Regulations of 2 February 1996 No. 115 concerning collection of fees to the Treasury for surveys, issue of certificates, etc. carried out pursuant to the Ship Safety and Security Act (the Fees Regulations)


Preface

These Regulations lay down binding rules for the services for which fees are payable in accordance with the Seaworthiness Act, and for the liability for the payment of fees.

An initial fee and annual fees are payable in respect of Norwegian ships for which certificates are required and of mobile offshore units In addition fees are payable for a number of specified services (Chapter 5 Other fees, Chapter 8 Fees for tonnage measurement, and Chapter 9 Load Lines).

Norwegian ships for which certificates are not required, foreign ships, naval ships, etc., and other parties requesting a service are also subject to the payment of fees for services pursuant to the Seaworthiness Act (cf. Chapter 6).

Services provided by classification societies and others according to an authorization from or agreement with the Norwegian Maritime Directorate or according to other specific provisions shall also be subject to remuneration. Such remuneration may be claimed directly by the institution providing the service. Provisions relating to such matters are contained in Chapter 10.

The fee rates are determined (annually) by the Ministry of Trade and Industry according to the Tariff of Fees. The fees have been determined partly according to the ship/offshore unit’s size (including the initial fee and the annual fee), and partly according to the time spent on providing the service in question, based on hourly rates given in the Tariff of Fees.

Default interest will be charged for overdue fees.


Chapter 1

Introductory provisions

Amended by regulation 28 February 2001 No. 263.

§ 1

Scope of application

1. These Regulations apply to the collection of fees for surveys, issue of certificates etc. for:
   1.1. Norwegian ships, including barges, for which certificates are required;
   1.2. Norwegian ships for which certificates are not required, to which a certificate of identity, permits, etc. is issued;
   1.3. Norwegian mobile offshore units, including subsea vehicles;
   1.4. Foreign ships, and mobile offshore units, and ships belonging to the Norwegian Navy, which request a survey or the issue of a certificate, tonnage certificate, or other documentation.

2. The regulations also apply to manufacturers of equipment and others who request a survey, approval of equipment, etc.

Amended by regulation 28 February 2001 No. 263 (previously Section 2).
Definitions

