

Norwegian Maritime Rules and Regulations Workbook

Date: 30/09/2020

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1. Workbook

Background

The background for this course is the Norwegian requirement for training for Masters on board Norwegian flagged vessels on the subject of Norwegian maritime legislation.

Learning objectives

The objectives are to meet the Norwegian requirements for service onboard Norwegian flagged vessels.

Provided that the participants hold an appropriate certificate and are otherwise qualified in accordance with STCW 1978 as amended, those successfully completing their course should thereby be able to apply for an endorsement which will enable them to serve as Master, Chief Mate, Officers in charge of navigational watch, Chief Engineer, and Second Engineer or Third Engineer onboard Norwegian flagged vessels.

As Master onboard a ship flying the Norwegian flag, you are representing the Norwegian law. Besides being the ultimate responsible, on behalf of the Owner and Charterer, you are also responsible for ensuring that the Norwegian laws and regulations are complied with.

Preface

The Norwegian Maritime Authority (NMA)'s vision is "Together for safety at sea in a clean environment". Its principal objective is to make Norway "an attractive flag state with the highest safety standards to protect life, health, the environment and property".

On the 1st of January 2012, the Norwegian Maritime Directorate merged with the Norwegian Ship Registers to form the NMA. In accordance with the Government's maritime strategy, the NMA will continue to ensure that the Norwegian Ship Registers,

NIS and NOR, are competitive and attractive quality registers and actively promote Norway as a flag state for Norwegian and foreign owners.

Ensuring that vessels are safe and environmentally friendly is one of the NMA's main objectives. The NMA will attach greater importance to the active prevention of accidents and shall be a visible and clear initiator in the international regulatory work. The NMA will further develop risk-based supervision, so that the supervisory work targets those areas that will provide the greatest benefits in terms of safety and the environment. The NMA will continue its active efforts to ensure that seafarers are highly qualified and have good working and living conditions.

A good reputation is essential for the NMA's credibility as a supervisory authority and ship register. Providing good service to the users is therefore an important priority.

The NMA is the administrative and authoritative body for issues related to safety on Norwegian-registered vessels and foreign vessels in Norwegian ports. The Authority is subordinate to the Ministry of Trade and Industry (NHD), and its activities are determined by political decisions, allocations, orders, and international obligations

The UN Convention on the Law of the Sea states that ensuring safety at sea is the duty of the state under whose flag the ship is registered (the flag state). In Norway, the NMA is the designated supervisory authority. In line with international agreements, the Authority also oversees foreign vessels calling at Norwegian ports.

The authority's central responsibilities include:

- supervision of working and living conditions on board and issuing certificates for seafarers
- administration of the tax refund scheme for seafarers
- supervision of Norwegian-registered vessels and their owners, in addition to issuing certificates
- supervision of foreign ships calling at Norwegian ports
- developing Norwegian and international legislation
- registration of ships and rights in ships, as well as promotion of the Norwegian International Ship Register (NIS) and the Norwegian Ordinary Ship Register (NOR)
- recording and follow-up of accidents

In matters concerning pollution from ships and protection of the marine environment, the Authority is subordinate to the Ministry of the Environment (MD). The NMA collaborates with and assists the Norwegian Coastal Administration in matters related to the technical aspects of ships in oil spill clean-up operations. The Authority assists the Norwegian Petroleum Safety Authority (PTIL) in the supervision of mobile offshore units on the Norwegian continental shelf. In addition, the Authority assists the police in investigations of criminal offences linked to the Ship Safety and Security Act and assists the Accident Investigation Board Norway (AIBN) with investigations of accidents.

Work related to checking documentation is largely done from the head office in Haugesund, while most of the inspections are performed by the Authority's stations along the coast. The stations and head office also conduct audits of vessels, shipping companies, classification societies, approved enterprises and others who perform supervisory tasks on behalf of the Authority. This is done through system audits, vertical audits, unannounced inspections and periodic inspections.

The NMA shall actively promote Norway as an attractive flag state. In addition, the Authority shall ensure the legal protection of rights and due process by ensuring that the ship registers NIS and NOR are accurate and up-to-date.

The NMA gives high priority to its international work and plays a leading role on behalf of Norway in a number of international bodies. Most of the regulations in the shipping industry are developed in international bodies such as the UN`s International Maritime Organization (IMO), the International Labour Organization (ILO) and the European Maritime Safety Agency (EMSA).

