

Circular - Series R

Circular Series R (Regulations) supersedes previous Series F. In the new Series R, relevant legal amendments and amendments to conventions are also published.

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The Circular should be entered into a special diagram or as appropriate in the latest editions of relevant NMA publications and kept until the next editions.

Regulations on accommodation, recreational facilities, food and catering on ships

Introduction

The NMA has laid down new Regulations on accommodation, recreational facilities, food and catering on ships (henceforth the “Accommodation Regulations”). The Regulations enter into force on 1 May 2017.

The Accommodation Regulations replace the Regulations of 15 September 1992 No. 707 on the accommodation and catering service on ships (henceforth the “former Accommodation Regulations”). Compared to the former Accommodation Regulations, we believe that the Accommodation Regulations have a simpler structure and more consistent language.

Consultation

The Accommodation Regulations were circulated for comments from 31 August to 24 November 2016. The consultative statements are included in a hearing matrix in Norwegian in the original Circular.

The background for the Regulations

The main purpose of preparing new Accommodation Regulations is to make the legislation more user-friendly for both the company and the persons working on board. The new Regulations therefore have, among other things, shared chapters for rules which are the same, or approximately the same, for all ships, whereas separate chapters have been laid down for ships where the rules differ due to varying construction date. Furthermore, the language of the Regulations has been made simpler and more explicit compared to the former Accommodation Regulations.

Further details on the Regulations

The Accommodation Regulations implement requirements for accommodation, recreational facilities, food and catering, which on the whole come from international conventions. The Regulations are laid down under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act).

Interpretations of the former Accommodation Regulations were described in guidance circulars from 2014 and 2015¹, which have now been incorporated into the new Regulations.

The International Labour Organization (ILO) has adopted several Conventions on working and living conditions for persons working on board ships, and the following ILO Conventions have been implemented through the Accommodation Regulations:

- ILO Convention No. 92 concerning Crew Accommodation (revised), 1946
- ILO Convention No. 133 concerning Crew Accommodation (supplementary provisions), 1970
- Maritime Labour Convention, 2006 (MLC).

The Accommodation Regulations have been divided into seven chapters as follows:

1. Introductory provisions
2. General provisions on documentation and accommodation
3. Provisions on accommodation for ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013
4. Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013
5. Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992
6. General provisions on food, catering and cleaning, etc.
7. Concluding provisions

For the most part, the provisions of the former Accommodation Regulations have been continued. Some of the provisions have been specified based on administrative practice. There are also certain substantive changes, and these are described in more detail in the comments to the individual sections below.

In general, we have tried to avoid references to other legislation in the Accommodation Regulations. The scopes of application are set out in the individual acts and regulations. Exceptionally, references to other legislation have nevertheless been included where deemed necessary for the understanding of the requirements of the Regulations, cf. section 1 second paragraph on protected and historical ships, section 3 (c) on the definition of “officer” and section 46 third paragraph on test equipment for drinking water.

Provisions directed at the Norwegian Maritime Authority as obligated party have not been continued from the former Accommodation Regulations, since it, as a main rule, is not considered correct in terms of legal theory that the NMA regulate their duties in the form of Regulations.

The provisions of section 3 of the former Accommodation Regulations relating to the responsibilities of the company, employer and the persons working on board, have not been continued in the Accommodation Regulations. The reason for this is that these duties follow directly from the Ship Safety and Security Act as legal basis. In other words, the Ship Safety and Security Act, section 6 on the company’s duties, section 28a on the employer’s obligations, sections 19 and 29 on the master’s duties and sections 20 and 30 on obligations for other persons working on board, determines who the obligated party is, both pursuant to the Ship Safety and Security Act and the Accommodation Regulations.

General comments to the Regulations

Where the former Accommodation Regulations stated that the Norwegian Maritime Authority “may allow” alternative accommodation solutions, the current Accommodation Regulations now specify that the company must apply for an exemption in writing.

¹ • RSV 03-2015 Circular on accommodation on ships of less than 24 metres in length
• RSV 13-2014 Placement of floor in accommodation below the summer load line mark on cargo ships of less than 24 metres
• Instruction to class (IC) 1/2015 Accommodation on Special Purpose Ships.

Where the former Accommodation Regulations stated that the Norwegian Maritime Authority “permits” alternative accommodation solutions, the current Accommodation Regulations now state that such alternative solutions are “permitted” or that a solution “may” be chosen. This means that an application for exemption from the company is not required.

It has otherwise been specified throughout the Regulations that where the former Accommodation Regulations mentioned “the company's and seafarers' organisations concerned”, “Norwegian shipowners' and seafarers' organisations” were meant.

If a provision from the Accommodation Regulations has not been mentioned below, this implies a continuation of current law deemed unnecessary to explain in detail.

Chapter 1 Introductory provisions

To section 1 Scope of application

First paragraph

The first paragraph of the provision on the scope of application indicates positively which types of ships are subject to the Regulations, and is a continuation of current law. The paragraph should be interpreted based on section 2 of the Ship Safety and Security Act, but it is specified that the Regulations only apply to Norwegian ships. Subject to a lower gross tonnage limit of 50 for ships constructed before 20 August 2013 (see chapter 4 of the Regulations, cf. section 2, as well as chapter 5), the Regulations apply to all passenger ships, cargo ships and barges as defined in section 1 of the Regulations. The Regulations include only requirements for accommodation for the persons working on board, so that requirements for passenger accommodation are not part of the Regulations.

The term “manned” barge has not been included in the new Regulations, but the scope of application include the same barges as before, cf. section 1 first paragraph (c).

When the term “ship” is used in the Regulations, both passenger ships, cargo ships and barges are meant.

Second paragraph

The second paragraph exempts protected or historical ships carrying more than 12 passengers, cf. Regulations of 17 June 2014 No. 768 on special rules for protected or historical ships carrying more than 12 passengers.

Note: Section 1 fifth paragraph of the former Accommodation Regulations has not been continued as such in the Regulations. The principle that the requirements of the Regulations can be reduced for certain operational patterns, has nevertheless been covered by section 7 of the Accommodation Regulations on general requirements for the accommodation.

To section 2 Requirements for ships constructed before 1 November 1992

The section continues section 1 second to fourth paragraphs of the former Accommodation Regulations, regarding the scope of application of the Regulations for ships constructed before the former Accommodation Regulations entered into force on 1 November 1992.

It is a general principle that it is the regulations on construction and accommodation in force at the time of construction of a ship that apply to the ship, unless otherwise provided. As a starting point, the Accommodation Regulations do not include ships of between 50 and 500 gross tonnage, the keel of which was laid or which were at a similar stage of construction before 1 November 1992. On the other hand, the Regulations include ships of 500 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992.

To section 3 Definitions

The definition of “drinking water” in section 2 of the former Accommodation Regulations has been continued in section 3 (a) of the Accommodation Regulations. The definitions of “accommodation” and “officer” in the former Accommodation Regulations have been made more precise in subparagraphs b) and c), respectively, but no substantial changes have been made. A definition of “rest rooms” has also

been included in subparagraph d), because the NMA sees a need in the industry for clarification of the meaning of this term for the purposes of the Accommodation Regulations. Finally, it has been specified in subparagraph e) that “special purpose ships” means ships *certified pursuant to* the IMO Code of Safety for Special Purpose Ships. The former Accommodation Regulations stated that special purpose ships are ships *constructed in accordance with* the said Code.

The definition of “recognised classification society” from section 2 subparagraph a) of the former Accommodation Regulations is not continued in the new Accommodation Regulations. The reason for this is that it is not necessary with a specification that all the classification societies recognised in Norway can carry out tasks pursuant to the Regulations, when this is laid down in section 41 of the Ship Safety and Security Act.

The terms “crew” and “rating” from section 2 subparagraphs c) and l) of the former Accommodation Regulations have not been continued. It is the substantive scope of application of the Ship Safety and Security Act that determines which people are subject to the Regulations. The Ship Safety and Security Act used the term “the persons working on board”. Another terminology than the Ship Safety and Security Act’s limitation of the personal scope of application can contribute to unclear legislation. Instead of “crew”, the Accommodation Regulations therefore use “the persons working on board”, and instead of “rating”, the Regulations use “the persons working on board, not including the master and other officers”.

The terms “approved”, “type-approved” and “accepted” have not been continued from section 2 subparagraph h) of the former Accommodation Regulations, because these rules are considered sufficiently regulated by the Regulations of 30 August 2016 No. 1042 on marine equipment. The Norwegian Maritime Authority otherwise no longer approves/accepts equipment such as described in section 2 subparagraph h) item 2 of the former Accommodation Regulations.

Chapter 2 General provisions on documentation and accommodation

To section 4 Scope of application for chapter 2

The provision on the scope of application for chapter 2 lays down that the chapter applies to all ships covered by the Regulations, cf. section 1.

To section 5 Addressee and deadlines for documentation

The section continues and specifies the rules on addressee and deadlines for documentation from section 7 of the former Accommodation Regulations. A specification has also been included in the third paragraph; that for ships required to have vessel instructions issued by an approved company, drawings and other relevant documentation shall be submitted to the company concerned.

To section 6 Requirements for documentation

The section continues section 7 of the former Accommodation Regulations on requirements for documentation.

First paragraph (b)

The requirements of section 7 first paragraph (b) of the former Accommodation Regulations on description of location of means of access, exits, emergency exits and exits to life-saving appliances have not been continued in the Accommodation Regulations, but the requirement is laid down in the Regulations of 1 July 2014 No. 1099 on fire protection on ships, the Regulations of 28 March 2000 No. 305 on surveys, construction and equipment of passenger ships engaged on domestic voyages, the Regulations of 5 January 1998 No. 6 on the construction, equipment and operation of high-speed craft used as passenger craft or cargo craft, and the Regulations of 19 December 2014 No. 1853 on the construction of small cargo ships.

First paragraph (c) final sentence

The term “air conditioning system” in section 7 first paragraph (c) of the former Accommodation Regulations has been changed to “air-conditioning system” in order to harmonise the terminology with section 9 of the Accommodation Regulations on ventilation.

Note: Section 5 of the former Accommodation Regulations has not been continued. The reason for this is that supervision is regulated by the Ship Safety and Security Act and special regulations on supervision, and that it follows directly from section 6 of the Ship Safety and Security Act that the company has a duty to see to that the requirements of the Regulations are satisfied.

To section 7 General requirements for accommodation

This section continues large parts of section 8 of the former Accommodation Regulations, but it has been restructured and expanded in accordance with the NMA's administrative practice and feedback from the industry.

The title of the section has been changed from "Cabin capacity, etc." to "General requirements for accommodation" in order to better reflect the contents of the section. "Cabin" has also been replaced by "sleeping room" throughout the Regulations. This has been done in accordance with the terminology of the MLC, ILO Convention No. 92 and ILO Convention No. 133, which use the term "sleeping room". The word "cabin" is not used in the mentioned conventions, and a cabin can furthermore include more than a sleeping room. The terms "cabin" and "sleeping room" were used haphazardly in the former Accommodation Regulations, but the term "sleeping room" was mainly used. The day room requirements have moreover been continued in sections 13, 20 and 29 of the Regulations.

Please note that the use of section 7 second and fourth paragraphs of the Regulations implies that the ship is principally restricted to a specific geographic location, or that further accommodation facilities must be arranged ashore if the ship is moved to another area of operation. It may give increased flexibility with regard to moving ships to new areas of operation when ships are constructed with full accommodation on board.

For ferries, section 8 fourth paragraph of the former Accommodation Regulations laid down that the companies had to come to an agreement with the employees' organisations on the design of accommodation facilities ashore. The NMA underlines that the new provision on onshore accommodation facilities does not introduce stricter requirements for the living quarters than what has already been accepted by the employers' and employees' organisations pursuant to the former Accommodation Regulations.

The NMA underlines that also persons working on board are considered to be at work both when travelling to and from the accommodation facilities ashore, and when using these facilities. This means that the maritime legislation continues to apply to the persons working on board, even if the company has chosen to arrange accommodation facilities ashore. However, this does not imply that all the time spent in the accommodation facilities ashore shall be considered working hours pursuant to the NMA's Regulations on hours of work and rest. On the contrary, section 7 gives the companies the opportunity to effect rest periods ashore, and for some passenger ships, it could also be relevant to effect breaks ashore pursuant to section 7 fourth paragraph.

First paragraph

Section 7 first paragraph first sentence of the Regulations sets out that the persons working on board shall have access to accommodation in accordance with the Regulations, and continues section 8 first paragraph and second paragraph first sentence of the former Accommodation Regulations. The term "the persons working on board" is taken from the Ship Safety and Security Act. Read more about this term in the comments to section 3 of the Regulations above.

A provision has also been included, which lays down that the Norwegian Maritime Authority will lay down the requirements for the accommodation on barges in each individual case, depending on the barge's manning, trade area, construction and operational conditions. The purpose of the provision is to look after the special needs of barges.

The former section 8 first paragraph set out that "cabin capacity and the size of the accommodation" should be "sufficient" for the safe manning and additional manning required to be on board the ship at

any time, but this text has been changed to reflect that the Accommodation Regulations are the template for what is considered sufficient pursuant to current law. It was furthermore considered superfluous with a reference to the Manning Regulations, and this reference has therefore been omitted from section 7 of the Accommodation Regulations.

Second paragraph

In section 8 second paragraph second sentence of the former Accommodation Regulations, exemptions from the requirements of the Regulations for accommodation on board could be permitted for “small vessels” when the conditions did not allow for prescribed facilities on board. This possibility, which implies that accommodation facilities are arranged ashore instead of on board, has been expanded when compared to the former Accommodation Regulations to apply to cargo ships of less than 500 gross tonnage and passenger ships regardless of size. The condition for this possibility is that the persons working on board have a working hours arrangement where the rest periods are effected ashore. In such a case, sleeping rooms, day rooms, galley, mess room, toilets and bathrooms shall be arranged *in one location* ashore, and there shall in addition be rest rooms and toilets on board. In other words, it is not permitted to arrange sleeping rooms and toilets on board, while galley, mess room, day rooms and bathrooms are arranged ashore. The persons working on board shall have access to a complete set of facilities during their rest periods. The facilities arranged ashore shall satisfy the Accommodation Regulations’ requirements for standard. That is to say, the accommodation facilities shall not be of a lower standard if they are arranged ashore instead of on board. The provision implies an expanded possibility to arrange accommodation spaces ashore compared to the former Accommodation Regulations, while clear requirements have been laid down for the onshore facilities.

In line with section 8 third paragraph of the former Accommodation Regulations, the rest periods can also be effected in the employees’ own home if this is most practical, in which case the company does not need to arrange facilities ashore. “Rest period” means hours of rest as defined in section 2 (c) of the Regulations of 26 June 2007 No. 705 on hours of work and rest on board Norwegian passenger and cargo ships, etc.

Furthermore, it is no longer a condition for arranging accommodation facilities ashore that the conditions do not allow prescribed facilities on board, which was set out in section 8 second paragraph second sentence of the former Regulations. The reason for this is that the NMA wishes to provide a greater opportunity for arranging accommodation facilities ashore than before.

The upper limit for what is considered a small cargo ship, which was set out in section 8 second paragraph second sentence of the former Accommodation Regulations, has been specified in the Regulations as cargo ships of less than 500 gross tonnage. With regard to this limit, we have looked to SOLAS and MARPOL, which consider ships of less than 500 gross tonnage as small vessels. For passenger ship, the size limitation of section 8 second paragraph second sentence of the former Accommodation Regulations has not been continued. The reason for this is a wish to look after the industry’s need for a provision that also covers larger passenger ships.

The provision involves a substantially equivalent implementation of the accommodation requirements of MLC chapter 3, cf. MLC Article VI, which must be described in the maritime labour certificate for ships of 500 gross tonnage and upwards engaged on foreign voyages, cf. Regulations of 22 December 2014 No. 1893 on supervision and certificates for Norwegian ships and mobile offshore units section 14 second paragraph (a) item i. The reasons for the solution being substantially equivalent are that the persons working on board ships where the working hours arrangement is such that the rest periods are effected ashore outside of own residence, are given access to accommodation facilities ashore that are at least equivalent to the MLC’s requirements for accommodation facilities on board.

Third paragraph

The requirement for berths in rest rooms on passenger ships has not been continued from the former Accommodation Regulations. On cargo ships, on the other hand, the rest rooms must have space for sleeping for all persons working on board.

The change for passenger ships has been laid down following feedback from the industry that such berths are used only to a very small degree. The ships' working hours arrangement must reflect this practice.

The rest room must be furnished so that there is sufficient space for eating for the number of persons likely to use the room at any one time.

Fourth paragraph

The fourth paragraph sets out that passenger ships may on certain terms be arranged without rest rooms. The change has been made in order to meet the industry's wish for lighter vessels, which will result in the vessels being more environment-friendly due to reduced fuel consumption. The Regulations nevertheless lay down requirements for minimum facilities for the persons working on board.

This implies that rest rooms may be arranged ashore if the persons working on board have a working hours arrangement making it reasonably possible to take breaks ashore during their working hours. It is expected that the company take into consideration the time spent mooring and similar, and thus ensure that the breaks may actually be used for eating and other necessary recreational purposes during the working hours.

"Working hours" means working hours as defined in section 2 (a) of the Regulations of 26 June 2007 No. 705 on hours of work and rest on board Norwegian passenger and cargo ships, etc.

Fifth paragraph

The fifth paragraph codifies the NMA's administrative practice for ships of less than 15 metres in overall length. It is set out in guidance circular RSV 03-2015 that for ships of less than 15 metres in overall length, the NMA may permit exemptions from the requirements for the *contents* of rest rooms upon application from the company. Any decisions on exemption are made following a specific assessment in each individual case.

In connection with this provision for smaller ships, the NMA would like to reiterate that the Accommodation Regulations do not apply to ships of less than 50 gross tonnage the keel of which was laid or which were at a similar stage of construction before 20 August 2013.