1. Definitions.
For the purpose of these Regulations:

1. Recognized classification societies are Det Norske Veritas, Lloyd’s Register of Shipping, Bureau Veritas, Germanischer Lloyd, American Bureau of Shipping.
2. Standby vessel means a vessel with duties associated with dangerous situations and casualties in the petroleum industry, as well as guard duty around offshore units.
3. GRT/GT means gross tonnage.
4. Owner means the owner as registered in the ship register.
5. Fishing vessel means a vessel used for the commercial catching of fish, whales, seals or other living resources of the sea, including seaweed and sea tangle.
6. Mobile offshore unit means a mobile platform, including drilling ship, equipped for drilling for subsea petroleum deposits, and a mobile platform for purposes other than drilling for subsea petroleum deposits.
7. Supply vessel means a vessel built and equipped to provide supply, anchor handling and diving services, and other similar services in connection with the exploration for and production of hydrocarbons, minerals, etc. on the seabed, and a ship which is to operate in the close proximity of oil drilling platforms and other offshore installations in the open sea.
8. Ship for which a certificate is not required means a ship which is not under the obligation to hold a certificate.
9. Imported ship means a ship which is purchased from or imported from a foreign country and which is not a newbuilding.
10. Cancellation means that the building contract is terminated, or the contractual relationship is otherwise changed, implying that the newbuilding will no longer fly the Norwegian flag or that a voluntary Norwegian survey will not be applicable.
11. Classified ship means a ship classified by a recognized classification society.
12. Cargo ship means a ship which is not a passenger ship, a fishing vessel, a barge, and which does not belong to the Norwegian Navy.
13. Barge means a hull or ship without propulsion machinery, which is towed or pushed whenever moved, and which is used for the carriage of cargo.
14. Letter of Compliance means the document issued by the Norwegian Maritime Directorate, confirming that a foreign mobile offshore unit complies with all technical requirements laid down by the Norwegian Maritime Directorate.
15. Small coasting means trade on the Norwegian coast in which the ship crosses unsheltered stretches of sea exceeding 25 nautical miles, including all more restricted waters, but never farther off the coast than 20 nautical miles from the Base Line (cf. Regulation of 14 June 2002 No. 625 concerning the base lines and territorial waters surrounding continental Norway, laid down by the King. Trade from Norway to Svalbard and Jan Mayen is excepted.
17. NOR means the Norwegian Ordinary Ship Register.
18. NRT/NT means net tonnage.
19. Norwegian ship means a ship, except mobile offshore units, registered in the Norwegian Ship Register or the Register of Fishing Vessels. Ships for which a certificate is not required with a Norwegian owner, provided the ship is not registered in any foreign register.
20. NIS means the Norwegian International Ship Register.
21. Newbuilding means a ship taken over by a Norwegian owner directly from the building yard.
22. Passenger ship means a ship that can carry more than 12 passengers or which is required to have official permission to carry passengers.
23. Segregated ballast tanks means ballast tanks totally separated from cargo oil and oil and fuel systems, permanently reserved for the carriage of ballast.
24. Ship for which a certificate is required means a ship which, pursuant to the Act of 16 February 2007 No. 9 relating to Ship Safety and Security (the Ship Safety and Security Act), is required to have a passenger certificate, trading certificate, safety certificate, or other certificates.
25. Subsea vehicle means a self-propelled vessel or other similar vehicle with accommodation space for persons, which is kept at atmospheric pressure and which is used for manned subsea operations between the sea surface and the maximum operational depth.
26. Foreign ship means a ship registered in a foreign country.
27. Ship of historical interest means a ship/vessel which has been given such status in accordance with an approval by the Directorate for the Cultural Heritage or whoever is authorized by that Directorate.
28. ISM means the International Management Code for the Safe Operation of Ships and for Pollution Prevention.
29. Hull means a ship that is not yet fully equipped.
30. Vessel instructions means a document indicating detailed vessel data and recommended limitations on the use of the vessel.
31. SUT (Samsvarsuttalelse) means a Statement of Compliance, a statement intended as a guide from the Norwegian Petroleum Safety Authority, saying that a mobile drilling unit with equipment and systems including the relevant parts of the control systems of the applicant for SUT is considered according to best judgement to comply with the relevant rules and regulations for the Norwegian continental shelf.

Amended by Regulations 14 August 1998 No. 929 (in force 30 October 1998), 28 February 2001 No. 263 (previously Section 1) and 23 November 2007 No. 1320.

Chapter 2
General provisions

Amended by regulation 28 February 2001 No. 263.

§ 3 Liability

The owner of the ship or the mobile offshore unit and/or whoever has requested a service, is liable for the payment of fees.

Amended by regulation 28 February 2001 No. 263.

§ 4 Basis of calculation of fees


   The calculation of the Norwegian Maritime Directorate’s fees is based on the following criteria: For vessels with more than one tonnage certificate, the most recently dated certificate shall be used as the basis for calculating the fee. If safety tonnage is entered on page 4 of the tonnage certificate, that tonnage shall be used as the basis.

2. Oil tankers

   For oil tankers with segregated ballast tanks the vessel’s gross tonnage shall be reduced by:

   2.1. the capacity of ballast tanks expressed in tonnage units for vessels having the International Tonnage Certificate (the 1969 Convention), or

   2.2. the capacity of ballast tanks expressed in register tons and which has not been deducted from the gross tonnage in the vessel’s valid tonnage certificate, cf. Section 8 second paragraph of the regulation.

   The owner himself must apply for a reduced gross tonnage to be used as the basis for calculation of the fee.

3. Ships the tonnage of which has not been measured.

   If the ship has not been measured the gross tonnage shall be calculated according to the following formula:

   \[ 0.26 \times (L \times B \times D) \]

   where \( L \) is the vessel’s length between perpendiculars, \( B \) is the vessel’s maximum breadth, and \( D \) is the vessel’s moulded depth.

   All measurements should be given in metres. If imperial feet are used, the formula is:

   \[ 0.0075 \times (L \times B \times D) \]

4. The gross tonnage referred to in paragraphs 1 - 3 shall be rounded down to the nearest ton.
5. Fees calculated on the basis of overall length.
6. Fees calculated on the basis of time spent.

   When the fee is calculated on the basis of time spent, time up to and including 30 minutes shall be calculated as a half hour, and time exceeding 30 minutes up to and including 60 minutes shall be calculated as one hour.

