

Message 901

Communication from the Commission - TRIS/(2025) 0971

Procedure for the provision of information EC - EFTA

Notification: 2025/9007/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 - Nezahtuje 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 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: 20250971.EN

1. MSG 901 IND 2025 9007 NO EN 02-04-2025 NO NOTIF

2. Norway

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

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

4. 2025/9007/NO - T20T - Sea and river and navigation on inland waterways

5. Proposed Regulations concerning ships that use battery systems with lithium-ion cells that have a total capacity of 20 kWh or more

6. The proposed Regulations will apply to norwegian passenger ships (including high-speed crafts), cargo ships (including high-speed crafts), and fishing vessels that use battery systems with lithium-ion cells of 20 kWh capacity or more.

7.

8. The proposed regulation aims to establish minimum requirements for ships with larger battery systems, regardless of classification society, and to reduce the risk of battery system-related incidents. Changes to existing guidelines are also proposed, including the removal of provisions regarding gas production from battery cells and limitations related to thermal melting. The proposal is based on the Ship Safety Act and targets Norwegian ships.

The regulation aims to:

- Provide clear rules for new and existing ships.
- Establish minimum requirements for ships with large battery systems, regardless of classification society.
- Follow safety recommendations from the Norwegian Accident Investigation Board after the Brim investigation.
- Minimize the likelihood and consequences of incidents related to battery systems through good planning and design, including ventilation, detection, and safety measures.

9. The Norwegian Maritime Authority has issued a proposal for a new regulation for ships using battery systems with lithium-ion cells with a capacity of 20 kWh or more. Since 2015, the use of larger battery systems on Norwegian ships has increased, with over 350 installations by the beginning of 2025. The Ship Safety Act requires that ships be designed and built to ensure safety for life, health, the environment, and material values. The Norwegian Maritime Authority has previously developed guidelines for battery systems, but there is now a need for a new regulation to ensure that these systems are safe and comply with safety recommendations from the Norwegian Accident Investigation Board following incidents of fires on ships.

The NMA has considered if the Regulations is in conflict with relevant community regulations, and we find no conflict. In accordance with Article 11 to 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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