Sixth paragraph

The sixth paragraph sets out that the company shall submit information to the Norwegian Maritime Authority regarding where rest period will be effected, before accommodation facilities are arranged ashore in accordance with the second and fourth paragraphs. This information shall be submitted in connection with the construction and conversion of ships. It is the responsibility of the company to ensure that the terms of the provision are satisfied at all times, for instance in the event of changes to the working hours arrangement and area of operation, as well as during stays in yards, lay-ups or similar.

When rest rooms are arranged ashore, the NMA shall also be informed of where breaks will be effected, along with the time for and duration of breaks. The timetable shall in all cases be submitted for passenger ships engaged on a regular service.

For ferries, section 8 fourth paragraph of the former Accommodation Regulations laid down a condition for "reduced accommodation"; that the company submitted an agreement between the company and the "employees' organisations concerned" that reduced accommodation was acceptable. This agreement also worked as a confirmation that adequate accommodation quarters had been arranged ashore. This requirement has not been continued in the Accommodation Regulations, because the NMA believes that the arrangements described in section 7 of the Accommodation Regulations take care of the interests of both parties when the terms of the section are satisfied. However, a new provision has been included in section 51 fourth paragraph that Norwegian shipowners' and seafarers' organisations shall be consulted before the NMA can grant exemptions from section 7. See comments to section 51 fourth paragraph below.

The NMA may carry out supervision in order to check that the requirements of section 7 have been met, for instance in connection with unscheduled supervision following a complaint from the persons working on board, cf. section 71a of the Ship Safety and Security Act, cf. section 43.

To section 8 Location of the accommodation on the ship

For the most part, this section continues section 9 of the former Accommodation Regulations, but seventh paragraph of the latter, regarding requirements for side scuttles, has not been continued. The reason for this is that section 9 of the former Accommodation Regulations referred to side scuttle requirements laid down in the Load Line Convention, which has been implemented into Norwegian legislation by Regulations of 1 July 2014 No. 1072 on the construction of ships.

Second paragraph

Section 9 second paragraph of the former Accommodation Regulations, which set out that the accommodation shall not be located forward of the collision bulkhead, has been continued in section 8 second paragraph first sentence of the Accommodation Regulations. In addition, a new provision has been laid down in the second paragraph second sentence to ensure the safety of ships that do not have collision bulkheads. Pursuant to the new provision, sleeping rooms and recreation rooms shall not be located forward of 0.05L (m) of the forward perpendicular on ships that do not have collision bulkheads. The provision has been taken from the Rules for classification: High speed and light craft — DNVGL-RU-HSLC-Pt3Ch1. Edition December 2015 DNVGL 1.3.

Sixth paragraph

In circular RSV 13-2014, the NMA has regulated the placement of floor in accommodation below the summer load line mark on cargo ships of less than 24 metres. Pursuant to the said circular, the floor in the accommodation may on certain terms be placed within 2 metres below the summer load line mark on cargo ships of less than 24 metres in length (L) engaged in trade area Small coasting or lesser trade areas. The conditions are the following, in addition to existing regulatory requirements on sufficient artificial lighting, ventilation and headroom:

- two escape routes available at all times;
- a sufficient number of bilge alarms having an intensity of sound capable of waking up sleeping personnel in the event of water ingress.

Section 8 sixth paragraph amends the rule from the abovementioned circular RSV 13-2014 to apply to cargo ships of less than 500 gross tonnage engaged in trade area Small coasting or lesser trade areas. This has been done because comparable flag States have opened for this possibility. Lately, the NMA has received several inquiries regarding flagging in ships with valid certificates from the Netherlands, and in this connection, we have seen that ships of less than 500 gross tonnage may arrange the floor of the accommodation up to two metres below the summer load line mark. The NMA has furthermore seen that this floor arrangement is also permitted on British ships of less than 500 gross tonnage that operate no more than 60 nautical miles from the coast.

As for the placement of the floor of the accommodation, the NMA cannot see that it makes a difference with regard to safety whether a ship has a length (L) of less than 24 metres, as in RSV 13-2014, or whether the ship has a gross tonnage of less than 500. For that reason, the NMA wishes to lay down rules on the same level as comparable flag states that are in direct competition with the Norwegian flag.

The provision is considered a substantially equivalent implementation of MLC Standard A3.1 paragraph 6 (c), cf. MLC Article VI. The reason why the solution is substantially equivalent is the supplementary safety requirements for escape routes and bilge alarms. It is considered not necessary to describe the substantially equivalent solution in the Maritime Labour Certificate, because the certificate requirement is only applicable to ships of 500 gross tonnage and upwards engaged on foreign voyages.

Seventh paragraph

The term “working alleyways in section 9 sixth paragraph final sentence of the former Accommodation Regulations has been changed to “very noisy areas” in section 8 seventh paragraph of the

Accommodation Regulations. The reason is that the change is deemed to describe the purpose of the rule in a clearer way.

Tenth paragraph

Compared to section 9 ninth paragraph of the former Accommodation Regulations, a specification has been included that the hospital accommodation should be easily accessible with a stretcher.

Moreover, the requirement for lighting in the galley, from section 9 tenth paragraph of the former Accommodation Regulations, has been moved to the first paragraphs of sections 19, 28 and 37 of the Accommodation Regulations.

To section 9 Ventilation

The provision on ventilation of section 11 of the former Accommodation Regulations has mostly been kept as is, but certain linguistic improvements have been made.

To section 10 Heating

The provision is a specification of current law for cargo and passenger ships.

To section 11 Toilet

The section continues section 22 of the former Accommodation Regulations and the NMA's administrative practice.

First paragraph

The first paragraph implies a change compared to current law. It has been laid down that ships shall at least have one toilet for every six persons or less who do not have a private toilet in conjunction with their sleeping room. Toilet rooms shall in addition be fitted with a washbasin with hot and cold drinking water. The number of toilets will be linked to the number of persons, and not the size of the vessel, contrary to the former Accommodation Regulations. The rule implements requirements of MLC and ILO Convention No. 133 and simplifies the application of the provision. At the same time, one unreasonable requirement is removed, which in many cases have resulted in a stricter rule for ships of between 100 and 499 gross tonnage than for ships of 500 gross tonnage and upwards. The change also codifies the NMA's administrative practice for passenger ships of between 100 and 499 gross tonnage and low manning level, where one shared toilet on board is accepted.

Furthermore, section 22 second paragraph of the former Accommodation Regulations has not been continued. Where there are more than fifty persons of the same gender on board, section 22 second paragraph laid down that there needed to be one toilet additionally for every 25 persons exceeding the fifty persons of the requirements of section 22 first paragraph. The reason why the requirements of section 22 second paragraph has not been continued, is that the number of each sex on board will vary continuously, which means that is difficult for the company to comply with the requirement. Moreover, it is not possible for the NMA to verify that the requirement is met. As a consequence, the Accommodation Regulations have been simplified, so that the calculation of number of toilets is made regardless of gender composition.

Second paragraph

For passenger ships, the requirement of section 22 fourth paragraph of the former Accommodation Regulations, regarding a separate toilet for persons only carrying out work on board while the ship is in port, has not been continued. On passenger ships, the passenger toilets can instead be used by cargo-handling workers not living on board. In addition, most passenger ships do not have many cargo-handling workers carrying out work on deck compared to cargo ships.

Third paragraph

The third paragraph codifies the NMA's administrative practice. In practice, separate toilets for men and women are only required when, based on the rules for calculation of numbers of toilets, more than one toilet is required.

Section 11 third paragraph of the Accommodation Regulations is meant to clarify the relationship between section 22 first and third paragraphs of the former Accommodation Regulations and the mentioned administrative practice. The new main rule is therefore that ships shall have separate toilets for women and men, except ships engaged on domestic voyages with up to six persons working on board.

The NMA's practice and the new text of the Accommodation Regulations correspond to current law for persons working ashore in Norway. Section 3-7 second paragraph of the Regulations of 6 December 2011 No. 1356 concerning the design and layout of workplaces and work premises (the Workplace Regulations) permits shared lavatory in small undertakings.

Section 22 seventh paragraph of the former Accommodation Regulations, which set out that "[d]rains from water closets shall be in accordance with the regulations in force", has not been continued as the provision is considered superfluous.

To section 12 Hospital accommodation

Section 12 of the Regulations continues section 23 of the former Accommodation Regulations on hospital accommodation. Exemptions from the requirement for hospital accommodation can be made for ships engaged in trade area "Great coasting" and lesser trade areas. In section 23 first paragraph of the former Accommodation Regulations, the term "coasting" was not specified.

Please observe that section 14 of the Regulations of 9 March 2001 No. 439 on medical supplies on ships lays down a requirement for a sick-room, and that section 15 of the Regulations requires a doctor on board. For passenger ships, section 27 of the Regulations of 2 October 1972 No. 4 on calculation of number of passengers and on passenger accommodation, etc. also applies.

The Regulations of 9 March 2001 No. 439 on medical supplies on ships also lay down requirements for having on board a stretcher providing rigid support to the back and neck and suitable for helicopter lifts, cf. section 9 first paragraph, cf. Appendix 2. The requirement for stretcher applies to both vessel group A and B, cf. Appendix 2 to the Regulations, cf. section 4.

To section 13 Recreation rooms, office and recreational facilities

The section for the most part continues current law. See comments to each individual paragraph below.

First paragraph

Section 18 first paragraph second sentence of the former Accommodation Regulations has been changed to reflect the NMA's administrative practice that the mess room is required to have seats for half of the persons working on board. In other words, it is not considered likely that more than half of the persons working on board will use the mess room at the same time.

Fifth paragraph

In accordance with the NMA's administrative practice, it has been specified that the requirement for hot and cold drinking water applies to *mess rooms* on ships of 200 gross tonnage and upwards.

Ninth paragraph

The term "recreation accommodation" in section 18 twelfth paragraph (a) and (b) of the former Accommodation Regulations has been replaced by "day rooms". The reason for this is that "day room" is considered a more common term for ships than "recreation accommodation". However, this is not a substantive change, because day rooms pursuant to the ninth paragraph are required to be equipped so as to be suitable for recreational purposes.

Subparagraphs a) to c)

The provisions continue section 18 thirteenth paragraph (c) to (e) of the former Accommodation Regulations. These are requirements which do not apply to design and outfitting, and which apply to all ships regardless of date of construction.

Tenth paragraph

The requirements of the tenth paragraph apply to ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013.

Subparagraph a)

The provision continues section 18 thirteenth paragraph of the former Accommodation Regulations, cf. the twelfth paragraph, regarding minimum requirements for recreational facilities depending on ship size.

Subparagraph b)

The provisions continue section 18 thirteenth paragraph (a) of the former Accommodation Regulations regarding requirements for frequent reviews of the recreational facilities.

Subparagraph c)

The company's reviews of the ship's recreational facilities shall be documented, so that it shall be possible, in connection with inspection on board, to check that such reviews have been carried out, and what the reviews consisted of. There are no requirements for the form of the documentation, but it could for instance be in the form of the working environment committee's protocol, see the Regulations of 1 January 2005 No. 8 on working environment, health and safety for the persons working on board ship.

Eleventh paragraph

The provision continues section 18 thirteenth paragraph of the former Accommodation Regulations, which lays down that consideration shall be given to expanded recreational facilities for the persons working on board ships, the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013. The recreational facilities shall be free of charge when offered on board.

To section 14 Galley

The section continues for the most part section 24 of the former Accommodation Regulations. See comments to each individual paragraph below.

First paragraph

It has been specified in the first paragraph that the requirement for galley only applies to ships constructed on or after 1 November 1992. This has been done in accordance with section 10 of the former Accommodation Regulations.

Seventh paragraph

It has been specified in the seventh paragraph final sentence that it is one of the dish-washing sinks in the *dish-washing section* that may be replaced by a dish-washing machine.

Eighth paragraph

The reference to the regulations of the Norwegian Food Safety Authority in section 24 eighth paragraph of the former Accommodation Regulations has been taken out after consultation with the Norwegian Food Safety Authority. The reason is that the Norwegian Food Safety Authority no longer administers regulations with requirements for dish-washing machines, which was what the reference to their regulations was about. A requirement has instead been included in section 14 eighth paragraph of the Regulations, that the instructions for cleaning and maintenance of the dish-washing machine shall be based on information from the manufacturer of the dish-washing machine. For the sake of clarity, the NMA would like to underline that the Act of 19 December 2003 No. 124 relating to food production and food safety, etc. (Food Act), with appurtenant regulations, applies on ships, cf. section 26 first paragraph of the Ship Safety and Security Act.

To section 15 Provision rooms, cold store and freezer rooms

The section continues section 25 of the former Accommodation Regulations. The term "provision" means both food and drink. The term "cold store and freezer rooms" also includes refrigerators and freezers.

To section 16 Lockers, protective equipment and access to open deck

Section 19 on access to open deck and section 34 on "various equipment" of the former Accommodation Regulations have been combined and continued in section 16 of the Regulations. The reason behind the

merger is that the contents of the two sections are closely related to each other. The requirement for awnings of section 34 third paragraph of the former Accommodation Regulations has been taken out, as it is considered obsolete. The requirement for a locker in section 16 first paragraph of the Regulations has been taken from section 17 sixth paragraph of the former Accommodation Regulations.

Chapter 3 Provisions on accommodation for ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013

To section 17 Scope of application for chapter 3

The section lays down that the chapter applies to ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013.

To section 18 Construction

The section continues section 10 of the former Accommodation Regulations.

First paragraph

The requirement for application for exemption from the required headroom of the former Accommodation Regulations has not been continued in the Accommodation Regulations. In order for lower headroom to be allowed in an area of the accommodation, the company must ensure that the headroom is reasonable and that it will not cause discomfort for the persons working on board. Compliance with the provision will be checked in connection with supervision.

Ninth paragraph

On ships of less than 24 metres, the NMA permits exemptions from the requirement for a separate provision room in addition to galley. This is a continuation of RSV 03-2015 Circular on accommodation on ships of less than 24 metres in overall length. For passenger ships of more than 24 metres in length (L), the Norwegian Maritime Authority may upon written application from the company permit exemptions. Storage of provisions shall in any case be in a hygienically safe manner.

To section 19 Lighting

Some changes have been made to the requirements for lighting in accordance with the NMA's administrative practice.

First paragraph

The description of what is to be considered "sufficiently lit" in section 13 second paragraph (a) of the former Accommodation Regulations has not been continued, as this was considered superfluous compared to the specific requirements for lighting laid down in the section.

A provision has been included, that the NMA permits sleeping rooms arranged with only artificial light on ships of less than 24 metres and on special purpose ships, where it is not possible to arrange the sleeping rooms with natural light. This rule previously followed from the NMA's administrative practice for ships of less than 24 metres, and for special purpose ships, this was laid down in section 9 sixth paragraph final sentence of the former Accommodation Regulations regarding the location of the accommodation (now section 8 seventh paragraph of the Accommodation Regulations).

To section 20 Sleeping rooms

The section continues for the most part section 14 of the former Accommodation Regulations. Sleeping rooms are only required when the ship's operational pattern necessitates a place to sleep.

Third, fourth and sixth paragraph

Section 14 second paragraph (f) of the former Accommodation Regulations, which set out that catering crew should not share sleeping rooms with watch personnel, has not been continued in the Regulations. The reason is that regulatory provisions shall be binding. Instead, in line with the NMA's administrative practice, it has been laid down in section 20 third, fourth and sixth paragraphs of the Accommodation Regulations that persons sharing sleeping rooms must be on opposite watches.

Fourth paragraph

This provision continues current law. Norwegian shipowners' and seafarers' organisations have already been consulted regarding the requirement for two person sleeping rooms on cargo ships of less than 24 metres in length (L), and the requirement for consultation pursuant to MLC standard A3.1 paragraph 9 (a) has thus been satisfied.

Fifth paragraph

This provision continues current law. On cargo ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may, upon written application from the company and after consultation with Norwegian shipowners' and seafarers' organisations, permit that two persons share a sleeping room. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

Sixth paragraph

For special purpose ships, it is not necessary to apply for exemption in order to have sleeping rooms for two persons. If two persons are to share a sleeping room, it is sufficient that the company submits documentation to the NMA demonstrating that the conditions of the Regulations are satisfied. The requirement for submitting documentation has been included in the Regulations so that the NMA, for ships required to hold a maritime labour certificate, can indicate on the Declaration of Maritime Labour Compliance - Part I that a regulatory exemption has been granted from the requirement for individual sleeping rooms pursuant to MLC Standard A3.1 paragraph 9 (a).

Seventh paragraph

In accordance with the NMA's administrative practice it has been specified in the seventh paragraph that more than four persons per sleeping room are not permitted on special purpose ships. MLC standard A3.1 paragraph 9 (j), which lays down that there may be more than four persons per sleeping room on special purpose ships, was included in section 14 fourth paragraph (b) final sentence of the former Accommodation Regulations in connection with the implementation of the Convention on 20 August 2013. In practice, however, the NMA has not permitted more than four persons per sleeping room on special purpose ships.

If the company want sleeping rooms for three or four persons on special purpose ships, Norwegian shipowners' and seafarers' organisations must be consulted. The organisations have already been consulted regarding the requirement for two person sleeping rooms, and the requirement for consultation pursuant to MLC standard A3.1 paragraph 9 (a) has thus been satisfied.

Eighth paragraph

The provision sets out a requirement that selected officers shall have, in addition to their sleeping room, a private day room or equivalent additional space adjacent to their sleeping room. This means that they will not have to stay in the room with their bed when not sleeping, entertaining visitors or representing, regardless of whether the adjacent room is a private day room or equivalent room. Making the sleeping room larger will not satisfy the requirement for additional space. The basis for evaluation for "equivalent" will then be whether the additional space has the same function as a private day room or equivalent room. The requirement for day room or equivalent additional space adjacent to sleeping rooms for the master, chief engineer officer and chief mate does not apply to ships of less than 24 metres. On ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations.

To section 21 Requirements for size of sleeping rooms

The section continues section 15 of the former Accommodation Regulations on requirements for the size of the accommodation. The section title has been changed to "Requirements for size of sleeping rooms" to better reflect the contents of the section.

First paragraph

The language has been simplified compared to section 15 of the former Accommodation Regulations, and a table has been created with an overview of requirements for size of sleeping rooms depending on ship type, ship size and number of persons per sleeping room. In addition, the special requirements with regard to type of position have been continued.