   Whoever is liable for the payment of the fee may demand to have a specification of the time spent.

7. For ships with more than one main certificate, the annual fee shall be calculated on the basis of the certificate with the highest rate. For the purpose of issuing fees, the main certificates are: Trading Certificate (FS)/Safety Equipment Certificate (US), Fishing Vessel Safety Certificate (SF), Passenger Certificate (PS)/Passenger Ship Safety Certificate (SP). Passenger Ship Safety Certificate (SPE), (EU) with the trade areas A, B, C, D. Dynamically Supported Craft (DC), High-Speed Vessel Safety Certificate (SH).

   For mobile offshore units, etc. the main certificates in respect of fees are: Safety Equipment Certificate Mobile Offshore Unit (ME) and Certificate of Fitness (FI).
§ 5

Fee rates and hourly rates

1. The amount of the fees, including the hourly rates to be applied for the calculation of fees on the basis of time spent, shall be determined by the Ministry in a separate regulation, the regulation concerning the tariff of fees for services provided by the Norwegian Maritime Directorate (the Tariff of Fees).

   Unless otherwise specified in the individual provisions of these regulations, the current tariff of fees at the time of the provision/completion of the service shall apply.

2. For fees calculated on the basis of time spent according to Chapter 7 (Fees for mobile offshore units including combined mobile offshore units and for subsea vehicles), the hourly rates in the regulations relating to the collection of fees payable to the Treasury for supervision of the petroleum activity, laid down by the Ministry of Local Government and Labour, shall apply.


§ 6

Travel expenses, surveys outside normal office hours, waiting time, etc.

1. The provisions of this Section apply to surveys and audits referred to in Chapter 3, except where services that are included in the initial fee are concerned, Chapter 5 (Other fees for ships for which certificates are required (NOR and NIS)), Chapter 6 (Fees for services provided for ships for which certificates are not required, ships without valid certificates, foreign ships, ships belonging to the Norwegian Navy, and shipyards, etc.), and Chapter 8 (Fees for tonnage measurement, etc).

2. Travel expenses for surveys and audits carried out abroad shall be claimed in accordance with the Government Travel Expenses Scale.

3. For services provided abroad, expenses related to the service shall be claimed in addition to travel expenses.

4. When the service requested cannot be provided by the official upon his arrival, for reasons beyond his control, travel expenses shall be claimed in accordance with the Government Travel Expenses Scale.

5. When a person requests a service to be provided outside normal office hours (0800-1600 hrs.), or when the service has to be provided outside normal office hours due to that person, overtime pay shall be calculated for every hour spent. Travel time on Saturdays, holidays and public festival days shall be included in the calculation of time spent.

6. Waiting time exceeding 1 hour before the service may be commenced, which is beyond the control of the official, shall be included in the calculation of time spent. Waiting time in connection with services covered by the initial fee shall be excluded, cf. paragraph 1. Waiting time spent as overtime shall be added as overtime pay to the waiting time exceeding 1 hour.


§ 7

Default interest

In the case of overdue payment, default interest shall be paid in accordance with the rate laid down in the Act of 17. desember 1976 nr. 100 relating to Interest on Overdue Payments etc.

Amended by regulation 28 February 2001 No. 263.

§ 8

Exemptions

1. Where fees referred to in these Regulations and in the Tariff of Fees are found to be unreasonable in special cases, the Norwegian Maritime Directorate may stipulate the fee in each individual case.

2. Owners of oil tankers with segregated ballast tanks must themselves apply for a reduction of fees within the time limit set by the Public Administration Act.

Amended by regulation 28 February 2001 No. 263.

Chapter 3

Initial fees and annual fees for ships registered in NOR, and for ships
which certificates are required, but not subject to compulsory registration, and for the tonnage measurement of ships for which certificates are not required


§ 9
Obligation to pay fees

1. An initial fee and annual fees shall be paid for:
   1.1. All Norwegian ships registered or about to be registered in NOR for which certificates are required;
   1.2. All Norwegian ships for which certificates are required but which are not subject to compulsory registration;
   1.3. Ships for which a certificate is not required that are subject to an initial tonnage measurement.
2. The Norwegian Maritime Directorate may, upon application, grant a full or partial exemption from fees issued for ships of historical interest and training ships with a maritime training programme approved by the authorities.
3. In addition, fees shall be paid for services referred to in Chapter 5 (Other fees for ships for which certificates are required (NOR and NIS)) and Chapter 8 (Fees for tonnage measurement, etc.).


