements for the safety of fishing vessels of 24 metres and above. The application of the requirements is mainly determined by the length of the ship, however some additional requirements apply to ships intended for operation in icy conditions.

As regards the construction of vessels falling under the scope of the Convention, the general principle is that the construction shall be sufficient to withstand all foreseeable conditions of the intended service and shall be to the satisfaction of the administration<sup>1</sup>. For vessels intended for operation in ice, the hull shall be strengthened in accordance with the anticipated conditions for navigation<sup>2</sup>.

Regarding freeing ports in vessels intended for operation in waters subject to icing, covers and protective arrangements for freeing ports shall be capable of being easily removed to restrict ice accretion.

Allowance for ice accretion, if anticipated, shall be taken into consideration when calculating the vessels stability under specific operating conditions<sup>3</sup>. For vessels operating in areas where icing is

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<sup>1</sup> Torremolinos Convention Chapter II, Regulation 1 (1)

<sup>2</sup> Torremolinos Convention Chapter II, Regulation 1 (2)

<sup>3</sup> Torremolinos Convention Chapter III, Regulation 7 (3)b

likely to occur, specific icing allowance shall be included in the stability calculations<sup>4</sup>. Vessels intended for operation in areas where ice accretion is known to occur shall be designed to minimize ice accretion and equipped with means to remove it<sup>5</sup>.

The Convention has yet to enter into force, thus there are no international rules in force on fishing vessels safety neither in general nor for such vessels operating in the Arctic. However, in the European Union and the European Economic Area (EEA) fishing vessels are regulated. The regulations has been incorporated into the EEA agreement and thus into the Norwegian legal order.

For fishing vessels of 24 metres and above, EU Directive 1997/70/EC applies for vessels flying the flag of an EU/EEA state. The Directive also applies to foreign flagged ships operating or landing a catch in an EU/EEA State. The Directive sets out a harmonized safety regime for fishing vessels, and is for the most part based on the not yet in force Torremolinos Convention. The Directive contains general rules for design, construction and maintenance. It also sets up a regime for certification and surveys. In addition, the Directive contains control provisions for foreign flagged vessels, however it is not included in the scope of the Paris MOU and thus no common approach on the inspection of foreign flagged vessels apply.

For vessels operating in icy waters, some specific safety requirements apply to construction, machinery and equipment, including for lifesaving appliances. For vessels operating in icy waters, some specific safety requirements apply to construction, machinery and equipment. These requirements build on the Torremolinos Convention, but go further adding on requirements for vessels operating waters north of 62 degrees latitude, including additional requirements for lifesaving appliances. The Annex III A of the Directive containing the Northern regional provisions will be submitted to PAME for information.

In accordance with Norwegian law the requirements have been extended, and are made applicable to vessels of 15 metres and above. For operation in areas subject to icy conditions, it is required for Norwegian flagged ships that they are constructed in compliance with the relevant rules of DNV GL, or equivalent rules of another classification society. The regulations can be found on the Norwegian Maritime Authority`s webpage: . <https://www.sjofartsdir.no/en/legislation/regulations/construction-operation-equipment-and-surveys-of-fishing-vessels-15-m-in-overall-length-loa-and-over/>

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4 Torremolinos Convention Chapter III, Regulation 8 (1)

5 Torremolinos Convention Chapter III, Regulation 8 (2)

## ANNEX III

## Regional and local provisions (Articles 3(3) and 4(1))

## A. 'Northern' regional provisions

1. *Area of application*

Unless mentioned otherwise elsewhere, the waters north of the boundary as illustrated on the chart attached to this Annex, excluding the Baltic Sea. This boundary is defined by the parallel of latitude 62° N from the west coast of Norway to longitude 4° W, thence the meridian of longitude 4° W to latitude 60° 30' N, thence the parallel of latitude 60° 30' N to longitude 5° W, thence the meridian of longitude 5° W to latitude 60° N, thence the parallel of latitude 60° N to longitude 15° W, thence the meridian of longitude 15° W to latitude 62° N, thence the parallel of latitude 62° N to longitude 27° W, thence the meridian of longitude 27° W to latitude 59° N and thence the parallel of latitude 59° N to the west.

2. *Definitions*

'Heavy drift ice' is drift ice covering 8/10 or more of the sea surface.