Second paragraph

To facilitate single rooms on ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m². The NMA has consulted with Norwegian shipowners' and seafarers' organisations on this subject.

On ships, the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013, single rooms for seafarers shall as a main rule not be less than 4.5 m², cf. MLC standard A3.1 paragraph 9 (f) (i). However, it is set out in MLC standard A3.1 paragraph 9 (g) that on ships of less than 3000 gross tonnage, passenger ships and special purpose ships, the requirement for floor area may be reduced in order to provide single berth sleeping rooms. The requirement for a floor area of 3.75 m² otherwise coincides with ILO Convention No. 133 Article 5 paragraph 1 (a) on requirements for size of single rooms on ships of less than 3000 gross tonnage.

To section 22 Berths

The section continues section 16 of the former Accommodation Regulations. Berths for all persons working on board are only required when the ship's operational pattern necessitates a place to sleep.

To section 23 Furnishing and other equipment in sleeping rooms

Fourth paragraph

The sleeping room shall as a starting point have comfortable seating for at least one person more than the room is intended for. However, on ships of less than 24 metres, it is sufficient with one seat in the sleeping room when sufficient recreational spaces have been arranged otherwise on the ship for the persons working on board, cf. section 23 fourth paragraph final sentence. The provision is in accordance with the NMA's administrative practice.

To section 24 Bathrooms, etc.

The section continues for the most part section 20 of the former Accommodation Regulations, with certain linguistic improvements with regard to MLC standard A3.1 paragraph 11 (c).

Sixth paragraph

The sixth paragraph of this section codifies the NMA's administrative practice. In practice, separate bathrooms for men and women are only required when, based on the rules for calculation of numbers of bathrooms, more than one bathroom is required. The new main rule is therefore that ships shall have separate bathrooms for women and men, but exceptions are made for ships engaged on domestic voyages with up to six persons working on board.

The NMA's administrative practice and the Accommodation Regulations now correspond to current law for persons working ashore in Norway. Section 3-6 second paragraph of the Regulations of 6 December 2011 No. 1356 concerning the design and layout of workplaces and work premises (the Workplace Regulations) permits common washrooms under the condition that provisions are made for separate use of these rooms.

To section 25 Laundry facilities

First to third paragraphs

The section continues for the most part section 21 of the former Accommodation Regulations. Section 21 first paragraph second sentence of the former Accommodation Regulations regarding hand-washing of clothes has nevertheless not been continued, as the provision is not relevant for ships constructed on or after 20 August 2013.

Fourth paragraph

The NMA's administrative practice for possibilities for exemptions for passenger ships regardless of size has been codified in the fourth paragraph of the section.

Chapter 4 Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013

To section 26 Scope of application for chapter 4

The section sets out that the chapter applies to ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013.

To section 27 Construction

The section continues section 10 of the former Accommodation Regulations.

First paragraph

The requirement for application for exemption from the required headroom of the former Accommodation Regulations has not been continued in the Accommodation Regulations. In order for lower headroom to be allowed in an area of the accommodation, the company must ensure that the headroom is reasonable and that it will not cause discomfort for the persons working on board. Compliance with the provision will be checked in connection with supervision.

Ninth paragraph

On cargo ships of less than 24 metres, and on passenger ships regardless of size, the NMA may grant exemptions from the requirement for a separate provision room in addition to galley. The same applies to passenger ships regardless of size. Storage of provisions shall in any case be in a hygienically safe manner. The provision is in accordance with the NMA's administrative practice.

To section 28 Lighting

Some changes have been made to the requirements for lighting in accordance with the NMA's administrative practice.

First paragraph

The description of what is to be considered "sufficiently lit" in section 13 second paragraph (a) of the former Accommodation Regulations has not been continued, as this was considered superfluous compared to the specific requirements for lighting laid down in the section.

The NMA permits sleeping rooms arranged with only artificial light on ships of less than 24 metres, where it is not possible to arrange the sleeping rooms with natural light. This rule previously followed from the NMA's administrative practice for ships of less than 24 metres, and for special purpose ships, this was laid down in section 9 sixth paragraph final sentence of the former Accommodation Regulations regarding the location of the accommodation (now section 8 seventh paragraph of the Accommodation Regulations).

To section 29 Sleeping rooms

The section continues for the most part section 14 of the former Accommodation Regulations. Sleeping rooms are only required when the ship's operational pattern necessitates a place to sleep.

Section 14 second paragraph (f) of the former Accommodation Regulations, which set out that catering crew should not share sleeping rooms with watch personnel, has not been continued in the Regulations. See comments to section 20 above.

To section 30 Requirements for size of sleeping rooms

The section continues section 15 of the former Accommodation Regulations on requirements for the size of the accommodation. The section title has been changed to "Requirements for size of sleeping rooms" to better reflect the contents of the section.

First paragraph

The language has been simplified compared to section 15 of the former Accommodation Regulations, and a table has been created with an overview of requirements for size of sleeping rooms depending on ship type, ship size and number of persons per sleeping room. In addition, the special requirements with regard to type of position have been continued.

Third paragraph

In order to facilitate single rooms on cargo ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m². The NMA has consulted with Norwegian shipowners' and seafarers' organisations on this subject.

To section 31 Berths

The section continues section 16 of the former Accommodation Regulations. Berths for all persons working on board are only required when the ship's operational pattern necessitates a place to sleep.

To section 32 Furnishing and other equipment in sleeping rooms

See comments to section 23 above.

To section 33 Bathrooms, etc.

The section continues for the most part section 20 of the former Accommodation Regulations, with certain linguistic specifications with regard to ILO Convention No. 133 article 8 (1).

Sixth paragraph

The sixth paragraph of this section codifies the NMA's administrative practice. In practice, separate bathrooms for men and women are only required when, based on the rules for calculation of numbers of bathrooms, more than one bathroom is required. The new main rule is therefore that ships shall have separate bathrooms for women and men, but exceptions are made for ships engaged on domestic voyages with up to six persons working on board.

The NMA's administrative practice and the Accommodation Regulations now correspond to current law for persons working ashore in Norway. Section 3-6 second paragraph of the Regulations of 6 December 2011 No. 1356 concerning the design and layout of workplaces and work premises (the Workplace Regulations) permits common washrooms under the condition that provisions are made for separate use of these rooms.

To section 34 Laundry facilities

This provision continues section 21 of the former Accommodation Regulations.

Chapter 5 Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992

To section 35 Scope of application for chapter 5

The section sets out that the chapter applies to ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992.

To section 36 Construction

The section continues section 10 of the former Accommodation Regulations.

First paragraph

The requirement for application for exemption from the required headroom of the former Accommodation Regulations has not been continued in the Accommodation Regulations. In order for lower headroom to be allowed in an area of the accommodation, the company must ensure that the headroom is reasonable and that it will not cause discomfort for the persons working on board. Compliance with the provision will be checked in connection with supervision.

To section 37 Lighting

Some changes have been made to the requirements for lighting in accordance with the NMA's administrative practice.

First paragraph

The description of what is to be considered "sufficiently lit" in section 13 second paragraph (a) of the former Accommodation Regulations has not been continued, as this was considered superfluous compared to the specific requirements for lighting laid down in the section.

The NMA permits sleeping rooms arranged with only artificial light on ships of less than 24 metres, where it is not possible to arrange the sleeping rooms with natural light. This rule previously followed from the NMA's administrative practice for ships of less than 24 metres, and for special purpose ships, this was laid down in section 9 sixth paragraph final sentence of the former Accommodation Regulations regarding the location of the accommodation (now section 8 seventh paragraph of the Accommodation Regulations).

To section 38 Sleeping rooms

The section continues for the most part section 14 of the former Accommodation Regulations. Sleeping rooms are only required when the ship's operational pattern necessitates a place to sleep.

Section 14 second paragraph (f) of the former Accommodation Regulations, which set out that catering crew should not share sleeping rooms with watch personnel, has not been continued in the Regulations. See comments to section 20 above.

To section 39 Requirements for size of sleeping rooms

The section continues section 15 of the former Accommodation Regulations on requirements for the size of the accommodation. The section title has been changed to "Requirements for size of sleeping rooms" to better reflect the contents of the section.

First paragraph

The language has been simplified compared to section 15 of the former Accommodation Regulations, and a table has been created with an overview of requirements for size of sleeping rooms depending on ship type, ship size and number of persons per sleeping room. In addition, the special requirements with regard to type of position have been continued.

Third paragraph

In order to facilitate single rooms on cargo ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m². The NMA has consulted with Norwegian shipowners' and seafarers' organisations on this subject.

To section 40 Berths

The section continues section 16 of the former Accommodation Regulations. Berths for all persons working on board are only required when the ship's operational pattern necessitates a place to sleep.

To section 41 Furnishing and other equipment in sleeping rooms

See comments to section 23 above.

To section 42 Bathrooms, etc.

The section continues for the most part section 20 of the former Accommodation Regulations, with certain linguistic specifications with regard to ILO Convention No. 92 article 13 (4).

Fifth paragraph

The fifth paragraph of this section codifies the NMA's administrative practice. In practice, separate bathrooms for men and women are only required when, based on the rules for calculation of numbers of bathrooms, more than one bathroom is required. The new main rule is therefore that ships shall have separate bathrooms for women and men, but exceptions are made for ships engaged on domestic voyages with up to six persons working on board.

The NMA's administrative practice and the Accommodation Regulations now correspond to current law for persons working ashore in Norway. Section 3-6 second paragraph of the Regulations of 6 December 2011 No. 1356 concerning the design and layout of workplaces and work premises (the Workplace Regulations) permits common washrooms under the condition that provisions are made for separate use of these rooms.

To section 43 Laundry facilities

The section continues section 21 of the former Accommodation Regulations.

Chapter 6 General provisions on food, drinking water, catering and cleaning, etc.

To section 44 Scope of application for chapter 6

The section lays down that the chapter applies to all ships covered by the Regulations, cf. section 1.

To section 45 Diet and hygiene

The section continues sections 26, 27 and 28 of the former Accommodation Regulations.

First paragraph

This provision refers to the dietary standards laid down by the Norwegian National Nutrition Council. The National Nutrition Council is the expert council for nutrition, whose purpose is to strengthen the authorities' role as expert by giving knowledge-based advice in the work related to diet, nutrition and health in the population and in the health services.

To section 46 Drinking water

The section continues section 30 of the former Accommodation Regulations, with some exceptions.

Section 30 second paragraph of the former Accommodation Regulations set out that the drinking water on board should meet the quality requirements of the Regulations of 4 December 2001 No. 1372 (Drinking Water Regulations), whereas section 46 of the new Accommodation Regulations only refer to the Drinking Water Regulations currently in force in connection with sampling of drinking water. Please note that the Regulations of 22 December 2016 No. 1868 on water supply and water intended for human consumption (Drinking Water Regulations) lay down that "[t]he Regulations apply to units on the Norwegian continental shelf and to Norwegian aircraft and ships, unless the water intended for human consumption on board these is specially regulated by other regulations". This means that the requirements of the Drinking Water Regulations related to quality also apply to ships.

Section 30 fifth paragraph of the former Accommodation Regulations regarding the regulations of the Ministry of Health and Care Services has not been continued. The scope of application for any regulations that the Ministry of Health and Care Services "may issue" will be set out in the provisions on scope of application in such regulations.

To section 47 Manuals and other information

The section continues section 29 of the former Accommodation Regulations.

To section 48 Precautions in the event of the outbreak of disease caused by food or drinking water

The section continues section 31 of the former Accommodation Regulations, but it has been restructured. The requirements for reporting to the Norwegian Board of Health Supervision has furthermore been taken out. The reason for removing this requirement is that it must be up to the Norwegian Board of Health Supervision to decide which reports they require.

To section 49 Cleaning and hygiene in the galley

The section continues section 32 of the former Accommodation Regulations, but requirements for removing food waste has been taken out of the provision, as this is regulated by other regulations.

To section 50 General cleaning and maintenance of rooms for the persons working on board

The section continues for the most part section 33 of the former Accommodation Regulations. However, the detailed regulation of section 33 fifth paragraph of the former Accommodation Regulations,

regarding return of bedding, etc., has not been continued. In other words, it is up to the company to decide when bedding, etc. is to be returned. Also, section 33 seventh paragraph of the former Accommodation Regulations regarding deck log-book has not been continued in the Regulations, since requirements for keeping deck log-book with regard to drinking water and diet have been included in section 15 sixth paragraph (a) of the Regulations of 15 September 1992 No. 693 on the form and keeping of log books for ships and mobile offshore units.

Chapter 7 Concluding provisions

To section 51 Exemptions

Section 4 of the former Accommodation Regulations on exemptions has not been continued. A new general provision on exemptions has instead been laid down in line with the NMA's new guidelines for regulatory work.

Please note that the Regulations also include provisions on exemptions in the following sections:

- section 7 fifth paragraph
- section 11 fifth paragraph
- section 18 ninth paragraph
- section 20 sixth paragraph
- section 24 eighth paragraph

The following provisions also include the possibility for special exemptions following consultation with Norwegian shipowners' and seafarers' organisations:

- section 13 second and eighth paragraph
- section 20 fifth, seventh, eighth and ninth paragraph
- section 21 fourth paragraph
- section 25 fourth paragraph

First paragraph

The Norwegian Maritime Authority may permit other solutions than those required by these Regulations when it is documented that such solutions are equivalent to the requirements of the Regulations. The company must submit a written application for exemption to the Norwegian Maritime Authority, who will then conduct a discretionary evaluation of the application. The provision makes it possible for the company to use an equivalent solution other than the solution set out in a given regulatory requirement.

Second paragraph

Pursuant to the second paragraph, the Norwegian Maritime Authority may exempt a ship from one or more of the requirements of the Regulations when the company applies for an exemption in writing and establishes that the conditions of either (a) or (b) is met. The company must send a written application for exemption to the Norwegian Maritime Authority. The application shall include all relevant information for the assessment of whether the conditions for exemptions have been met. See more details below under the description of subparagraphs a) and b) of the provision.

It is also a condition that the exemption must not contravene the Maritime Labour Convention (MLC), which applies to ships operating in trade area 3/Class D or greater trade areas. For ships the keel of which was laid or which were at a similar stage of construction before 20 August 2013, the requirements relating to ships' construction and outfitting of ILO Convention Nos. 92 and 133 apply instead of the requirements related thereto of MLC chapter 3, cf. MLC regulation 3.1 paragraph 2.

The NMA presupposes that it will take more to be granted an exemption from requirements of the Regulations that are a concretisation of binding minimum standards in MLC A3.1 paragraphs 6 to 17, than it will take to be granted exemptions from regulatory requirements not based on the MLC's binding minimum standards. Nonetheless, we would like to underline that the main rule in all cases is that only exceptional circumstances may warrant granting exemptions from the requirements of these Regulations.

Subparagraph a)

Subparagraph a) provides the legal basis for exemptions from requirements that are not essential, when the exemption is considered justifiable in terms of safety. That a regulatory requirement is not essential means that it is considered to be less essential when compared to the extraordinary reasons forming the basis for the exemption. During the processing of such applications for exemption, it will be natural to take socioeconomic consequences into account. An exemption pursuant to (a) may only be granted if an exemption from the requirement concerned will still provide a solution considered overall justifiable in terms of safety. The term “justifiable in terms of safety” means that assessments must take into account the safety of life and health, environment and material values.

Subparagraph b)

Subparagraph b) provides the legal basis for exemptions from requirements of these Regulations where compensating measures will maintain the same level of safety as the requirement of these Regulations. The term “compensating measures” is relatively broad, and may comprise a number of measures that imply that the Regulations’ level of safety is maintained.

Third paragraph

A provision has been included in the third paragraph, which sets out that the NMA shall carry out consultations with Norwegian shipowners’ and seafarers’ organisations before exemptions may be granted from section 7 on general requirements for the accommodation. The reason for the obligation to consult, is a wish to look after the interests of the employers’ and employees’ organisations when the NMA is considering exemptions from section 7; a provision which in the opinion of the NMA looks after the interests of both the companies and the persons working on board in a balanced way.

Fourth paragraph

The fourth paragraph continues section 35 of the former Accommodation Regulations regarding the possibility for exemption for ships with a “crew with different national habits and customs”. The provision has been simplified in accordance with MLC standard A3.1 paragraph 19. The company must send a written application for exemption to the Norwegian Maritime Authority, and exemptions may only be granted following consultation with Norwegian shipowners’ and seafarers’ organisations.

Lars Alvestad

Acting Director General of Shipping and Navigation by authority

Bjørn Egil Pedersen
Head of Department

Appendix

The Accommodation Regulations

Regulations of 21 April 2017 on accommodation, recreational facilities, food and catering on ships

Laid down by the Norwegian Maritime Authority on 21 April 2017 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 6, 9, 21, 22, 25, 26, 28a, 29, 30, 43 and 47, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

Chapter 1 Introductory provisions

Section 1 Scope of application

(1) The Regulations apply to accommodation, recreational facilities, food and catering for the persons working on board Norwegian:

- a) passenger ships;
- b) cargo ships;
- c) barges which due to their operation have personnel on board carrying out operations other than operations related to mooring or preparation for towing.

(2) The Regulations do not apply to ships covered by the Regulations of 17 June 2014 No. 768 on special rules for protected or historical ships carrying more than 12 passengers.

Section 2 New requirements for ships constructed before 1 November 1992

(1) Ships of between 50 and 500 gross tonnage, the keel of which was laid or which were at a similar stage of construction before 1 November 1992, may be ordered to comply with the provisions of these Regulations in the event of:

- a) conversion;
- b) major repairs affecting the accommodation;
- c) insufficient accommodation.

(2) A decision on orders pursuant to the first paragraph may be taken only after a specific assessment of the safety on board, based on the ship's general structural design, equipment, arrangement and condition of the ship.

