

Message 901

Communication from the Commission - TRIS/(2025) 2352

Procedure for the provision of information EC - EFTA

Notification: 2025/9020/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: 20252352.EN

1. MSG 901 IND 2025 9020 NO EN 01-09-2025 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
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NO 5509 Haugesund
NORWAY

4. 2025/9020/NO - T20T - Sea and river and navigation on inland waterways

5. Consultation on proposed amendments to the Regulations on dangerous goods on Norwegian ships to make IMO Resolution MSC.523 (106) and MSC.556 (108) applicable to Norwegian cargo ships and some Norwegian passenger ships engaged on domestic voyages

6. Dangerous goods on ships

7.

8. The Norwegian Maritime Authority (NMA) hereby circulates for review the proposed amendments to Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships. These amendments implement IMO Resolution MSC.523 (106) and MSC.556 (108), which revises the IMDG Code and the IGC Code. This will affect shipping companies and operators involved in the carriage of dangerous goods on Norwegian ships. The amendments enter into force on 1 January 2026.

The draft regulation is a revised version of parts of the Regulations on dangerous goods on Norwegian ships. It serves to implement the International Code for the construction and equipment of ships carrying liquefied gases in bulk (IGC Code) and the International Maritime Dangerous Goods Code (IMDG Code) into Norwegian legislation. The reference in section 5 (b) makes the IMDG Code applicable to ships engaged on foreign voyages. The reference in section 5 (d) makes the IGC code applicable to ships on foreign voyages. The reference in section 8 first and second paragraph makes the IMDG Code and the IGC code applicable to cargo ships and some passenger ships engaged on domestic voyages.

9. The draft revision makes the revised IMDG Code and IGC Code still applicable to Norwegian cargo ships and some Norwegian passenger ships engaged on domestic voyages.

The amendments are expected to improve safety in the carriage of dangerous goods and reduce the likelihood of disputes between shipowners, shippers and charterers.

Some modifications and upgrades may be required for ships carrying dangerous goods as a result of the amendments. The NMA assumes that since the amendments to the IMDG Code and IGC Code were negotiated within the IMO, the interests of the various stakeholders were taken into account. The amendments are therefore deemed both cost-effective and essential for ensuring health, environmental protection and safety.

The NMA has considered if the Regulations is in conflict with relevant community regulations, and we find no conflict. In accordance with Article 11 and 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: The basic texts were forwarded with an earlier notification: 2015/9017/N

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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