As one of the world`s leading maritime nations, Norway wishes to be a leader in promoting safe and environmentally friendly shipping, and the Authority plays an important role in the development of new international regulations. Decisions made by the EU and shipping organizations are increasingly exerting influence on Norwegian maritime regulations. Consequently, one of the NMA`s main responsibilities is ensuring proper domestic follow-up and adaptation when international rules are implemented into Norwegian legislation.

In addition to the international regulatory work, the NMA also develops comprehensive national legislation. The Authority administers a number of national laws and some 130 regulations, which, in conjunction with the international regulations, comprise one of the largest sets of public legislations.

The Authority is responsible for supervising various types of vessels including cargo ships, offshore vessels, passenger vessels, fishing vessels, mobile offshore units and pleasure crafts. For NIS registered ships, the classification societies have been authorized to act on behalf of the NMA. Norway currently has agreements with seven different classification societies.

The NMA conducts extensive awareness-raising and preventive work to actively promote a culture of safety at sea; the NMA`s Safety at Sea Conference, meetings with users, participation at conferences and trade fairs, various campaigns, the Safe Boating campaign, the Welfare Service and active use of various dedicated communication channels.

2. Exercises

All questions and exercises are marked equally; to get full score try to answer all questions as comprehensive as possible. All questions must be answered and a score of 75% is required to pass the course.

Use the "Excerpts from the Norwegian Passenger and Cargo Ship legislation, etc." in order to complete these exercises. If this is not available, the course booklet which is found in the e-learning module may be used.

The answers must be written on a separate sheet.

1. Each Norwegian ship shall be provided with a Safe Manning document. How is the minimum safe manning determined?
2. Who shall carry out gas measuring and examinations in connection with cleaning and gas freeing in connection with welding?
3. There is a requirement for annual inspection of the ship's medical supplies (or every three years if the ship has an approved SMS system indicating that the Master or a person appointed by the Master shall perform an annual check). Who shall check the ship's medical supplies if the ship is in a foreign port?
4. How many instrument(s) for measuring hydro carbons are required to be carried on board a dry cargo vessel?
5. Which log books are mandatory on board all Norwegian ships larger than 500 gross tons on international voyages?
6. For how long shall a ship's deck log book be kept on board?
7. For how long shall time sheets concerning working hours on board ships be kept after their completion?
8. What are the duties of the Master if a seafarer dies while in service on board?
9. Certain tasks on board require knowledge of English. Which tasks are these?
10. Who shall carry out the detailed preliminary supervision of maritime service of seafarers before the commencement of service?
11. Which rules and regulations must be available for the crew on board?
12. What are the duties of the Master if a felony is committed on board?
13. What is the difference between the safety representatives' and the working environment committee's areas of activity?

14. What is the minimum rest allowed in any 168-hour period?
15. For ships equipped with an inert gas system, minor welding work may be permitted outside the tank area provided the tanks are filled with inert gas. What shall be the minimum distance from the gas hazardous area to where the welding is to take place?
16. What are the duties of the Master if he has to leave a sick or injured seafarer behind in a foreign port?
17. What is the minimum consecutive weekly rest period for young people under 18 years of age?
18. If the ship is in danger of an attack from terrorists or pirates, which considerations must be taken before firearms are used against attackers?
19. Who shall arrange for the election of safety representatives?
20. What are required from the Master and OOW when arranging look-out duty in the hours of darkness?
21. Which requirements must be fulfilled for foreign certificates issued by states outside the EEA to be recognized by the NMA?
22. At what number of crew members is it mandatory to have a Working Environment Committee on board?
23. Who decides the necessary quality of the drinking water on board?
24. What is the Master's duty if he feels that there is a need for additional manning on board?
25. Under which circumstances may the Master decide to put any person on board in custody?

3. Document status

Issue no.	Date	Author
2278 A	30.01.2017	TT
2278 A1	07.11.2017	IG
2278 A2	29.08.2018	TT
2278 2.0	25.11.2020	IG

4. Changes in the document

Issue no.	Paragraph no.	Description
A1	1.9	Added fields for Norwegian social security number / D-number
A2		New template
2.0		New Ocean TG course template. Split procedure and workbook, changed version numbering