Section 3 Definitions

For the purpose of these Regulations, the following definitions shall apply:

- a) "Drinking water": Water intended for drinking, cooking and personal hygiene;
- b) "Rest rooms": Break rooms for use only by the persons working on board;
- c) "Accommodation": Recreation rooms, sleeping rooms, offices, radio rooms, corridors, sanitary rooms, hospital accommodation, galleys, provision rooms, cold store and freezer rooms, rest rooms, etc.;
- d) "Officer": Officers other than the master, who are designated as such pursuant to the Regulations currently in force on qualifications and certificates for seafarers, and who hold such positions on board;
- e) "Recreation rooms": Halls, mess rooms, lounges, day rooms and similar permanently enclosed spaces;
- f) "Special purpose ships": Cargo ships certified pursuant to the IMO Code of Safety for Special Purpose Ships.

Chapter 2 General provisions on documentation and accommodation

Section 4 Scope of application for chapter 2

Sections 5 to 16 apply to ships:

- a) the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013;
- b) of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 20 August 2013.

Section 5 Addressee and deadlines for documentation

- (1) For ships required to have a certificate issued by the Norwegian Maritime Authority, drawings and other relevant documentation shall be submitted to the Norwegian Maritime Authority.
- (2) For ships required to have a certificate issued by a recognised classification society, drawings and other relevant documentation shall be submitted to the classification society concerned.
- (3) For ships required to have vessel instructions issued by an approved company, drawings and other relevant documentation shall be submitted to the company concerned.
- (4) Where the Norwegian Maritime Authority has not laid down specified deadlines for the submission of documentation, drawings and other documentation shall be submitted as early as possible after the notification of a newbuilding has been sent, or as soon as possible after a decision has been made regarding a conversion or major repair affecting the accommodation.

Section 6 *Requirements for documentation*

- (1) In order to document that the requirements of these Regulations have been satisfied, the company shall submit the following documentation for newbuildings:
 - a) general arrangement drawing in plane and profile;
 - b) scaled accommodation drawings that clearly show the location of the accommodation and the area of sleeping rooms, recreation rooms and areas on the open deck to which the persons working on board have access, as well as size of berths and lockers in sleeping rooms;
 - c) drawing of the accommodation ventilation arrangement, with accompanying description of the main technical data of the system. The heating and cooling capacity of air conditioning systems shall be specified.
- (2) Where major alterations are to be made to the accommodation, drawings of the intended alterations shall be submitted pursuant to the first paragraph. In the case of minor modifications, it is sufficient to submit a general arrangement drawing, and drawings of the modification to be made.

Section 7 *General requirements for accommodation*

- (1) The persons working on board shall have access to accommodation in accordance with these Regulations. For barges, the Norwegian Maritime Authority will lay down requirements for the accommodation in each individual case, depending on the barge's manning, trade area, construction and operational conditions.
- (2) For cargo ships of less than 500 gross tonnage and passenger ships, where the working hours arrangement is such that the rest periods are effected ashore outside of own residences, the sleeping rooms, day rooms, galley, mess rooms, toilets and bathrooms shall be arranged in one location ashore. Accommodation that is arranged in one location ashore shall satisfy the standard as required by these Regulations with regard to number, size, outfitting, ventilation, heating and lighting. Even if the rest periods are effected ashore, there shall be rest rooms and toilets on board.
- (3) Rest rooms pursuant to the second paragraph shall have facilities for heating food and space for eating for the number of persons likely to use the room at any one time. On cargo ships, the rest room shall in addition have space for sleeping for all persons working on board.
- (4) For passenger ships, rest rooms pursuant to the second paragraph may be arranged ashore instead of on board the ship if the persons working on board have a working hours arrangement making it possible to take breaks ashore during their working hours.
- (5) The Norwegian Maritime Authority may upon written application from the company exempt ships of less than 15 metres in overall length from the requirements of the third paragraph.
- (6) In connection with construction and conversion, the company shall submit information to the Norwegian Maritime Authority regarding where rest period will be effected, before accommodation facilities are arranged ashore in accordance with the second and fourth paragraphs. If rest rooms are arranged ashore in accordance with the fourth paragraph, the company shall also include information about where breaks will be effected during working hours, along with the time for and duration of breaks. For passenger ships engaged on a regular service, the company shall in addition include the ship's timetable.

Section 8 *Location of the accommodation on the ship*

- (1) The location, structure and arrangement of and means of access to the accommodation shall provide protection against weather and sea, and isolate against heat, cold, undue noise and effluvia from other parts of the ship.
- (2) The accommodation shall not be located forward of the collision bulkhead. For ships not required to have a collision bulkhead, sleeping rooms and recreation rooms shall not be located forward of 0.05L (m) from the forward perpendicular.
- (3) The accommodation in tankers shall not be located above cargo tanks, slop tanks or pump rooms, or above cofferdams separating cargo tanks or slop tanks from the rest of the ship.
- (4) The floor in the accommodation shall be situated above the summer load line mark.
- (5) For passenger ships of 50 gross tonnage and upwards, the Norwegian Maritime Authority may upon written application from the company allow the accommodation to be placed so that the floor in the accommodation is up to 1 metre below the summer load line mark in Small Coasting and greater trade areas, and up to 1.20 metres below the summer load line mark in trade areas smaller than Small Coasting.
- (6) On cargo ships of less than 500 gross tonnage in trade area Small Coasting or lesser trade areas, the Norwegian Maritime Authority allows the floor of the accommodation to be placed up to 2 metres below the summer load line mark, when the accommodation has:
 - a) two escape routes available at all times;
 - b) a sufficient number of bilge alarms having an intensity of sound capable of waking up sleeping personnel in the event of water ingress.
- (7) On special purpose ships the accommodation may be located below the load line if satisfactory arrangements are made for lighting and ventilation, but in no case immediately beneath very noisy areas.
- (8) Sanitary rooms shall be located in close proximity to the sleeping rooms.
- (9) A door from a sleeping room for two persons to a bathroom is permitted if the bathroom is intended only for that sleeping room. Doors from two sleeping rooms to a bathroom is permitted if both sleeping rooms are single rooms and the bathroom is intended only for the occupants of these sleeping rooms.
- (10) Hospital accommodation shall be arranged so that it is easily accessible with a stretcher, and shall be located as far away as possible from sources of noise, such as machinery spaces, propellers, bow propellers, etc.
- (11) Galleys, provision rooms and cold store and freezer rooms shall have an appropriate location. The galley shall be located so that there is appropriate access to the mess rooms, and as near as practicable to the store rooms. The store rooms shall be located so that the provisions do not become contaminated or spoiled as a result of condensation, strong heat, pollution or vermin, etc.

Section 9 *Ventilation*

- (1) Sleeping rooms and mess rooms shall be adequately ventilated. The ventilation system shall be adjustable in order to ensure satisfactory air conditions and a sufficiency of air movement in all conditions of weather and climate. On ships constructed on or after 20 August 2013, the ventilation system shall in addition be constructed so as to prevent or control the spread of disease.
- (2) Accommodation situated immediately above fuel oil tanks shall be provided with mechanical ventilation directly to the open air.
- (3) Sanitary rooms and laundry and drying rooms shall be provided with mechanical ventilation directly to the open air, independently of any other parts of the accommodation.
- (4) Hospital accommodation shall be provided with extract directly to the open air, independently of any other extract ducts. The requirement also applies to natural ventilation.
- (5) The capacity of the ventilation system shall be sufficient to supply every room in the accommodation with at least 30 m³ of fresh air per person per hour. Radio rooms shall have at least 10 air exchanges per hour.

- (6) Ventilation air inlets and outlets shall be adjustable. Outlets from sleeping rooms to corridors shall be fitted with a sound trap. The same applies to other rooms where it is necessary to reduce noise.
- (7) It shall be possible to shut off the ventilation air in sleeping rooms and recreation rooms. If the air is not automatically shut off, it shall be possible to shut down the ventilation system both from the bridge and from at least one other place outside of the accommodation. It shall be possible to close the main inlets and outlets in all ventilation systems from outside the fan room in the event of fire.
- (8) Ships shall have spare parts for ventilation systems on board, which shall be in accordance with recommendations from the manufacturer or supplier of the ventilation system.
- (9) On ships holding a certificate for European trade or unrestricted trade and navigating between 40°N and 40°S, sleeping rooms and recreation rooms shall be fitted with an air-conditioning system which shall be dimensioned in accordance with the following requirements:
- At an outside temperature of 27°C with approx. 50% relative humidity, an inside temperature of 35°C with approx. 70% relative humidity shall be attainable. No more than 50% return air shall be used.
 - The refrigeration machinery and air coolers of the system shall be so adjusted that at an outside temperature of 24°C with approx. 50% relative humidity, an inside temperature of 28°C with approx. 80% relative humidity shall be attainable.
 - The requirements of subparagraphs a) and b) shall be capable of being satisfied based on the quantity of fresh air set out in the fifth paragraph.
- (10) Ships holding a certificate for trade areas in which an air-conditioning system is not required, shall have mechanical ventilation.
- (11) Ships of 200 gross tonnage and upwards and all ships engaged on foreign voyages shall have sufficient mechanical adjustable ventilation in galley and provision rooms. The requirement applies irrespective of other requirements for ventilation systems on board.

Section 10 *Heating*

- (1) The accommodation shall have a heating system dimensioned for maintaining a temperature of at least 20°C in all weather conditions likely to occur during the ship's voyage. Provision rooms and cold store and freezer rooms are exempt from the requirement.
- (2) Heating systems shall be operational at all times when the persons working on board, are living or working on board.
- (3) The heating shall be by means of hot water, warm air or electricity. On ships the keel of which was laid or which were at a similar stage of construction before 20 August 2013, the heating may be by means of steam.
- (4) On ships where the heating is provided by a stove, the stove shall be properly installed and shielded. Radiators and other heating apparatus shall be so placed, and if necessary shielded, as to avoid risk of fire or danger or discomfort to the occupants.
- (5) Oil stoves and portable stoves are not permitted.

Section 11 *Toilets*

- (1) Ships shall have a toilet or toilets for use only by the persons working on board. There shall at least be one toilet for every six persons or less who do not have a private toilet in conjunction with their sleeping room. Toilet rooms shall be fitted with a washbasin with hot and cold drinking water.
- (2) The toilets shall be so located that they are easily accessible from sleeping rooms, bridge, machinery spaces, control room, galley and other spaces for use by the persons working on board. On cargo ships of 1000 gross tonnage and upwards, there shall in addition be a separate toilet for persons only carrying out work on board while the ship is in port.
- (3) Ships shall have separate toilets for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal toilet for women and men.

(4) Where there is more than one toilet in the room, each toilet shall be screened and fitted with a door. The same applies to toilets in laundry and drying rooms and communal sanitary rooms. The toilet bowls shall have a seat and an effective flushing system.

(5) The Norwegian Maritime Authority may upon written application from the company allow special arrangements or a reduction of the number of toilets required, on:

- a) passenger ships normally engaged on voyages of not more than four hours' duration;
- b) ships constructed before 20 August 2013 when there are more than 100 persons working on board.

Section 12 *Hospital accommodation*

(1) Ships with fifteen persons or more working on board, shall have separate hospital accommodation when the ship is normally used for voyages of more than three days' duration.

(2) Ships engaged in trade area Great Coasting or smaller trade area are exempt from the requirement of the first paragraph.

(3) The arrangement of the entrance, berths, lighting, ventilation, heating and water supply shall be so designed that the patients can receive the necessary treatment, care and comfort in all weather conditions.

(4) The number of berths required in the hospital accommodation shall be prescribed by the Norwegian Maritime Authority.

(5) A toilet for the exclusive use of the patients in the hospital accommodation shall be provided, either as part of the hospital accommodation or in close proximity thereto.

(6) Hospital accommodation shall be used exclusively for the medical treatment of unwell persons.

Section 13 *Recreation rooms, office and recreational facilities*

(1) Ships shall have mess rooms for the persons working on board. The mess room shall be equipped and furnished with tables and seats sufficient to accommodate the greatest number of persons likely to use it at any one time.

(2) Mess rooms shall be located apart from sleeping rooms. On ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(3) The tops of tables and seats shall be of damp-resistant material. The tops shall be without cracks and capable of being easily cleaned.

(4) The floor area of mess rooms shall be at least 1.00 m² per person.

(5) Ships of 200 gross tonnage and upwards shall have facilities for hot and cold drinking water in the mess room.

(6) Mess rooms in ships of less than 500 gross tonnage may be dimensioned, furnished and equipped so as to be suitable as day rooms. The floor area in combined recreation rooms and mess rooms shall not be less than 2.00 m² for each person the room is intended for.

(7) Ships of 500 gross tonnage and upwards shall be provided with at least one separate day room.

(8) Separate offices or a common ship's office for use by deck and engine departments shall be provided on ships of 3,000 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 20 August 2013, and on all ships, the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013. On ships of less than 3,000 gross tonnage, the keel of which was laid or which were at a similar stage of construction before 20 August 2013, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(9) Day rooms shall be provided on ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to

20 August 2013. Day rooms shall be conveniently located and be equipped so as to be suitable for recreational purposes. At least one day room shall as a minimum be furnished with a book-case and facilities for reading, writing and, where practicable, games. On ships of 8,000 gross tonnage and upwards, a hobby and games room and a room or a library in which films or television may be shown shall be provided, and consideration shall be given to the provision of a swimming pool. The company shall also:

- a) implement measures to ensure that the forwarding of mail is as reliable and expeditious as possible;
- b) consider measures that ensure that the persons working on board, may expeditiously be granted permission to have their partner, relatives and friends as visitors on board their ship when in port;
- c) give consideration to the possibility of allowing the persons working on board to be accompanied by their partners on occasional voyages.

(10) On ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013, the company shall:

- a) ensure that the recreational facilities on board satisfy the requirements of the ninth paragraph;
- b) carry out frequent reviews of the recreational facilities listed in this section to ensure that they comply with technical, operational and other changes in the shipping industry that may result in changed needs for the persons working on board;
- c) have written documentation of the review of the recreational facilities pursuant to subparagraph b), which shall be available for control on board;

(11) On ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013, consideration shall also be given to including, where practicable, the following recreational facilities free of charge:

- a) television viewing and the reception of radio broadcasts;
- b) sports equipment including exercise equipment, table games and deck games;
- c) swimming pool;
- d) a library containing vocational and other books, the stock of which should be adequate for the duration of the voyage and changed at reasonable intervals;
- e) facilities for recreational handicrafts;
- f) electronic equipment such as a radio, television, video recorders, DVD/CD player and personal computer with software;
- g) reasonable access to ship-to-shore telecommunications, and e-mail and Internet facilities, where available, with any charges for the use of these services being reasonable in amount.

Section 14 *Galley*

(1) A galley shall be provided on ships the keel of which is laid or which were at a similar stage of construction on or after 1 November 1992, if the ship is of more than 100 gross tonnage or if the company provides board on the ship.

(2) The layout, construction and design of the galley shall be appropriate to the size of the ship and the number of persons on board. The galley and the devices in the galley shall be of a quality that at all times ensures that food and drink holds a satisfactory standard of hygiene and quality.

(3) The galley shall be sufficiently equipped for the preparation of food and cleaning.

(4) The galley shall be provided with appropriate cupboards and shelves for utensils, etc., and cleaning equipment shall be placed in a separate closet.

(5) The galley shall be provided with a separate slop sink and an arrangement for waste management.

(6) The galley shall be provided with a washbasin having hot and cold drinking water for hand washing. A slop sink in accordance with the fifth paragraph may replace a washbasin for hand washing, under the condition that the tap on the slop sink is equipped with a sensor for non-contacting operation or a long handle that can be operated with the elbows.

(7) The galley shall be provided with at least two dish-washing sinks having hot and cold drinking water. If a separate room for the washing-up of mess gear is provided, at least two dish-washing sinks shall be provided in the dish-washing section, and in the galley at least one dish-washing sink having hot and cold drinking water. One of the dish-washing sinks in the dish-washing section may be replaced by a dish-washing machine.

(8) Cargo ships with more than 15 persons on board, and passenger ships with food service for passengers, shall be provided with a dish-washing machine. Instructions for cleaning and maintenance shall be displayed beside the dish-washing machine. The instructions shall be based on information from the manufacturer of the dish-washing machine.

Section 15 *Provision rooms, cold store and freezer rooms*

(1) Provision rooms shall have an appropriate location, size and functional furnishings for the storage of provisions, and shall be furnished so that goods cannot be placed directly on the floor.

(2) Ships engaged in trade areas requiring provisions to be refrigerated and frozen shall be provided with cold store and freezer rooms. Regardless of climatic conditions, the temperature shall not be higher than 4°C in cold store rooms and minus 18°C in freezer rooms.

(3) Doors to cold store and freezer rooms shall be capable of being opened from either side.

Where cold store and freezer rooms are large enough for personnel to enter, an alarm system shall be provided from these rooms to the galley and another location which is normally manned. It shall be possible to read the temperature from outside of the cold store and freezer rooms.

(4) Frequent inspections shall be carried out with respect to all spaces and equipment used for storage of provisions. The results from the inspections shall be documented and be available for control on board.

Section 16 *Lockers, protective equipment and access to open deck*

(1) A lockable locker shall be provided for each person working on board. The locker shall have sufficient ventilation openings and hooks for work clothes. The lockers shall be provided in the vicinity of each individual's sleeping room, but not in the sleeping room. The lockers may also be arranged in conjunction with changing rooms.

(2) Ships operating in tropical waters or other waters infested with insects shall be provided with insect screens over side scuttles, air pipes, air inlets for the mechanical ventilation system and doors to open decks. Air-conditioned accommodation needs to be fitted with insect screens only in the exit doors to corridors.

(3) The persons working on board shall have access to one or more areas on the open deck. The size of such areas shall be in proportion to the size of the ship and the number of persons working on board. On cargo ships, the area shall not be less than 3.00 m² per person, unless the total area is 40.00 m² or more.

Chapter 3 Provisions on accommodation for ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013

Section 17 *Scope of application for chapter 3*

Sections 18 to 25 apply to ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013.

Section 18 *Construction*

(1) The headroom in the accommodation shall be not less than 2,030 mm. The headroom may be reduced in areas where full and free movement is not necessary, and when the reduction is reasonable and will not cause discomfort to the persons working on board.