§ 10
Liability

1. Initial fees.
   1.1. Ships built in Norway:
       The building yard is liable for the payment of the initial fee when the yard is under an obligation to submit a notification of newbuilding. The fee shall otherwise be paid by the owner who takes over the ship from the building yard.
   1.2. Ships or hulls built abroad and imported ships:
       The owner who imports the ship or hull is liable for the payment of the initial fee. The building yard is liable for payment of the initial fee for imported hulls equipped in Norway.
   1.3. Cancellation of a newbuilding:
       For ships built in Norway the building yard is liable for the payment of the fee when the yard is under an obligation to submit a notification of cancellation. In the case of ships or hulls built abroad the company (buyer) is liable when he is under an obligation to submit a notification of cancellation.
2. Annual fees.
   The owner of the ship is liable for the payment of the annual fee. In the case of a reduced annual fee (cf. Section 12 subparagraph 2.1) the owner at the time of making out the invoice is liable, and for the full annual fee the owner as on 1 March is liable.


§ 11
Issue of the initial fee

1. The initial fee is a non-recurrent fee covering all work carried out by the Norwegian Maritime Directorate in connection with the initial issue of national and international certificates, including the initial tonnage measurement/measurement of register dimensions and the issue of certificates for newbuildings and existing ships about to have their initial certificates, inter alia imported ships.
   The fee does not cover the processing of applications for dispensation in connection with working hours and/or manning (cf. Section 23), certificates for standby vessels, or audits or the issue of certificates pursuant to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code).
2. The initial fee is issued by the Norwegian Maritime Directorate as follows:
   2.1. For ships built in Norway the initial fee is issued at the time of the initial issue of the tonnage certificate/certificate of identity. Fees according to the Tariff of Fees on the date of issue of the tonnage certificate/certificate of identity shall be applied.
   2.2. For ships or hulls built abroad and for imported ships the initial fee will be issued following the allocation of Norwegian signal letters. Fees according to the Tariff of Fees on the date of registration in the ship register shall be applied.
2.3. In the case of cancellation of a newbuilding the initial fee will be issued upon receipt of the notification of cancellation. Fees according to the Tariff of Fees on the date of notification of cancellation shall be applied.

3. The initial fee is divided into the following categories:
   3.1. Passenger ships including high-speed passenger vessels.
   3.2. Classified cargo ships, except standby vessels.
   3.3. Unclassified cargo ships, except standby vessels.
   3.4. Standby vessels.
   3.5. Classified fishing vessels.
   3.6. Unclassified fishing vessels.
   3.7. Ships and barges for which certificates are not required, and ships which have been operating without a tonnage certificate/certificate of identity.


§ 12

Issue of annual fees, etc.

1. The annual fee is a recurrent fee covering all work carried out by the Norwegian Maritime Directorate/Ship Control in connection with the upholding and renewal of national and international certificates, etc. except the Certificate of Civil Liability for Oil Pollution Damage (CLC).
   The fee does not cover the Certificate of Civil Liability for Oil Pollution Damage (CLC). Nor does the fee cover audits or the issue of certificates pursuant to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) or certificate surveys executed outside of office hours at the Directorate’s stations.
   The annual fee shall be paid regardless of whether the ship receives any service from the Norwegian Maritime Directorate.

2. The annual fee is issued by the Norwegian Maritime Directorate as follows:
   2.1. For the initial issue of a certificate a reduced annual fee is issued. Fees according to the Tariff of Fees on the date of issue of the certificate/trading permit shall be applied.
       The reduced annual fee is 1/12 of the annual fee multiplied by the number of months remaining of the year, including the month of issue of the certificate/permit.
   2.2. The annual fees will subsequently be issued in their entirety once every year.
   2.3. Fishing vessels of between 10,67 and 15 metres overall length shall pay annual fees according to the Tariff of Fees. In cases where the Norwegian Maritime Directorate requires, or the company requests, that the vessel is presented for control by the Norwegian Maritime Directorate, hourly rates including travel expenses if any, will be collected in addition to the annual fee. The fee is collected in accordance with Section 35 Other services.