3. *Regulation III/7(1) (Operating conditions)*

In addition to the specific operating conditions given in Regulation III/7(1) the following operating conditions shall also be considered:

- (e) operating condition (b), (c) or (d), whichever produces the lowest values of the stability parameters contained in the stability criteria listed in Regulation 2, shall be calculated including allowance for ice accretion in accordance with the provisions of Regulation III/8;
- (f) for purse seiners: departure from the fishing grounds with the fishing gear, no catch and 30 % stores, fuel, etc., including allowance for ice accretion in accordance with the provisions of Regulation III/8.

4. *Regulation III/8 (Ice accretion)*

The specific requirements of Regulation III/8 and the specific guidance given in Recommendation 2 by the Torremolinos conference shall be applied within the region concerned, i.e. also outside the boundaries shown in the chart accompanying the said Recommendation.

Notwithstanding the provisions of Regulation III/8(1)(a) and (b) the following icing allowance shall be made in the stability calculations for vessels operating in the area north of latitude 63° N, between longitude 28° W and longitude 11° W:

- (a) 40 kilograms per square metre on exposed weather decks and gangways;
- (b) 10 kilograms per square metre for projected lateral area of each side of the vessel above the water plane.

5. *Regulations VII/5(2)(b) and (3)(b) (Number and types of survival craft and rescue boats)*

Notwithstanding the provisions of Regulation VII/5 (2)(b), (3)(b), and (3a), for fishing vessels whose hull is built to comply with the rules of a recognised organisation for operation in waters with heavy drift ice concentration in compliance with Regulation II/1/2 of the Annex to the Torremolinos Protocol, the rescue boat/lifeboat required in (2)(b), (3)(b) or (3a)(b) shall at least be partially covered (as defined in Regulation VII/18) and shall have sufficient capacity to accommodate all persons on board.

6. *Regulation VII/9 (Immersion suits and thermal protective aids)*

Notwithstanding the provisions of Regulation VII/9 an approved immersion suit, of an appropriate size, complying with the provisions of Regulation VII/25, including the measures applied to that Regulation and listed in this Annex under item 1.8, shall be provided for every person on board.

7. *Regulation VII/14 (radar transponder)*

In addition to the provisions of Chapter VII, Part B, every lifeboat, rescue boat and life-raft shall permanently be equipped with an approved radar transponder capable of operating in the 9 GHz band.

8. *Regulation VII/25 (Immersion suits)*

Notwithstanding the provisions of Regulation VII/25 all immersion suits required under item 1.6 of this Annex shall, as a single unit, be made of material with inherent insulation and shall also comply with the buoyancy requirements of Regulation VII/24(1)(c)(i). All other relevant requirements of Regulation VII/25 shall also be complied with.

9. *Regulation X/3(7) (Radar installations)*

Notwithstanding the provisions of Regulation X/3(7), every vessel of 24 metres in length and over shall be fitted with a radar installation to the satisfaction of the administration. This radar installation shall be capable of operating in the 9 GHz band.

10. *Regulation X/5 (Signalling equipment)*

In addition to the provisions of Regulation X/5, every vessel shall, when operating in waters where drift ice may occur, be fitted with at least one searchlight with a lighting capacity of at least 1 lux, measured at a distance of 750 metres.

## B. 'Southern' regional provisions

1. *Areas of application*

The Mediterranean sea and the coastal areas, within 20 miles from the coast of Spain and Portugal, of the summer zone of the Atlantic Ocean, as defined on the 'Chart of zones and seasonal areas' in Annex II to the 1996 International Convention on Load Lines <sup>(1)</sup>, as amended.

2. *Regulation VII/9(1) (Immersion suits)*

Taking into consideration the provisions of paragraph 4 of Regulation VII/9, add at the end of paragraph 1 the following sentence:

'For vessels of less than 45 metres in length the number of immersion suits need not be greater than two.'

3. *Regulation IX/1 (Radio communications)*

Add a new paragraph 1a as follows:

'This chapter shall also apply to new vessels of 24 metres in length and over, provided that the area in which they operate is supported appropriately by a coast station operating in accordance with IMO master plan.'

<sup>(1)</sup> International Convention on Load Lines, 1966, adopted on 5 April 1966 by the International Conference on Load Lines, held in London upon the invitation of the Intergovernmental Maritime Consultative Organisation.