

Message 901

Communication from the Commission - TRIS/(2026) 1447

Procedure for the provision of information EC - EFTA

Notification: 2026/9008/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 - 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: 20261447.EN

1. MSG 901 IND 2026 9008 NO EN 27-05-2026 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. 2026/9008/NO - T20T - Sea and river and navigation on inland waterways

5. Proposed Regulations on lifting appliances, loose lifting gear and lifting operations on ships

6. These Regulations apply to lifting appliances, loose lifting gear and lifting operations on Norwegian ships.

7.

8. The notification concerns the draft technical regulations (DTR) contained in the proposed Regulations on lifting appliances, loose lifting gear and lifting operations on ships. These Regulations will apply to lifting appliances, loose lifting gear and lifting operations on Norwegian ships.

Upon entry into force, the DTR will replace the current Regulations of 17 January 1978 No. 4 on cargo-handling appliances in ships and the Regulations of 13 January 1986 No. 31 on cranes used on ships in open waters for loading and unloading.

While some provisions of the DTR remain unchanged, the DTR introduces new rules and amends certain existing provisions. In particular, the draft Regulations introduce changes to the current inspection regime, including a requirement that lifting appliances be inspected by competent companies. The draft Regulations also introduce new and stricter competence requirements for operators of lifting appliances in order to enhance safety. In addition, the NMA proposes to introduce new requirements for lifting arrangements for ROVs in section 9, as well as new requirements for heave-compensated gangways in section 10.

Some of the proposed amendments are based on input from industry stakeholders, while others address outdated elements of the current Regulations by incorporating modern work methods and new equipment available on the market. In addition, certain unclear provisions of the current Regulations have been clarified. The DTR also includes clarifications and amendments reflecting the established administrative practice of the Norwegian Maritime Authority (NMA).

The Regulations will enter into force upon formal adoption by the NMA.

9. The proposed DTR pursues safety of life, health, property and the environment.

9a. One of the challenges associated with the current regulatory framework is that it does not refer to standards, but instead contains very detailed technical requirements. Modern lifting appliances are designed and manufactured in accordance with recognised standards, and the NMA sees no need to maintain separate, standalone construction requirements in the Regulations. Consequently, the draft Regulations propose that lifting appliances and loose lifting gear shall be designed and manufactured in accordance with a recognised standard.

In light of the increasing number of vessels equipped with ROV systems and associated lifting arrangements, as well as vessels fitted with heave-compensated gangways, the NMA considers it necessary to regulate construction requirements for such equipment. The draft Regulations therefore introduce requirements for initial inspection in accordance with the selected standard and the manufacturer's recommendations.

The NMA considers that lifting appliances have become increasingly complex, and that it is unlikely that a single individual can adequately cover all the necessary fields of expertise – such as hydraulics, strength and structural integrity, automation and electronics – when assessed against the scope of inspections to be carried out. The NMA therefore proposes the introduction of an approval scheme for competent companies, classified as type 1 and type 2.

To improve competence and thereby reduce risks associated with the operation and use of lifting appliances, the NMA considers that stricter competence requirements are both necessary and appropriate. The NMA

therefore proposes introducing the same scheme of documented, certified and equipment-specific training as is applied in the land-based industry and on the Norwegian continental shelf.

9b. See above. The DTR replaces current national regulations in place to ensure safe construction and use of lifting appliances, loose lifting gear, as well as safe lifting operations on board Norwegian ships. The NMA has assessed whether the proposed Regulations are in conflict with relevant community regulations and find no conflicts, and there are no other national regulations addressing these interests.

9c. See above and attached impact assessment. The NMA has assessed whether the proposed Regulations are in conflict with relevant community regulations and find no conflicts. In line with Articles 11 and 13 of the EEA Agreement, the NMA views the Regulations as proportionate, as they provide the necessary level of protection while using the least restrictive measures.

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

European Commission

Contact point Directive (EU) 2015/1535

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