(2) There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, paint rooms, laundry and drying rooms or communal sanitary rooms, or from engine, deck and other bulk storerooms. Bulkheads separating such rooms from sleeping rooms and external bulkheads shall be watertight, gas-tight and be efficiently constructed of steel or other material with equivalent properties.

- (3) Internal bulkheads and ceilings in the accommodation shall be easily kept clean. If bulkhead surfaces and ceilings are painted, light colours shall be used. Lime wash must not be used. The bulkhead surfaces shall be renewed or restored as necessary.
- (4) The floorings in the accommodation shall have a non-slip surface which is impervious to damp and easily kept clean. Where the floorings are made of composite materials, the joints where floor and bulkhead meet should be rounded or profiled to avoid crevices. Sufficient drainage for water shall be provided.
- (5) Floorings, bulkheads and ceiling in sanitary rooms shall be insulated against external bulkheads and be made of steel or other watertight material. Floorings, bulkheads and ceilings in galleys, provision rooms and cold store and freezer rooms shall be of steel or other material which is easy to keep clean.
- (6) The doorway to private day rooms, sleeping rooms and sanitary rooms shall be of sufficient width.
- (7) Manholes or other openings in the accommodation to fuel oil tanks are permitted only in corridors.
- (8) Ships of 3,000 gross tonnage and upwards shall have a separate dish-washing room unless the galley is arranged with a separate dish-washing section equipped in accordance with section 14 (7). Ships of less than 3,000 gross tonnage are not required to have a separate dish-washing section if the galley is equipped with a dish-washing machine in accordance with the requirements of section 14 (8).
- (9) On ships required to have a galley, a separate provision room shall be provided. On ships of less than 24 metres in length (L) the Norwegian Maritime Authority permits the arrangement of alternative solutions for the storage of provisions. On passenger ships of more than 24 metres in length (L), the Norwegian Maritime Authority may upon written application from the company permit exemptions.

Section 19 *Lighting*

- (1) Electric light shall be provided in the accommodation. If there are not two independent sources of electricity for lighting, additional lighting shall be provided for emergency use.
- (2) Sleeping rooms and mess rooms shall be lit by natural and artificial light. All other accommodation shall be well lit. On passenger ships of 3,000 gross tonnage and upwards where, due to the ship's construction, it is not possible to locate all sleeping rooms in such a way that they are lit by natural light, some sleeping rooms for two persons may be fitted with only artificial lighting. On ships of less than 24 metres in length (L) and on special purpose ships, where it is not possible to arrange the sleeping rooms so that they are lit by natural light, sleeping rooms may be fitted with only artificial light that satisfies the requirements of the fifth paragraph.
- (3) Artificial lighting shall be disposed so as to give the maximum benefit to the occupants of the room. In sleeping rooms, an electric reading lamp shall be installed at the head of each berth.
- (4) The requirement for natural light is satisfied when each room has one or more side scuttles with an overall glass surface of not less than 0.14 m².
- (5) Artificial lighting shall satisfy the following conditions:
 - a) The average artificial lighting in the accommodation shall be at least 150 lux.
 - b) For measurement of the average illumination in a room, all electric lights normally in use shall be turned on. When measuring the lighting all daylight shall be screened off. Measurements shall be made in the middle of the room and in all corners. Measurements shall be made 1 metre above the floor.
 - c) When the accommodation is located so that natural light is not provided, sufficient artificial lighting shall be provided.
- (6) On ships equipped with a generator connected only to the main engine, the accommodation, corridors and stairways shall in addition be fitted with sufficient battery lighting (emergency lighting). The electrical lighting system shall be operational at all times when the persons working on board, live or work on board. When the ship is in port with persons on board or when traffic to

and from the ship may be expected, artificial lighting shall be maintained by means of the ship's generator or by shore connection.

Section 20 *Sleeping rooms*

(1) On ships other than passenger ships, single rooms shall be provided for the persons working on board, unless otherwise provided by this section.

(2) On ships of 100 gross tonnage and upwards, the master, chief engineer officer and chief mate shall each be provided with a separate sleeping room equipped with a washbasin having hot and cold drinking water.

(3) On passenger ships, up to four people may share a sleeping room if the following conditions are satisfied:

- a) in sleeping rooms for two persons, the persons are on opposite watches, so that the person not on duty can have the sleeping room to him- or herself; sleeping rooms for three or four persons are so arranged that a maximum of two persons sleep at any one time;
- b) the person on watch has access to a private day room or equivalent additional space with comfortable seating;
- c) officers in charge of a department, and navigating and engineer officers in charge of a watch, have single rooms.

(4) On cargo ships of less than 24 metres in length (L), the following is allowed:

- a) washbasins are not provided in sleeping rooms that are in the immediate vicinity of bathrooms or toilets for use only by the persons working on board;
- b) two persons may share a sleeping room if the following conditions are satisfied:
 - i. the persons are on opposite watches, so that the person not on duty can have the sleeping room to him- or herself;
 - ii. the person on watch has access to a private day room or equivalent additional space with comfortable seating;
 - iii. officers in charge of a department, and navigating and engineer officers in charge of a watch, have single rooms.

(5) On cargo ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may, upon written application from the company and after consultation with Norwegian shipowners' and seafarers' organisations, permit that two persons share a sleeping room. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(6) On special purpose ships, two persons may share a sleeping room if the company submits documentation to the Norwegian Maritime Authority demonstrating that the following conditions are satisfied:

- a) the persons are on opposite watches, so that the person not on duty can have the sleeping room to him- or herself;
- b) the person on watch has access to a private day room or equivalent additional space with comfortable seating;
- c) officers in charge of a department, and navigating and engineer officers in charge of a watch, have single rooms.

(7) On special purpose ships, the Norwegian Maritime Authority may, upon written application from the company, permit that four persons share a sleeping room, after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(8) The master, chief engineer officer and chief mate shall be provided with a private day room or equivalent additional space adjacent to their sleeping rooms, and the company shall consider whether the requirement may be extended to the second engineer officer. Ships of less than 24 metres in length (L) are exempt from the requirement for private day room or equivalent additional space. On ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(9) Sleeping rooms, except in passenger ships, shall have a washbasin with hot and cold drinking water. This does not apply when there is such a washbasin in a private bathroom. On ships of less than 200 gross tonnage, the Norwegian Maritime Authority may, upon written application from the company, grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations, and when the exemption is reasonable based on the size of the ship and the number of persons on board.

(10) The maximum number of persons to be accommodated in a sleeping room shall be indelibly and legibly marked in a conspicuous place in the room.

(11) There shall be a sufficient number of sleeping rooms to provide women and men with separate sleeping rooms.

(12) Toilets and bathrooms shall be located in conjunction with each separate sleeping room, or so that two sleeping rooms have access to one shared toilet and bathroom.

Section 21 *Requirements for size of sleeping rooms*

(1) The floor area of sleeping rooms shall satisfy the requirements of this section. When the floor area is measured, spaces occupied by berths, lockers, chests of drawers and seating shall be included in the floor area. Small or irregularly shaped spaces not available for free movement or for installing furniture shall not be included in the floor area. The distance from the edge of a berth to the opposite bulkhead shall be an average of not less than 700 mm.

		Ships of less than 3,000 gross tonnage	Ships of 3,000 gross tonnage and upwards, but less than 10,000	Ships of 10,000 gross tonnage and upwards
Sleeping rooms for masters or officers in charge of a department, who do not have private day rooms	Cargo ship	7.50 m ²	8.50 m ²	10.00 m ²
	Passenger ships	8.50 m ²		
Sleeping rooms for officers not in charge of a department, who do not have private day rooms	Cargo ship	7.50 m ²	8.50 m ²	10.00 m ²
	Passenger ships	7.50 m ²		
Sleeping rooms for one person	Ship	4.50 m ²	5.50 m ²	7.00 m ²
Sleeping rooms for two persons	Cargo ship	7.00 m ²		
	Passenger ships and special purpose ships	7.50 m ²		
Sleeping rooms for three persons	Passenger ships and special purpose ships	11.50 m ²		
Sleeping rooms for four persons	Passenger ships and special purpose ships	14.50 m ²		

(2) To facilitate single rooms on ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m².

(3) On ships of less than 200 gross tonnage, the Norwegian Maritime Authority may, upon written application from the company, grant exemptions from the requirement for floor area of this section after consultation with Norwegian shipowners' and seafarers' organisations, when the exemption is reasonable based on the size of the ship and the number of persons on board.

Section 22 *Berths*

- (1) A separate berth shall be provided for each person working on board. In sleeping rooms for one person on ships of less than 1,000 gross tonnage, combined berths and sofas may be permitted provided that a drawer or similar compartment for bedding is fitted beneath the berth.
- (2) The minimum inside dimensions of a berth shall be at least 1,980 mm by 800 mm.
- (3) Berths shall not be placed side by side in such a way that access to one berth can be achieved only over another.
- (4) Berths shall not be arranged in tiers of more than two. When the berth is located under a side scuttle, there shall only be a single tier.
- (5) The lower berth in a double tier shall not be less than 300 mm above the floor, and the upper berth shall be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams.
- (6) The framework and the lee-board, if any, of a berth shall be of material which is hard and smooth.
- (7) When tubular frames are used for the construction of berths, they shall be sealed and without perforations which could give access to vermin.
- (8) All berths shall be fitted with a comfortable mattress and cushioning bottom or a combined cushioning mattress.
- (9) When one berth is placed over another, a dust-proof bottom shall be fitted beneath the bottom mattress or bottom of the upper berth.
- (10) In sleeping rooms for two or more persons, the berths shall be provided with draw curtains.

Section 23 *Furnishing and other equipment in sleeping rooms*

- (1) Sleeping rooms shall be so planned and equipped that they are easy to keep tidy and provide reasonable comfort for the occupants.
- (2) The furnishings in sleeping rooms shall include a lockable clothes locker for each occupant. The clothes locker shall be fitted with a shelf and have a volume of at least 475 litres. In addition there shall be drawer or equivalent space at not less than 56 litres for each occupant. If the drawer is incorporated in the clothes locker, the combined minimum volume of the clothes locker shall be 500 litres.
- (3) The furnishings shall be of smooth, hard material not liable to warp or corrode.
- (4) The furnishings shall include a table which can also be used as a desk. The table may be of the fixed, drop-leaf or slide-out type. The sleeping room shall have comfortable seating for at least one person more than the room is intended for. On ships of less than 24 metres in length (L), it is sufficient with one seat in the sleeping room when sufficient day rooms are arranged otherwise on the ship.
- (5) The furnishings shall include a mirror, small cabinets or drawers for toilet requisites, a bookcase and coat hooks. Mirrors and cabinets for toilet requisites may be located in a bathroom in conjunction with the sleeping room. Windows and side scuttles shall be provided with curtains.

Section 24 *Bathrooms, etc.*

- (1) At least one washbasin and one shower or bathtub shall be provided for every six persons or less who do not have a private bathroom in accordance with the second paragraph.
- (2) The requirements of subparagraphs a) to c) apply in addition to the requirement of the first paragraph:
 - a) On ships of 5,000 gross tonnage and upwards, but less than 15,000, the single rooms for at least five officers shall have a private bathroom. The washbasin may be fitted in the sleeping room. Ships of 10,000 gross tonnage and upwards, but less than 15,000, shall have private bathrooms in conjunction with all sleeping rooms for officers or shared bathrooms for two officers located between the officers' sleeping rooms.
 - b) On ships of 15,000 gross tonnage and upwards the single rooms for officers shall have a private bathroom.
 - c) Ships of 25,000 gross tonnage and upwards, except passenger ships, shall have one bathroom for every two persons working on board, not including the master and other

officers. The bathroom shall be located between two sleeping rooms or opposite the entrance to such rooms.

(3) Bathrooms shall have a washbasin and a shower or bathtub. All bathrooms shall have hot and cold drinking water. Private bathrooms shall also have a toilet.

(4) Washbasins, showers and bathtubs shall be of adequate size and constructed of material with a smooth surface not liable to crack, flake or corrode.

(5) Ships of less than 200 gross tonnage shall have at least one communal bathroom. Ships of 200 gross tonnage and upwards shall have private bathrooms for the master, chief engineer officer and chief mate. Passenger ships of 2,500 gross tonnage and upwards shall have one or more separate bathrooms for the catering crew.

(6) Ships shall have separate bathrooms for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal bathroom for women and men.

(7) Ships of 1,600 gross tonnage and upwards which do not have private sleeping rooms and private bathrooms for all engine department personnel, shall have a changing room which shall be:

- a) located outside the machinery space but with easy access to it; and
- b) fitted with shower or bathtub, and washbasins having hot and cold drinking water.

(8) On passenger ships normally engaged on voyages of not more than four hours' duration, the Norwegian Maritime Authority may upon written application from the company permit special arrangements or a reduction of the number of facilities required pursuant to this section.

(9) In cases where the ship is provided with a sauna-bath, the door shall open outwards, and shall be capable of being opened from either side. The door and door frame shall be slanted to prevent the door from being jammed. The sauna shall have an alarm connected to an alarm bell in the corridor outside sleeping rooms and on the bridge.

Section 25 *Laundry facilities*

(1) Ships shall have a separate washing machine for use by the persons working on board, and facilities shall be provided for drying clothes.

(2) Tumble dryers as well as irons and ironing boards or their equivalent shall be provided on board.

(3) Drying rooms shall be located apart from the sleeping rooms and mess rooms. They shall be well ventilated and heated, and equipped with clothes lines or other fittings for hanging clothes.

(4) On cargo ships of less than 50 gross tonnage, and on passenger ships, the Norwegian Maritime Authority may, upon written application from the company, grant exemptions from this section after consultation with Norwegian shipowners' and seafarers' organisations, when the exemption is reasonable based on the size of the ship and the number of persons on board.

Chapter 4 Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013

Section 26 *Scope of application for chapter 4*

Sections 27 to 34 apply to ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013.

Section 27 *Construction*

(1) The headroom in the accommodation shall be not less than 1,980 mm. The headroom may be reduced in areas where full and free movement is not necessary, and when the reduction is reasonable and will not cause discomfort to the persons working on board.

(2) There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, paint rooms, laundry and drying rooms or communal sanitary rooms, or from engine, deck and other bulk storerooms. Bulkheads separating such rooms from sleeping rooms and external bulkheads shall be watertight, gas-tight and be efficiently constructed of steel or other material with equivalent properties.

- (3) The floorings in the accommodation shall have a surface which is impervious to damp and easily kept clean. Where the floorings are made of composite materials, the joints where floor and bulkhead meet should be rounded or profiled to avoid crevices. Sufficient drainage for water shall be provided.
- (4) Internal bulkheads and ceilings in the accommodation shall be easily kept clean. If bulkhead surfaces and ceilings are painted, light colours shall be used. Lime wash must not be used. The bulkhead surfaces shall be renewed or restored as necessary.
- (5) Floorings, bulkheads and ceiling in sanitary rooms shall be insulated against external bulkheads and be made of steel or other watertight material. Floorings, bulkheads and ceilings in galleys, provision rooms and cold store and freezer rooms shall be of steel or other material which is easy to keep clean.
- (6) The doorway to private day rooms, sleeping rooms and sanitary rooms shall be of sufficient width.
- (7) Manholes or other openings in the accommodation to fuel oil tanks are permitted only in corridors.
- (8) Ships of 3,000 gross tonnage and upwards shall have a separate dish-washing room unless the galley is arranged with a separate dish-washing section equipped in accordance with section 14 (7). Ships of less than 3,000 gross tonnage are not required to have a separate dish-washing section if the galley is equipped with a dish-washing machine in accordance with the requirements of section 14 (8).
- (9) On ships required to have a galley, a separate provision room shall be provided. On cargo ships of less than 24 metres in length (L), and on passenger ships, the Norwegian Maritime Authority may upon written application from the company permit alternative solutions for the storage of provisions to be arranged.

Section 28 *Lighting*

- (1) Electric light shall be provided in the accommodation. If there are not two independent sources of electricity for lighting, additional lighting shall be provided by lamps or lighting apparatus for emergency use.
- (2) Sleeping rooms and mess rooms shall be lit by natural and artificial light. All other accommodation shall be well lit. On passenger ships of 3,000 gross tonnage and upwards where, due to the ship's construction, it is not possible to locate all sleeping rooms in such a way that they are lit by natural light, some sleeping rooms for two persons may be fitted with only artificial lighting. On ships of less than 24 metres in length (L), where it is not possible to arrange the sleeping rooms so that they are lit by natural light, sleeping rooms may be fitted with only artificial light that satisfies the requirements of the fifth paragraph.
- (3) Artificial lighting shall be disposed so as to give the maximum benefit to the occupants of the room. In sleeping rooms, an electric reading lamp shall be installed at the head of each berth.
- (4) The requirement for natural light is satisfied when each room has one or more side scuttles with an overall glass surface of not less than 0.14 m².
- (5) Artificial lighting shall satisfy the following conditions:
 - a) The average artificial lighting in the accommodation shall be at least 150 lux.
 - b) Sufficient lighting shall be arranged so that the necessary assignments and chores may be performed.
 - c) For measurement of the average illumination in a room, all electric lights normally in use shall be turned on. When measuring the lighting, all daylight shall be screened off. Measurements shall be made in the middle of the room and in all corners. Measurements shall be made 1 metre above the floor.
 - d) When the accommodation is located so that natural light is not provided, sufficient artificial lighting shall be provided.
- (6) On ships equipped with a generator connected only to the main engine, the accommodation, corridors and stairways shall in addition be fitted with sufficient battery lighting (emergency lighting). The electrical lighting system shall be operational at all times when the persons working

on board, live or work on board. When the ship is in port with persons on board or when traffic to and from the ship may be expected, artificial lighting shall be maintained by means of the ship's generator or by shore connection.