3. The annual fee is divided into the following categories:
   3.1. Passenger ships including high-speed passenger vessels
   3.2. Cargo ships
   3.3. Fishing vessels
   3.4. Barges The annual fee for high-speed passenger vessels is calculated on the basis of the tariff for ships engaged in trade greater than small coasting in the Tariff of Fees.


§ 13

Exemptions, etc. from the obligation to pay initial and annual fees

1. Initial fee.
   1.1. Imported ships which have previously been registered in NOR or NIS are exempt from the initial fee.
   1.2. In the case of cancellation of a newbuilding the initial fee shall be paid as follows:
       1.2.1. 40 % of the initial fee is payable when the examination of drawings is commenced.
       1.2.2. 80 % of the initial fee is payable when the building survey is commenced.
       1.2.3. 100 % of the initial fee is payable if the final survey has been concluded.
       Fees according to the Tariff of Fees at the time of receipt by the Directorate of the notification of cancellation shall be applied.
   1.3. An initial fee in accordance with regulations pertaining to NOR ships shall be payable for ships that change their status from NIS to NOR during construction.
   1.4. After 1 January 2001 the initial fee for fishing vessels of between 10,67 and 15 metres overall length shall not be payable.

2. Annual fees.
2.1. Ships transferred from NIS to NOR on 1 July or later are exempt from the annual fee in NOR.
Ships transferred from NIS to NOR before 1 July are subject to half the annual fee for NOR.
2.2. Registered ships sold to a foreign country or transferred to NIS, and deleted from NOR before 1 March, are exempt from the annual fee.
2.3. When a ship’s certificates are not renewed or when their validity otherwise expires, the continued collection of the annual fee will cease. If the certificates are renewed, a reduced annual fee shall be paid for the year of the certificate renewal, cf. Section 12 subparagraph 2.1.
The collection of the fee will not cease if the certificates are only temporarily invalid and will be renewed within a year.
2.4. For laid-up ships or ships which are inoperative for other reasons, the certificates and any possible vessel instructions shall be handed in to the Norwegian Maritime Directorate’s station/local office or sent in to the Directorate before 1 March in order that their validity shall be considered to have ceased and that the fees may be waived. This also applies to non-registered ships sold to a foreign country.
2.5. The owner must himself apply for an exemption from the obligation to pay the annual fee within 3 weeks following the receipt of the invoice.

Amended by regulation 28 February 2001 No. 263.

Chapter 4
Initial fees and annual fees for ships registered in the NIS

Amended by regulation 28 February 2001 No. 263.

§ 14
Obligation to pay fees

An initial fee and annual fees shall be paid for all ships registered in the NIS.
In addition a fee shall be paid for services provided as referred to in Chapter 5, Other fees for ships for which certificates are required (NOR and NIS) and Chapter 8, Fees for tonnage measurement, etc.


§ 15
Liability

1. Initial fee.
1.1. Ships built in Norway:
The building yard is liable for the payment of the initial fee when the yard is under an obligation to submit a notification of building. The fee shall otherwise be paid by the owner who takes over the ship from the building yard.
1.2. Ships built abroad and imported ships: The owner who enters the ship in the NIS is liable for the payment of the initial fee.
1.3. Cancellation of a newbuilding:
For ships built in Norway the building yard is liable for the payment of the fee when the yard is under an obligation to submit a notification of cancellation. In the case of newbuildings built abroad the company (buyer) is liable when he is under an obligation to submit a notification of cancellation.

2. Annual fees.
The owner of the ship is liable for the payment of the annual fee. In the case of a reduced annual fee (cf. Section 17 paragraph 1) the owner who enters the ship in the NIS is liable, and for the full annual fee the owner as on 1 January is liable.

Amended by regulation 28 February 2001 No. 263.

§ 16
Issue of the initial fee

1. The initial fee is a non-recurrent fee. The Norwegian Maritime Directorate issues the fee immediately after the ship has been registered in the NIS. The current Tariff of Fees on the date of registration shall apply.
2. In the case of cancellation of a newbuilding the initial fee will be issued when the notification of cancellation has been received. The current Tariff of Fees on the date of notification of cancellation shall apply.
3. For newbuildings contracted for registration in the NOR, but where the contract is subsequently altered for registration in the NIS or the ship is entered in NIS, the Norwegian Maritime Directorate will determine the amount of the initial fee in each individual case.

