

Message 901

Communication from the Commission - TRIS/(2025) 2520

Procedure for the provision of information EC - EFTA

Notification: 2025/9025/NO

Notification – Notification – 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 - 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: 20252520.EN

1. MSG 901 IND 2025 9025 NO EN 12-09-2025 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. 2025/9025/NO - T20T - Sea and river and navigation on inland waterways

5. Proposed amendments to the Regulations on the construction of ships.

6. Certain vessels flying the Norwegian flag

7.

8. The Norwegian Maritime Authority (NMA) is circulating for review the proposed amendments to the Regulations on the construction of ships, which apply to vessels flying the Norwegian flag.

The NMA has proposed adjustments to section 11 and section 13 and is introducing a new section 13a in the Regulations on the construction of ships. The requirement currently contained in section 11 second paragraph has been moved to the new section 13a and will now apply to all ships engaged in anchor-handling operations. The existing section 13 has been divided into two parts in the proposed Regulation: section 13 will apply to towing equipment, while the new section 13a will apply to anchor-handling equipment.

While most of the requirements in section 13 and new section 13a remain unchanged from the current provisions, certain unclear requirements have been clarified for better understanding, some reflecting the NMA's administrative practices.

The requirements in section 13 apply to all cargo ships engaged in towing and are largely consistent with the current regulations for towing equipment.

The new section 13a applies to ships engaged on domestic voyages and to cargo ships of less than 500 gross tonnage engaged on foreign voyages. In addition, it applies to cargo ships of 500 gross tonnage and upwards on foreign voyages with anchor-handling winches installed before 1. January 2026, cf. section 13a first paragraph.

The amendments to the Regulations will enter into force on 1 January 2026.

9. The amendments are expected to improve safety on anchor-handling operations.

The NMA has assessed whether the proposed Regulation conflicts with relevant EU/EEA legislation and has found no such conflicts. 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.

The NMA has reason to believe that ships falling within the scope of the DTR already comply with the proposed requirements, and that the proposed Regulation will have little or no economic consequences for the industry.

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

11. No

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