Section 29 *Sleeping rooms*

- (1) On ships of 100 gross tonnage and upwards, the master, chief engineer officer and chief mate shall each be provided with a separate sleeping room equipped with a washbasin having hot and cold drinking water.
- (2) On ships other than passenger ships, the persons working on board shall be provided with single rooms when the ship's size, mode of operation and the arrangement on board make this reasonable and practicable.
- (3) On ships of 3,000 gross tonnage and upwards, the master, chief engineer officer and chief mate shall be provided with a private day room or equivalent additional space adjacent to their sleeping rooms where practicable.
- (4) On ships of 5,000 gross tonnage and upwards, except passenger ships, all sleeping rooms shall be equipped with a washbasin having hot and cold drinking water, except when such washbasin is located in a bathroom in accordance with section 33 second paragraph (a) to (c).
- (5) The number of persons per sleeping room shall not exceed the following:
 - a) officers in charge of a department, navigating and engineer officers in charge of a watch: one person per room;
 - b) officers other than the ones mentioned in subparagraph a): one person per room wherever possible, and in no case more than two;
 - c) other persons working on board: up to two persons per room.
- (6) On passenger ships, sleeping rooms for up to four persons are permitted.
- (7) The maximum number of persons to be accommodated in a sleeping room shall be indelibly and legibly marked in a conspicuous place in the room.
- (8) There shall be a sufficient number of sleeping rooms to provide women and men with separate sleeping rooms.
- (9) Toilets and bathrooms shall be located in conjunction with each separate sleeping room, or so that two sleeping rooms have access to one communal toilet and bathroom.

Section 30 *Requirements for size of sleeping rooms*

(1) The floor area of sleeping rooms shall satisfy the requirements of this section. When the floor area is measured, spaces occupied by berths, lockers, chests of drawers and seating shall be included in the floor area. Small or irregularly shaped spaces not available for free movement or for installing furniture shall not be included in the floor area. The distance from the edge of a berth to the opposite bulkhead shall be an average of not less than 700 mm.

		Ships of less than 200 gross tonnage	Ships of 200 gross tonnage and upwards, but less than 3,000	Ships of 3,000 gross tonnage and upwards, but less than 10,000	Ships of 10,000 gross tonnage and upwards
Sleeping rooms for masters and other officers who do not have private day rooms	Ship	6.50 m ²		7.50 m ²	
Sleeping rooms for one person	Cargo ship	3.50 m ²	4.00 m ²	4.25 m ²	4.75 m ²
	Passenger ships	2.00 m ²	3.00 m ²	3.75 m ²	
Sleeping rooms for two persons	Cargo ship	5.00 m ²	6.00 m ²	6.50 m ²	7.50 m ²
	Passenger ships	4.00 m ²		6.00 m ²	

Sleeping rooms for three persons	Passenger ships	6.00 m ²	9.00 m ²
Sleeping rooms for four persons	Passenger ships	8.00 m ²	12.00 m ²

(2) Reduced floor area in sleeping rooms may be accepted if an additional, private day room is arranged, and the total floor area is in accordance with the requirements for floor area in the first paragraph.

(3) To facilitate single rooms on cargo ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m².

Section 31 *Berths*

(1) A separate berth shall be provided for each person working on board. In sleeping rooms for one person on ships of less than 1,000 gross tonnage, combined berths and sofas may be permitted provided that a drawer or similar compartment for bedding is fitted beneath the berth.

(2) The minimum inside dimensions of a berth shall be at least 1,980 mm by 800 mm.

(3) Berths shall not be placed side by side in such a way that access to one berth can be achieved only over another.

(4) Berths shall not be arranged in tiers of more than two. When the berth is located under a side scuttle, there shall only be a single tier.

(5) The lower berth in a double tier shall not be less than 300 mm above the floor, and the upper berth shall be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams.

(6) The framework and the lee-board, if any, of a berth shall be of material which is hard and smooth.

(7) When tubular frames are used for the construction of berths, they shall be sealed and without perforations which could give access to vermin.

(8) All berths shall be fitted with a comfortable mattress and cushioning bottom or a combined cushioning mattress.

(9) When one berth is placed over another, a dust-proof bottom shall be fitted beneath the bottom mattress or bottom of the upper berth.

(10) In sleeping rooms for two or more persons, the berths shall be provided with draw curtains.

Section 32 *Furnishing and other equipment in sleeping rooms*

(1) Sleeping rooms shall be so planned and equipped that they are easy to keep tidy and provide reasonable comfort for the occupants.

(2) The furnishings shall include a lockable clothes locker for each occupant. The locker shall be fitted with a shelf, and shall at least be 1,520 mm in height and of a cross-section of 19.30 dm². In addition there shall be drawer or equivalent space at not less than 56 litres for each occupant.

(3) The furnishings shall be of smooth, hard material not liable to warp or corrode.

(4) The furnishings shall include a table which can also be used as a desk, which may be of the fixed, drop-leaf or slide-out type, and with comfortable seating accommodation for at least one person more than the room is intended for. On ships of less than 24 metres in length (L), it is sufficient with one seat in the sleeping room when sufficient day rooms are arranged otherwise on the ship.

(5) The furnishings shall include a mirror, small cabinets or drawers for toilet requisites, a bookcase and coat hooks. Mirrors and cabinets for toilet requisites may be located in a bathroom in conjunction with the sleeping room. Windows and side scuttles shall be provided with curtains.

Section 33 *Bathrooms, etc.*

(1) At least one washbasin and one shower or bathtub shall be provided for every six persons or less who do not have a private bathroom in accordance with the second paragraph.

(2) The requirements of subparagraphs a) to c) apply in addition to the requirement of the first paragraph:

- a) On ships of 5,000 gross tonnage and upwards, but less than 15,000, the single rooms for at least five officers shall have a private bathroom. Ships of 10,000 gross tonnage and upwards, but less than 15,000, shall have private bathrooms in conjunction with all sleeping rooms for officers or shared bathrooms for two officers located between the officers' sleeping rooms.
 - b) On ships of 15,000 gross tonnage and upwards the single rooms for officers shall have a private bathroom. The washbasin may be fitted in the sleeping room.
 - c) Ships of 25,000 gross tonnage and upwards, except passenger ships, shall have one bathroom for every two persons working on board, not including the master and other officers. The bathroom shall be located between two sleeping rooms or opposite the entrance to such rooms.
- (3) Bathrooms shall have a washbasin and a shower or bathtub. All bathrooms shall have hot and cold drinking water. Private bathrooms shall also have a toilet.
- (4) Washbasins, showers and bathtubs shall be of adequate size and constructed of material with a smooth surface not liable to crack, flake or corrode.
- (5) Ships of less than 200 gross tonnage shall have at least one communal bathroom. Ships of 200 gross tonnage and upwards shall have private bathrooms for the master, chief engineer officer and chief mate. Passenger ships of 2,500 gross tonnage and upwards shall have one or more separate bathrooms for the catering crew.
- (6) Ships shall have separate bathrooms for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal bathroom for women and men.
- (7) Ships of 1,600 gross tonnage and upwards which do not have private sleeping rooms and private bathrooms for all engine department personnel, shall have a changing room which shall be:
- a) located outside the machinery space but with easy access to it; and
 - b) fitted with shower or bathtub, and washbasins having hot and cold drinking water.
- (8) The Norwegian Maritime Authority may upon written application from the company permit special arrangements or a reduction of the number of facilities required pursuant to this section, on:
- a) ships having more than one hundred persons working on board;
 - b) passenger ships normally engaged on voyages of not more than four hours' duration.
- (9) In cases where the ship is provided with a sauna-bath, the door shall open outwards, and shall be capable of being opened from either side. The door and door frame shall be slanted to prevent the door from being jammed. The sauna shall have an alarm connected to an alarm bell in the corridor outside sleeping rooms and on the bridge.

Section 34 *Laundry facilities*

- (1) Facilities shall be provided on board for the necessary washing and drying of clothes.
- (2) If the ship does not have a separate washing machine for use by the persons working on board, and a separate washing room for clothes has not been arranged, the washing room shall be fitted with sinks for washing clothes with an adequate supply of hot and cold drinking water.
- (3) Tumble dryers as well as irons and ironing boards or their equivalent shall be provided on board.
- (4) Drying rooms shall be located apart from the sleeping rooms and mess rooms. They shall be well ventilated and heated, and equipped with clothes lines or other fittings for hanging clothes.

Chapter 5 Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992

Section 35 *Scope of application for chapter 5*

Sections 36 to 43 apply to ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992.

Section 36 *Construction*

(1) The headroom in the accommodation shall be not less than 1,980 mm. On ships which are flagged in, the headroom in sleeping rooms may be 1,900 mm. The headroom in the accommodation may be reduced in areas where full and free movement is not necessary, when the reduction is reasonable and will not cause discomfort to the persons working on board.

(2) There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, paint rooms, laundry and drying rooms or communal sanitary rooms, or from engine, deck and other bulk storerooms. Bulkheads separating such rooms from sleeping rooms and external bulkheads shall be watertight, gas-tight and be efficiently constructed of steel or other material with equivalent properties.

(3) Internal bulkheads and ceilings in the accommodation shall be easily kept clean. If bulkhead surfaces and ceilings are painted, light colours shall be used. Lime wash must not be used. The bulkhead surfaces shall be renewed or restored as necessary.

(4) The floorings in the accommodation shall have a surface which is impervious to damp and easily kept clean. Where the floorings are made of composite materials, the joints where floor and bulkhead meet should be rounded or profiled to avoid crevices. Sufficient drainage for water shall be provided.

Section 37 *Lighting*

(1) Electric light shall be provided in the accommodation. If there are not two independent sources of electricity for lighting, additional lighting shall be provided by lamps or lighting apparatus for emergency use.

(2) Sleeping rooms and mess rooms shall be lit by natural and artificial light. All other accommodation shall be well lit. On passenger ships of 3,000 gross tonnage and upwards where, due to the ship's construction, it is not possible to locate all sleeping rooms in such a way that they are lit by natural light, some sleeping rooms for two persons may be fitted with only artificial lighting. On ships of less than 24 metres in length (L), where it is not possible to arrange the sleeping rooms so that they are lit by natural light, sleeping rooms may be fitted with only artificial light that satisfies the requirements of the fifth paragraph.

(3) Artificial lighting shall be disposed so as to give the maximum benefit to the occupants of the room. In sleeping rooms, an electric reading lamp shall be installed at the head of each berth.

(4) The requirement for natural light is satisfied when each room has one or more side scuttles with an overall glass surface of not less than 0.14 m².

(5) Artificial lighting shall satisfy the following conditions:

- a) The average artificial lighting in the accommodation shall be at least 150 lux.
- b) Sufficient lighting shall be arranged so that the necessary assignments and chores may be performed.

(6) On ships equipped with a generator connected only to the main engine, the accommodation, corridors and stairways shall in addition be fitted with sufficient battery lighting (emergency lighting). The electrical lighting system shall be operational at all times when the persons working on board, live or work on board.

Section 38 *Sleeping rooms*

(1) On ships of 100 gross tonnage and upwards, the master, chief engineer officer and chief mate shall each be provided with a separate sleeping room equipped with a washbasin having hot and cold drinking water.

(2) The number of persons per sleeping room shall not exceed the following:

- a) Officers in charge of a department, navigating and engineer officers in charge of a watch: One person per room.
- b) Officers other than the ones mentioned in subparagraph a): One person per room wherever possible, and in no case more than two.
- c) Other persons working on board: Up to two persons per room.

(3) On passenger ships, sleeping rooms for up to four persons are permitted.

- (4) The maximum number of persons to be accommodated in a sleeping room shall be indelibly and legibly marked in a conspicuous place in the room.
- (5) There shall be a sufficient number of sleeping rooms to provide women and men with separate sleeping rooms.
- (6) Toilets and bathrooms shall be located in conjunction with each separate sleeping room, or so that two sleeping rooms have access to one shared toilet and bathroom.

Section 39 *Requirements for size of sleeping rooms*

(1) The floor area of sleeping rooms shall satisfy the requirements of this section. When the floor area is measured, spaces occupied by berths, lockers, chests of drawers and seating shall be included in the floor area. Small or irregularly shaped spaces not available for free movement or for installing furniture shall not be included in the floor area. The distance from the edge of a berth to the opposite bulkhead shall be an average of not less than 700 mm.

		Ships of less than 200 gross tonnage	Ships of 200 gross tonnage and upwards
Sleeping rooms for masters and other officers who do not have private day rooms	Ship	4.50 m ²	6.50 m ²
Sleeping rooms for one person	Cargo ship	3.50 m ²	4.00 m ²
	Passenger ships	2.00 m ²	3.00 m ²
Sleeping rooms for two persons	Cargo ship	5.00 m ²	6.00 m ²
	Passenger ships	4.00 m ²	
Sleeping rooms for three persons	Passenger ships	6.00 m ²	9.00 m ²
Sleeping rooms for four persons	Passenger ships	8.00 m ²	12.00 m ²

(2) Reduced floor area in sleeping rooms may be accepted if an additional, private day room is arranged, and the total floor area is in accordance with the requirements for floor area in the first paragraph.

(3) To facilitate single rooms on cargo ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m².

Section 40 *Berths*

- (1) A separate berth shall be provided for each person working on board. In sleeping rooms for one person on ships of less than 1,000 gross tonnage, combined berths and sofas may be permitted provided that a drawer or similar compartment for bedding is fitted beneath the berth.
- (2) The minimum inside dimensions of a berth shall be at least 1,900 mm by 680 mm.
- (3) Berths shall not be placed side by side in such a way that access to one berth can be achieved only over another.
- (4) Berths shall not be arranged in tiers of more than two. When the berth is located under a side scuttle, there shall only be a single tier.
- (5) The lower berth in a double tier shall not be less than 300 mm above the floor, and the upper berth shall be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams.
- (6) The framework and the lee-board, if any, of a berth shall be of material which is hard and smooth.
- (7) When tubular frames are used for the construction of berths, they shall be sealed and without perforations which could give access to vermin.
- (8) All berths shall be fitted with a comfortable mattress and cushioning bottom or a combined cushioning mattress.
- (9) When one berth is placed over another, a dust-proof bottom shall be fitted beneath the bottom mattress or bottom of the upper berth.
- (10) In sleeping rooms for two or more persons, the berths shall be provided with draw curtains.

Section 41 *Furnishing and other equipment in sleeping rooms*

- (1) Sleeping rooms shall be so planned and equipped that they are easy to keep tidy and provide reasonable comfort for the occupants.
- (2) The furnishings shall include a lockable clothes locker for each occupant. The locker shall be fitted with a shelf, and shall at least be 1,520 mm in height and of a cross-section of 19.30 dm². In addition there shall be drawer or equivalent space at not less than 56 litres for each occupant.
- (3) The furnishings shall be of smooth, hard material not liable to warp or corrode.
- (4) The furnishings shall include a table which can also be used as a desk, which may be of the fixed, drop-leaf or slide-out type, and with comfortable seating accommodation for at least one person more than the room is intended for. On ships of less than 24 metres in length (L), it is sufficient with one seat in the sleeping room when sufficient day rooms are arranged otherwise on the ship.
- (5) The furnishings shall include a mirror, small cabinets or drawers for toilet requisites, a bookcase and coat hooks. Mirrors and cabinets for toilet requisites may be located in a bathroom in conjunction with the sleeping room. Windows and side scuttles shall be provided with curtains.

Section 42 *Bathrooms, etc.*

- (1) Each department on the ship shall have at least one shower or bathtub for every eighth person or less who do not have a private bathroom, and at least one washbasin for every six persons or less who do not have a private bathroom.
- (2) All bathrooms shall have hot and cold drinking water.
- (3) Washbasins, showers and bathtubs shall be of adequate size and constructed of material with a smooth surface not liable to crack, flake or corrode.
- (4) Ships of less than 200 gross tonnage shall have at least one communal bathroom. Ships of 200 gross tonnage and upwards shall have private bathrooms for the master, chief engineer officer and chief mate. Passenger ships of 2,500 gross tonnage and upwards shall have one or more separate bathrooms for the catering crew.
- (5) Ships shall have separate bathrooms for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal bathroom for women and men.
- (6) The Norwegian Maritime Authority may upon written application from the company permit special arrangements or a reduction of the number of facilities required pursuant to this section, on:
 - a) ships having more than one hundred persons working on board;
 - b) passenger ships normally engaged on voyages of not more than four hours' duration.
- (7) In cases where the ship is provided with a sauna-bath, the door shall open outwards, and shall be capable of being opened from either side. The door and door frame shall be slanted to prevent the door from being jammed. The sauna shall have an alarm connected to an alarm bell in the corridor outside sleeping rooms and on the bridge.

Section 43 *Laundry facilities*

- (1) Facilities shall be provided on board for the necessary washing and drying of clothes.
- (2) If the ship does not have a separate washing machine for use by the persons working on board, and a separate washing room for clothes has not been arranged, the washing room shall be fitted with sinks for washing clothes with an adequate supply of hot and cold drinking water.
- (3) Drying rooms shall be located apart from the sleeping rooms and mess rooms. They shall be well ventilated and heated, and equipped with clothes lines or other fittings for hanging clothes.

Chapter 6 **General provisions on food, catering and cleaning, etc.**

Section 44 *Scope of application for chapter 6*

Sections 45 to 50 apply to ships:

- a) the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013;

- b) of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 20 August 2013.

Section 45 *Diet and hygiene*

- (1) The diet on ships shall be satisfactory with regard to health and composed in accordance with the dietary standards laid down by the Norwegian National Nutrition Council.
- (2) Food and drink shall be stored, prepared and served in a safe and hygienic manner.
- (3) The food and drinking supplies shall be of suitable quantity and shall be in proportion to:
 - a) the number of persons working on board, and their religious needs and cultural customs with regard to food;
 - b) the type and duration of the voyage.
- (4) Frequent inspections shall be carried out with respect to provisions and the handling of food for the persons working on board. The results from the inspections shall be documented and be available for control on board.

Section 46 *Drinking water*

- (1) Drinking water shall be provided on board in a sufficient quantity.
- (2) A written procedure for the treatment of drinking water on board shall be available for control on board. The procedure shall designate a person responsible for sampling the drinking water.
- (3) Test equipment that can detect whether the threshold values of the Regulations of 22 December 2016 No. 1868 on water supply and water intended for human consumption (Drinking Water Regulations) have been exceeded shall be used for the sampling. The person responsible for sampling shall be familiar with how to use the test equipment. A record must be kept on when and how the tests were carried out and what the results were.

Section 47 *Manuals and other information*

Manuals, brochures, wall charts, etc. with information about nutrition and the purchase, storage, preparation and service of food shall be available on board.

Section 48 *Precautions in the event of the outbreak of disease caused by food or drinking water*

- (1) If serious disease may have been caused by the hygienic or nutritional condition of food or drinking water, it shall be considered whether the ship should proceed to a port.
- (2) Samples of food and drinking water that may have caused disease shall be kept refrigerated or frozen in clean and properly closed containers. The samples shall be sent to a competent laboratory for further analysis as soon as possible.
- (3) A written report regarding circumstances pursuant to the first paragraph shall be submitted to the Norwegian Maritime Authority. The report shall include the following information:
 - a) cases of disease entered in the deck log book;
 - b) information about assumed cause of disease;
 - c) measures implemented to prevent spread of disease;
 - d) treatment and care of affected persons.

Section 49 *Cleaning and hygiene in the galley*

- (1) Glassware, service sets and cutlery shall be of such a quality that it is easy to keep clean, and shall be cleaned and stored in a hygienic manner. The galley and associated rooms shall be thoroughly cleaned. Floors, work tops, dish-washing sinks, rubbish chutes and slop sinks shall be properly washed at least once per day. A thorough, all-out cleaning of the galley shall be carried out at least three times a year, and otherwise as often as necessary.
- (2) Painted parts of the galley and painted furnishings shall be repainted when necessary.
- (3) Food waste and other rubbish shall be removed at least twice per day, and shall be kept in closed containers.

(4) Spraying with insecticides shall be done only when protection cannot be obtained by other means.

(5) In order to maintain a safe standard of hygiene, persons working in the galley shall wear clean working clothes and white head-dress. Hands shall be washed thoroughly and frequently, and if necessary hands shall be disinfected after being washed.

(6) Persons suffering from contagious disease or other infection and similar, which could cause infections to be transferred by foodstuffs, may participate in work with food and drink only if measures have been implemented that protect against the transfer of infection.

Section 50 *General cleaning and maintenance on board*

(1) The accommodation shall be maintained in a clean and tidy condition and shall be kept free of goods and stores not the personal property of the occupants.

(2) Sleeping rooms and recreation rooms shall be cleaned and aired daily.

(3) At least three times per year, and after the ship has been laid up or after a stay in a yard, a thorough, all-out cleaning shall be carried out of all recreation rooms and other rooms for use by the persons working on board, and of corridors and stairways leading to such rooms. The same applies when other circumstances so require, such as outbreaks of contagious disease. Sleeping rooms shall undergo a thorough, all-out cleaning before being taken over by new occupants, and in addition the bedding shall be changed and mattresses aired.

(4) On ships purchased from abroad, all rooms intended for use by the persons working on board shall be disinfected and cleaned before use. Newbuildings are exempt from this requirement.

(5) The persons working on board are entitled to clean bedding of good quality, towels, soap and toilet paper.

(6) Frequent inspections shall be carried out to ensure that the accommodation is clean, tidy and in good condition. The results from the inspections shall be documented and be available for control on board.

Chapter 7 Concluding provisions

Section 51 *Exemptions*

(1) The Norwegian Maritime Authority may upon written application from the company permit other solutions than those required by these Regulations, if the company documents that such solutions are equivalent to the requirements of the Regulations.

(2) The Norwegian Maritime Authority may exempt a ship from one or more of the requirements of the Regulations when the company applies for an exemption in writing: For ships operating in trade area 3 / Class D or greater trade areas, the exemption must not be in contravention of the Maritime Labour Convention (MLC). The company must establish that one of the following conditions is met:

- a) the requirement is not essential and the exemption is justifiable in terms of safety;
- b) compensating measures will maintain the same level of safety as the requirement of these Regulations.

(3) An exemption pursuant to this section from the requirements of section 7 may only be granted after the Norwegian Maritime Authority has consulted with Norwegian shipowners' and seafarers' organisations.

(4) On ships where it is necessary to take into account interests related to various religious and social customs, the Norwegian Maritime Authority may upon written application from the company permit exemptions from these Regulations that do not result in the overall accommodation becoming less favourable than required by these Regulations. Exemptions may only be granted following consultation with Norwegian shipowners' and seafarers' organisations, and provided that the floor area measurements in the sleeping rooms are not less than:

- a) 1.67 m² per person on ships of 3,000 gross tonnage or less;
- b) 1.85 m² per person on ships of more than 3,000 gross tonnage.

Section 52 *Entry into force, etc.*

(1) These Regulations enter into force on 1 May 2017.

(2) As from the same date, the Regulations of 15 September 1992 No. 707 on the accommodation and catering service on ships are repealed.

<h2 style="text-align: center;">Hørings svar til ny forskrift om innredning, rekreasjonstilbud, kost og forpleining på skip</h2>			
<p style="text-align: center;">Det er innkommet 14 hørings svar til Sjøfartsdirektoratet. 8 høringsinstanser har uttalt seg om forskriftsforslaget.</p>			
§	Høringsinstans	Hørings svar	Sjøfartsdirektoratets kommentarer
Generelt	Advokatforeningen	Ingen merknader.	Ingen.
Generelt	DNV GL	Generelt foreslås det at Sjøfartsdirektoratet vurderer om det er hensiktsmessig å videreføre måleparameter i meter når MLC bruker tonn.	Sjøfartsdirektoratet bruker metergrenser i andre forskrifter, og må videreføre dette i innredningsforskriften for å få sammenheng i regelverket.
Generelt	Industri Energi	Overlater til LO å besvare denne.	Ingen.
Generelt	Justis- og beredskapsdepartementet	Ingen merknader.	Ingen.
Generelt	Landsorganisasjonen i Norge (LO)	Har fattet vedtak om ikke å uttale seg.	Ingen.
Generelt	Miljødirektoratet	Skjærgårdstjenesten er nå inne i en prosess med å få de største båtene sertifisert etter ny forskrift 1853 om bygging av mindre lasteskip. I det arbeidet har vi generelt sett fått en god del utfordringer knyttet til at Sjøfartsdirektoratet på flere forskriftsområder har tatt utgangspunkt i internasjonale regelverk og/eller tatt i bruk nasjonale regelverk beregnet for større fartøyer, og utvidet virkeområdet for disse regelverkene til også å gjelde båter under 15 meter. Dette gir oss problemer med å tolke om regelverket gjelder for våre båter eller ikke, og det er også en del regler som ikke er relevante eller hensiktsmessige å ha på de mindre båtene. Vi mener derfor at man generelt sett burde definere direkte i regelverket noen nedre avgrensninger (lengde) ift virkeområde og/eller ta inn konkrete unntakstilfeller for de minste båtene der dette	<p>Sjøfartsdirektoratet har allerede definert en nedre grense på 8 meter i forskrift 19. desember 2014 nr. 1853 om bygging og tilsyn av mindre lasteskip. Sjøfartsdirektoratet ønsker ikke å innføre nye definisjoner utover lengdebegrensningen, da dette vil by på ny definisjonsproblematikk.</p> <p>Bortsett fra bestemmelser i innredningsforskriften som gjennomfører konvensjonskrav (MLC), har direktoratet vurdert om virkeområdet til den enkelte bestemmelse er hensiktsmessig for mindre skip. For øvrig fremkommer det av høringsbrevet at det er underforstått at det ikke er krav til soverom og køyer om bord når dette ikke er nødvendig for skipets drift.</p> <p>Grensesnittet til Arbeidstilsynet er definert i arbeidsmiljøloven, som unntar «sjøfart», og i</p>

		<p>er nødvendig og hensiktsmessig. Slik vi i avsnittet innledningsvis har beskrevet våre arbeidsoppgaver med mange oppdrag på land i tillegg til båtvirksomheten og hvordan våre driftsenheter generelt opererer, så vil våre ansatte også være regulert av arbeidsmiljølovens bestemmelser (i hvert fall når de jobber på land). Grensesnittet mellom arbeidsmiljølovens bestemmelser og denne forskriftens bestemmelser burde derfor tydeligere vært beskrevet og avklart, eller at man i sin helhet vurderer om båter med denne type kombinerte arbeidsoppgaver burde vært unntatt fra forskriften gjennom en unntaksbestemmelse (og at arbeidsmiljøloven da f.eks. kan regulere intensjonene også i denne forskriften). Vi er positive til intensjonen om et enklere og mer brukervennlig regelverk, og det at regelverket beskrives direkte i forskriften og ikke via henvisninger til internasjonale forskrifter er positivt. Siden regelverket er gjort gjeldende for "alle skip" ut fra et tidligere regelverk gjeldende for skip med bruttotonnasje over 50, så vil det være en god del "gråsoner" for hva som kan være gjeldende for eksempelvis båter under 15 meter, og regelverket kan dermed bli vanskelig å oppfatte for denne gruppen. Dette vil vi foreslå løst gjennom en nedre avgrensing av virkeområdet eller gjennom mer tydelig beskrevne unntaksbestemmelser for denne type mindre fartøyer.</p>	<p>skipssikkerhetsloven, som får anvendelse for «skip».</p>
Generelt	Nasjonal kommunikasjonsmyndighet	Ingen kommentar.	Ingen.
Generelt	NHO Sjøfart	Generell betraktning av forslaget er at det innføres strengere kontroll, mindre fleksibilitet, inngripen i	Rederiene har fått større fleksibilitet med tanke på hvilken innredning som må være om bord. I tidligere



		<p>avtaler mellom arbeidslivets parter, mere administrasjon for både rederier og Sjøfartsdirektoratet.</p>	<p>innredningsforskrift skulle nesten alle fartøy (med unntak av små fartøy) ha innredning for minst ett skift om bord. Paragraf 7 annet ledd åpner for at rederiet kan velge om all innredning, med unntak av hvilerom og toalett, skal være om bord eller på land. Videre åpner § 7 fjerde ledd for å plassere hvilerom på land for passasjerskip. Forutsetningen for å arrangere innredning på land, både når det gjelder § 7 annet og fjerde ledd, er at de som har sitt arbeid om bord, har en tilpasset arbeidsordning. Forslaget ivaretar på denne måten både rederiets behov for fleksibilitet og arbeids- og levevilkårene til de som har sitt arbeid om bord. Forslaget medfører ingen inngripen i eksisterende avtaler mellom arbeidslivets parter.</p> <p>Konsultasjon skal gjennomføres før dispensasjon gis etter § 7, jf. section 51 fourth paragraph Bestemmelsen i § 7 sjette ledd medfører etter direktoratets mening lite ekstra arbeid for rederiene. Ved bygging og ombygging skal rederiene allerede sende inn informasjon, slik at § 7 sjette ledd ikke medfører særlig mer administrasjon. Bortsett fra at rutetabell skal sendes inn, innebærer ikke bestemmelsen nye krav til innsendelse av dokumentasjon i forbindelse med bygging og ombygging.</p> <p>Som presisert i høringsbrevet, vil det være mindre fleksibilitet ved drift av fartøy som ikke har innredning om bord, med tanke på at slike fartøy alltid må benyttes i områder der de som har sitt arbeid om bord har tilgang til forskriftsmessige innredningsfasiliteter. Fleksibiliteten vil økes hvis rederiet velger å ha innredning for ett skift om bord.</p>
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Generelt	Regelrådet	Ikke hatt kapasitet til å uttale seg om forskriften.	Ingen.
§ 1	Miljødirektoratet	<p>Det bør vurderes å ta inn et unntak fra virkeområdet for forskriften også for mindre arbeidsbåter som brukes til multifunksjonelle arbeidsoppgaver på sjø og land, og som bare sporadisk har en bruk som kan defineres som vanlig "sjøfart".</p>	<p>Sjøfartsdirektoratet ser ikke hvordan denne definisjonen kan rydde opp i problemstillingen uten å samtidig reise nye spørsmål.</p> <p>For Miljødirektoratets fartøy med største lengde under 15 meter, hvis kjøll er strukket eller som var på et tilsvarende byggetrinn før 20. august 2013, vil innredningsforskriften sannsynligvis ikke gjelde fordi forskriften ikke omfatter slike fartøy med bruttotonnasje under 50.</p> <p>For fartøy med bruttotonnasje 50 eller mer hvis kjøll er strukket eller som var på et tilsvarende byggetrinn før 20. august 2013, samt for fartøy som er kjøllstrukket 20. august eller senere, er det for øvrig mulig å legge det meste av innredningen på land når vilkårene for dette i § 7 er oppfylt.</p> <p>Etter § 7 kan det også søkes om unntak fra krav til <i>innhold</i> i hvilerom for fartøy med største lengde under 15 meter. Videre vil § 51 om dispensasjoner gjelde også for § 7, med en særregel om at Sjøfartsdirektoratet skal gjennomføre konsultasjon med norske rederi- og sjømannsorganisasjoner før dispensasjon fra § 7 gis.</p>
§ 4	DNV GL	<p>Det bør vurderes å klargjøre i hvilken utstrekning kapittel 2 også skal gjelde skip som ombygges eller gjør større reparasjoner der innredning omfattes. MLC 2006 Title 3 Reg. 3.1. forholder seg kun til kjølstrekkingssdato, så dersom annet ikke er presisert fra Flagg vil kun krav gjeldende ved kjølstrekking måtte oppfylles også for ombygde deler.</p> <p>I og med at utkastet har kapitler som klargjør</p>	<p>Paragraf 4 er en videreføring av gjeldende rett.</p> <p>Kapittel 2 gjelder for alle skip som omfattes av forskriften, mens kapittel 3 bare gjelder for skip hvis kjøll er strukket eller som er på et tilsvarende byggetrinn 20. august eller senere. Derfor kan ikke disse kapitlene slås sammen.</p>

		virkeområdet (før og etter MLC) kan § 4 før til forvirring og vi ser ikke behov for den spesifiseringen i kapittel 2 sett i lys av kapittel 3. Vi ber i denne sammenheng Sjøfartsdirektoratet [å vurdere] om ikke kapitlene 2 og 3 kan slås sammen, eventuelt med en underinndeling.	
§ 4	Miljødirektoratet	Alternativt kan det vurderes å ta inn et unntak i § 4 fra virkeområdet for forskriftens kapittel 2 for mindre arbeidsbåter som brukes til multifunksjonelle arbeidsoppgaver på sjø og land, og som bare sporadisk har en bruk som kan defineres som vanlig "sjøfart".	Etter Sjøfartsdirektoratets mening kan det ikke gjøres et generelt unntak fra kapittel 2 for mindre arbeidsbåter. Se kommentarene til § 1 ovenfor.
§ 5	Miljødirektoratet	Vi ser at denne paragrafen er laget etter mønster fra forskrift nr 1072 om bygging av skip. Den forskrift som våre båter bygges etter – forskrift 1853 om bygging av mindre lasteskip – opererer ikke med begrepet "anerkjent klassifikasjonsselskap", men byggingen skal følges opp av et såkalt "godkjent foretak". Det er uklart [om] disse to begrepene er ensbetydende, eller om det kreves en egen beskrivelse tilpasset forskrift 1853.	Paragraf 5 tredje ledd er endret som følger: «For skip som skal ha fartøyinstruks som utstedes av godkjent foretak, skal dokumentasjon etter første ledd sendes til vedkommende foretak.» Forskriftsforslaget § 5 tredje ledd har blitt fjerde ledd.
§ 7	DNV GL	Til forslagens § 7 tredje og fjerde ledd har vi stor forståelse for reguleringen, men er av den oppfatning at det også her bør gjøres en vurdering om reell hviletid er mulig ved slike løsninger (spesielt i forhold til høringsbrevets kommentar om hviletid hjemme hos sjøfolkene). Vi er fullt klar over Forskriftsverket om arbeids- og hviletid, men i og med enigheten om viktigheten av tilstrekkelig hvile for sikkerheten til skip og mannskap så vil vi foreslå at grunnlaget for vedtaket (om enn ikke ordlyden i selve Innredningsforskriften)	Hvilerommet skal ivareta behovet for pauser i arbeidstiden, dvs. at § 7 tredje og fjerde ledd ikke regulerer avvikling av hviletid.

		endres til å ivareta dette behovet.	
§ 7	Fellesforbundet for sjøfolk (FFFS)	<p>Til annet ledd: FFFS presiserer at de som har sitt arbeid om bord, må anses å være på arbeid i forbindelse med bruk av innredningsfasilitetene på land, samt når de er på vei til og fra fasilitetene. Sjøfartsdirektoratet velger å ikke ta med bruk av innredningsfasilitetene på land, samt når de er på vei til og fra fasilitetene. Begrunnelsen er at de som har sitt arbeid om bord, fortsatt er på arbeid i forbindelse med skipets drift selv om innredningsfasilitetene befinner seg på land. Det vil si at skipssikkerhetsloven med forskrifter gjelder som de som har sitt arbeid om bord, på samme måte som når de utfører arbeid i havn i forbindelse med skipets drift. Her bør regelen bli tatt med [ved] å henvise til skipssikkerhetsloven. Det må også være krav mot støy ved bruk [av] innredningsfasilitetene på land.</p> <p>Til fjerde ledd: Endringen for passasjerskip er foreslått etter tilbakemeldinger fra næringen om at slike liggeplasser i liten grad blir brukt. Det legges til grunn at skipenes arbeidsordning reflekterer denne praksisen. Når det gjelder krav til innhold i hvilerommet, påpeker FFFS at man må ha liggeplasser i forbindelse med passasjerskip på hvilerommet, der pauser blir registrert som hviletid på Arbeids- og hviletidsskjema. Det er spesielt påkrevet på de plasser som mannskapet ikke kan bruke innredningsfasilitetene på land, der det er innlagt</p>	Når det gjelder kommentaren til innholdet på hvilerommet på passasjerskip, vil Sjøfartsdirektoratet påpeke at hvilerommet skal ivareta behovet for pauser i arbeidstiden. Det er den andre innredningen, soverom osv., som skal ivareta behovene til de som har sitt arbeid om bord i hviletiden.

		pause/hviletid i mellom oppdelt arbeidstid om bord.	
§ 7	Kollektivtrafikkforeningen	Kollektivtrafikkforeningen stiller seg bak Statens Vegvesens høringsuttalelse.	Se kommentarene til høringssvaret fra Statens Vegvesen nedenfor.
§ 7	Miljødirektoratet	I kommentarene i høring brevet beskrives det at det uansett om innredningskravene skal ivaretas på land, så må det også være hvilerom og toalett om bord, jf pkt 2. For de minste båtene våre vil det normalt ikke være plass til toalett, men de fleste av våre fartøyer har dette. Ingen av Skjærgårdstjenesten sine båter har plass til et eget hvilerom. I praksis har disse båtene bare et lite styrehus, og de øvrige fasiliteter som hvilerom, bysse, spiserom mv er integrert i styrehuset. Båtene har heller ikke plass til egne soverom eller baderom. Miljødirektoratet mener det vil være et altfor omfattende krav at alle skip under 15 meter må søke om unntak, jf pkt 5. Dette bør løses gjennom å sette en nedre grense for hvilke båter forskriften skal omfatte, eller gjennom mer generelle unntak for båter under 15 meter.	<p>Det skal være toalett om bord i alle skip som omfattes av innredningsforskriften. Kravet kan ikke fravikes.</p> <p>Som nevnt i kommentarene til § 1 ovenfor, kan krav til innhold i hvilerom på skip med største lengde under 15 meter fravikes, jf. § 7. (For passasjerskip kan hvilerom i noen tilfeller også arrangeres på land.)</p> <p>Paragraf 3 bokstav d er omformulert som følger: «Hvilerom»: «Pauserom som bare er til bruk for de som har sitt arbeid om bord.» Det er altså fortsatt mulig å kombinere bro med hvilerom.</p> <p>Se også kommentarene til Miljødirektoratets generelle høringssvar ovenfor.</p>
§ 7	NHO Sjøfart	I høring brevet til § 7 gjøres det oppmerksom på at skipet i utgangspunktet blir bundet til et bestemt geografisk sted, eventuelt at ytterligere innredningsfasiliteter må arrangeres på land hvis skipet flyttes til et annet operasjonsområde. Direktoratet mener det kan gi større fleksibilitet. Flexibiliteten svekkes når skip ikke kan omrokeres på kort tid, men at det må arrangeres nye innredningsfasiliteter. Når direktoratet innledningsvis mener forslaget innebærer kun enkelte materielle endringer, og at det avslutningsvis skrives at forslaget ikke pålegger rederiene nye krav, og	Høring brevet skal forstås slik at de som har sitt arbeid om bord, anses å være på <u>arbeidsplassen</u> («på arbeid») når de anvender innredningsfasilitetene på land. Se mer om dette under kommentarene til Statens Vegvesens høringssvar til § 7 nedenfor. Direktoratet mener at forskriftsforslaget § 7 er balansert. Rederiene får større fleksibilitet med tanke på bygging og innredning, men må til gjengjeld bidra til at de som har sitt arbeid om bord, får tilstrekkelig tilgang til nødvendig innredning. Forskriftsforslaget § 7 er etter direktoratets mening den beste løsningen når det gjelder å ivareta interessene både til rederiene og de som

		<p>skulle derfor ikke medføre økte driftskostnader for rederiene. Vi er ikke enig i direktoratets vurdering her. Både ferger og hurtigbåter omrokeres ut fra plutselig oppdukkende behov, og da i samråd med offentlig oppdragsgiver. Det må da være fleksibilitet for å opprettholde kommunikasjonsmessige løsninger. Rederiene må her foreta en gjennomgang av hvert enkelt skip og hvert enkelt overnattingssted for vurdering av § 7 (2). Vurderingen må også gå på kapasitetene på innredningsfasilitetene, for vurdering av konsekvenser. I ytterste tilfelle har det i 2016 gått ras 2 steder i landet, hvor det har vært nødvendig med rask innsetting av alternativ ruter for å løse det kommunikasjonsmessige for samfunnet. I gjeldende innredningsforskrift er det anledning for partene i arbeidslivet å bli enige i utformingen av innredningsfasiliteter på land. Dette kan gjelde for ferger, men spesielt for hurtigbåter. Denne muligheten foreslår direktoratet ikke videreført, noe vi ikke er enige i. Dette har fungert mellom partene, diskutert både lokalt og sentralt. Ikke minst ut fra rent praktiske muligheter som finnes der skip overnatter. Dog registrerer vi at det er åpnet for at rederiene kan skriftlig søke om unntak fra enkelte krav, hvor direktoratet etter konsultasjon med rederi- og arbeidstakerorganisasjoner kan innvilge dette, for eksempel § 13 (2). Den generelle adgangen for partene i arbeidslivet som har fungert, burde videreføres. Sjøfartsdirektoratet griper direkte inn i avtaler mellom partene i arbeidslivet når de</p>	<p>har sitt arbeid om bord. Det er opp til rederiene å ta beslutningen om å ha innredning om bord eller på land.</p> <p>Når det gjelder § 7 sjette ledd, skal rutetabell bare sendes inn ved nybygg og ombygging, og ikke hver gang fartøyet endrer rutetabell. Det samme gjelder for de andre opplysningene som er listet opp i sjette ledd. Dette medfører etter direktoratets mening lite ekstra arbeid for rederiene. Ved bygging og ombygging skal rederiene allerede sende inn informasjon, slik at dette ikke medfører særlig mer administrasjon.</p> <p>Med ombygging menes enhver ombygging, også ombygginger som ikke berører innredningen direkte. For eksempel kan antall personer som arbeider om bord bli flere ved ombygginger som gjøres for å øke passasjerantallet. Da blir innredningen til de som har sitt arbeid om bord, indirekte berørt når det blir behov for mer plass.</p>
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		<p>presiserer at både medgått tid til og fra fasiliteter på land, samt bruk av innredningsfasiliteter på land, anses for å være arbeidstid. Er det arbeidstid så er det ikke hviletid, så da er spørsmålet, når skal ruteproduksjonen foregå. Dette er helt i strid med Skipssikkerhetsloven § 24. I § 7 (4) sies det at hvilerom kan plasseres på land, dersom arbeidsordningen gir rimelig mulighet for pauser på land i løpet av arbeidstiden. Er det arbeidstid skal arbeid utføres. Dersom det er pause, må det være partene i arbeidslivet som definerer tiden, og dermed nødvendigheten av hvilerom på land eller ikke. I § 7 (6) foreslår direktoratet at rederiene skal sende inn sted for avvikling av hviletid på land, ved bygging og ombygging av skip. Videre skal direktoratet ha informasjon om hvor pauser skal avvikles, tidspunkt og varighet for pauser, og rutetabeller skal sendes inn for passasjerskip som går i rutefart. Med de endringer som skjer fra oppdragsgivere av rutetabeller, samt nødvendigheten av roking av skip, vil dette medføre mye administrasjon både for rederiene, og for Sjøfartsdirektoratet. Flere skip benytter samme landplassering, og endringer kan skje fort, for eksempel ved driftsforstyrrelser for et skip.</p>	
§ 7	Samferdselsdepartementet	Samferdselsdepartementet støtter uttalelsen fra Statens Vegvesen.	Se kommentarene til høringssvaret fra Statens Vegvesen nedenfor.
§ 7	Sjømannsorganisasjonenes fellessekretariat	Sjømannsorganisasjonene slutter seg i det vesentligste til høringsforslaget. Vi registrerer at § 7 endres slik at det skal være samme standard mht. hvilerom på land som på skipet. Vi ser at den tidligere	Direktoratet har tatt inn en bestemmelse i § 51 fjerde ledd om at dispensasjoner fra § 7 bare kan gis etter konsulatsjon med norske rederi- og sjømannsorganisasjoner.

		<p>konsultasjonsplikten ikke er foreslått videreført. Det er på den annen side ikke inntatt en fraviktsadgang i paragrafen og vi legger til grunn at dispensasjonssøknader etter § 51 (likeverdige løsninger) ikke er aktuell for landbasert hvilerom som i seg selv er en likeverdig løsning. Vi ber om å bli kontaktet dersom denne forståelsen ikke skulle være i tråd med direktoratets forståelse. I så fall vil en konsultasjonsrett være nødvendig å videreføre.</p> <p>I § 7 sjettede ledd bør det også presiseres at rederiet ved verkstedopphold og opplag også skal sendes dokumentasjon om avvikling av hviletid før fasiliteter arrangeres på land. Dette er høyst praktiske eksempler hvor landbasert hvilefasiliteter er aktuelle og det er ikke grunn til å ikke ta disse situasjonene med i forskriften. Det foreslås derfor at det i sjettede ledd inntas ny tekst:</p> <p>"Ved bygging og ombygging, <i>verkstedopphold, opplag</i> skal rederiet....."</p> <p>Vi er for øvrig enig med direktoratet når det i høringsbrevet fastslås at skipssikkerhetsloven også gjelder når pauserom på land benyttes og at tid tilbrakt der må ses på som at man er på arbeid. Vi legger til grunn at også skipsarbeidsloven gjelder fullt ut.</p>	<p>Sjøfartsdirektoratet ønsker ikke å få tilsendt dokumentasjon om innredning ved verkstedopphold. Tidvis manglende tilgang til innredningen om bord ved verkstedopphold, antas å være en kjent problemstilling også i dag. Ved verkstedopphold kan det være at det ikke er tilgang til innredning om bord pga. reparasjoner o.l., og det er ingen grunn til å ha strengere regler for fartøy med innredning på land i forbindelse med den daglige drift.</p>
§ 7	Statens Vegvesen	<p>I høringsbrevet skriver Sjøfartsdirektoratet følgende til § 7 i forslag om ny forskrift;</p> <p>«Direktoratet ønsker også å presisere at de som har sitt arbeid om bord, anses å være på arbeid i forbindelse med bruk av innredningsfasilitetene på land, samt når de er på vei</p>	<p>Høringsbrevet skal forstås slik at de som har sitt arbeid om bord, anses å være på <u>arbeidsplassen</u> («på arbeid») når de benytter seg av innredningsfasilitetene på land. Dette innebærer at sjøfartsregelverket fortsetter å gjelde for de som har sitt arbeid om bord, både i forbindelse med reise til og</p>

		<p>til og fra fasilitetene. Begrunnelsen er at de som har sitt arbeid om bord, fortsatt er på arbeid i forbindelse med skipets drift selv om innredningsfasilitetene befinner seg på land. Det vil si at skipssikkerhetsloven med forskrifter fortsatt gjelder for de som har sitt arbeid om bord, på samme måte som når de utfører arbeid i havn i forbindelse med skipets drift.»</p> <p>Videre skriver Sjøfartsdirektoratet; «Med «arbeidstid» menes her arbeidstid som definert i forskrift 26. juni 2007 nr. 705 om arbeids- og hviletid på norske passasjer- og lasteskip mv. § 2 bokstav a.» «Arbeidstid» defineres i forskrift 26.juli 2007 nr. 705 om arbeids- og hviletid på norske passasjer- og lasteskip mv som «Tiden hvor sjøfolk utfører arbeid for skipet». I dag benyttes innredningsfasilitetene om bord på fartøy og på land under den pålagte hviletiden for mannskapet. Dersom dette nå endres til å anses å være på arbeid, vil dette kunne få store konsekvenser for ferjerederiene ved endring av skiftplaner og økte mannskapskostnader. Dette vil også medføre økte kostnader for Statens vegvesen og fylkeskommunene ved kjøp av ferjetjenester. Statens vegvesen er positiv til at innredningsfasiliteten kan være på land, men mannskapet må kunne benytte innredningsfasilitetene på land for å oppfylle kravene i forskrift om arbeids- og hviletid på norske passasjer- og lasteskip mv. om hviletid. Bruk av innredningsfasilitetene på land bør ikke anses som arbeidstid.</p>	<p>fra innredningsfasilitetene på land og når de benytter seg av disse fasilitetene.</p> <p>Det står ikke i høringsbrevet at all den tid som tilbringes i innredningsfasilitetene på land skal regnes som «arbeidstid» etter Sjøfartsdirektoratets arbeids- og hviletidsforskrift, og det er heller ikke ment slik.</p>
§ 11	Miljødirektoratet	For de mindre arbeidsbåtene	Det skal som et minstekrav være toalett om bord i alle

		(lasteskipene) våre er det som sagt ikke plass til å ha eget toalett om bord. Dette behovet løses gjennom tilgang til toalett på land, og i mange tilfeller at det er tilgang på mange toaletter på friluftsområder i det området man jobber. Dersom forskriften skal gjelde alle skip, så bør det tas inn et unntak fra dette kravet for mindre båter.	skip som er omfattet av innredningsforskriften. Se kommentarene til § 7 ovenfor.
§ 12	DNV GL	Til forslaget § 12 fjerde ledd ber vi Sjøfartsdirektoratet spesifisere antall køyer de krever i hospital gjennom denne forskrift. Dette for å unngå at direktoratet må kontaktes i hvert enkelt tilfelle for å klargjøre antall køyer.	Bestemmelsen viderefører gjeldende rett.
§ 13	NHO Sjøfart	I § 13 (10) c) skal rederiet ved skip bygget etter 2013 skriftlig dokumentere vurdering av hvilke rekreasjonstilbud som er vurdert og hva vurderingen består i. Dette synes unødvendig for en hel rekke skip.	Kravet til løpende vurderinger av rekreasjonstilbud i forskriftsforslaget § 13 tiende ledd bokstav c, er en videreføring av gjeldende rett. Det er tatt inn et dokumentasjonskrav for at det skal være mulig å gjennomføre tilsyn med at slike vurderinger er foretatt. Det er ikke formkrav til denne dokumentasjonen.
§ 16	Miljødirektoratet	I pkt 3 siste setning antar vi det mangler et ord: "...samlede arealet er under 40,00 kvm."	Sjøfartsdirektoratet tar inn en klargjørende presisering som følger: «40,00 m ² eller mer».
§§ 17-25	Miljødirektoratet	Til §§ 17 til 25: Hele kapittel 3 vil være krevende å gjennomføre for båter under 15 meter. Dette underbygger behovet for tydeligere avgrensninger eller unntaksbestemmelser fra forskriftens virkeområde. Vi mener det vil bli for omfattende om alle slike båter må søke om fritak fra disse kravene i forskriften.	Høringssvaret er for generelt til å åpne for en diskusjon. Se for øvrig kommentarene til § 1 ovenfor.
§ 19	DNV GL	Til forslaget § 19 første ledd bør det klargjøres om denne paragrafen kansellerer «Instruction to Class 1/2015».	Instruction to Class (IC) 1/2015 er tatt inn i innredningsforskriften og oppheves som overflødig. Det er også uheldig å beholde denne ettersom det

			vises til tidligere innretningsforskrift.
§ 20	DNV GL	Til forslaget § 20 femte ledd bør det klargjøres om denne paragrafen kansellerer «Instruction to Class 1/2015».	Se kommentaren til § 19 ovenfor.
§ 21	DNV GL	Til forslaget § 21 første ledd: Her åpnes det opp for at lasteskip kan ha to personer per lugar, mens i § 20 er det bare nevnt lasteskip med lengde under 24 m og spesialskip. Slik vi forstår begrensningene i MLC og intensjonen i utkastet fra direktoratet så må tabellen i § 21 første ledd korrigeres i samsvar med § 20.	Sjøfartsdirektoratet har endret tabellen i forskriftsforslaget § 21 for å gjøre det klart at lasteskip, som beskrevet i § 17, med bruttotonnasje 3000 eller mer ikke kan ha soverom for to personer. For øvrig fremgår dette også av § 20 første ledd.
§ 24	DNV GL	Til forslaget § 24 sjette ledd kan vi ikke se at MLC (Standard A1.3.11) åpner for unntak når det gjelder separate sanitære fasiliteter for menn og kvinner (slik forskriftsutkastet åpner opp for), cf. Konvensjonens bokstav e i samme regel. Vi er fullt klar over myndighetenes rett og plikt til å ivareta innenriksfartens løsninger og behov, men vi ser potensielle utfordringer dersom skip ikke bygges i henhold til internasjonale standarder og fartsområdet senere ønskes endret eller skip skal selges. Til slutt foreslår vi at direktoratet dersom det vurderes hensiktsmessig å opprettholde ovenstående, vurderer å konkretisere tiltak for å opprettholde intensjonen i MLC og sikkerheten ved bruk av fellesløsninger.	Etter Sjøfartsdirektoratets mening er det ikke i strid med MLC å tillate felles sanitære fasiliteter for menn og kvinner på skip i innenriksfart med inntil seks personer som har sitt arbeid om bord. Se MLC standard A3.1 nr. 11 bokstav c. Regelen er også i overensstemmelse med direktoratets forvaltningspraksis.
§§ 44-49	Miljødirektoratet	Til §§ 44 til 49: Med unntak av § 50 vil hele kapittel 6 være lite egnet for båter under 15 meter.	Høringssvaret er for generelt til å åpne for en diskusjon.
§ 51	Miljødirektoratet	Miljødirektoratet mener at det vil være uheldig og uhensiktsmessig å legge opp til skriftlige søknader for å godkjenne andre løsninger eller få unntak fra forskriften, da dette i så fall vil være aktuelt for alle våre båter, og derfor blir veldig	Dersom forskriften ikke gir andre muligheter, er det siste alternativet dispensasjon etter § 51. Som nevnt under kommentarene til Miljødirektoratets generelle høringssvar, fremkommer det av høringsbrevet at det er underforstått at det ikke er

		omfattende i søknadsvolum.	krav til soverom, køyer og soverom om bord når dette ikke er nødvendig for skipets drift.
§ 51	NHO Sjøfart	§ 51 dispensasjoner kan nok i mange tilfeller komme til anvendelse, både ved krav som ikke er vesentlig for en del typer skip, samt likeverdige løsninger og kompenserende tiltak.	Dispensasjonsbestemmelsen er utformet i samsvar med dispensasjonsbestemmelsen i Sjøfartsdirektoratets andre forskrifter, i tillegg til at bestemmelsen er tilpasset MLC. Merk at Sjøfartsdirektoratet ikke <i>må</i> gi dispensasjon selv om vilkårene for dispensasjon foreligger.