Amended by regulation 28 February 2001 No. 263.
4. The initial fee is divided into the following categories:
   4.1. Passenger ships including high-speed passenger vessels.
   4.2. Cargo ships of less than 500 gross tonnage, and standby vessels and supply vessels.
   4.3. Cargo ship of more than 500 gross tonnage, except standby vessels and supply vessels.


§ 17

Issue of annual fees

The annual fee is a recurrent, annual fee issued by the Norwegian Maritime Directorate as follows:
1. A reduced annual fee will be issued in the year in which the ship is registered in the NIS. The Tariff of Fees at the time of registration shall apply.
   The reduced annual fee is 1/12 of the annual fee multiplied by the number of months remaining of the year, including the month in which the ship was registered.
2. The annual fees will subsequently be issued in their entirety once every year.
3. The annual fee is divided into the following categories:
   3.1. Passenger ships.
   3.2. Cargo ships.

Amended by regulation 28 February 2001 No. 263.

§ 18

Exemptions, etc. from the obligation to pay initial and annual fees

1. Initial fees.
   1.1. No initial fee shall be paid for ships transferred from the NOR, and for ships previously registered either in the NOR or in the NIS.
   1.2. No initial fee shall be paid in the case of cancellation of a newbuilding, where this is a cargo ship of more than 500 gross tonnage and is not a standby vessel or a supply vessel.
   1.3. In the case of cancellation of a newbuilding, except newbuildings referred to in subparagraph 1.2, the initial fee shall be paid as follows:
      1.3.1. 40 % of the initial fee is payable when the examination of drawings is commenced.
      1.3.2. 80 % of the initial fee is payable when the building survey is commenced.
      1.3.3. 100 % of the initial fee is payable when the final survey is concluded.
      The current Tariff of Fees at the time of receipt by the Directorate of the notification of cancellation shall apply.
   1.4. The initial fee will not be reduced/refunded in cases where the ship shortly after being registered is sold for registration in the ship register of another country, is transferred to the NOR, condemned, or otherwise lost.
2. Annual fee.
   2.1. For ships re-registered the same year, but which were deleted before 1 July and have had a refund of half the annual fee, a reduced annual fee shall be paid in accordance with Section 17 first paragraph second sentence.
   2.2. For ships deleted from the NIS on or after 1 July, and re-registered in the NIS not later than 31 December the same year, no reduced annual fee shall be paid upon registration.
   2.3. For ships transferred from the NOR the annual fee for the NIS shall be reduced. The reduction shall be equal to the NOR fee for the remaining months of the year, including the month in which the ship is registered in the NIS. The Tariff of Fees at the time of transfer from the NOR to the NIS shall apply.
   2.4. For ships deleted from the NIS before 1 July following the year of registration, 50 % of the annual fee will be refunded. The owner/representative must himself apply for such refund within 3 weeks following the receipt of the invoice.
   2.5. For ships deleted from the NIS in the year of registration no reduction/refund of the annual fee will be given.

Amended by regulation 28 February 2001 No. 263.

Chapter 5

Other fees for ships for which certificates are required
(NOR and NIS)

Amended by regulation 28 February 2001 No. 263.
§ 19
General provisions for other fees for ships for which certificates are required
1. The fees referred to in this Chapter apply in addition to the annual fee, cf. Section 12 first paragraph.
2. No fee is payable when services referred to in this Chapter are provided at the initial administrative processing of newbuildings or imported ships.
3. The initial administrative processing of applications for dispensations concerning working hours/manning are excepted from the provisions of the second paragraph, cf. Section 23. Fees for these services shall be paid in addition to the initial fee.
4. Cargo ships of more than 500 gross tonnage registered in the NIS and which are not standby vessels or supply vessels are excepted from the provisions of this Chapter.
5. The invoice for fees referred to in this Chapter will be issued when the service has been provided.

§ 20
Issue of fees - liability
1. The fees shall be paid by the owner at the time of completion of the service. If the ship has been sold to a foreign country, condemned, or otherwise been lost before the invoice has been made out, the fee shall be paid by the last owner of the vessel.
2. For ships transferred from the NOR to the NIS before the invoice has been made out, the fee shall be paid by the last registered owner in the NOR.

§ 21
Repeated inspections of recommendations
Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for repeated inspections of compliance with recommendations issued during a previous survey. No fee shall be paid for the first inspection of compliance after the recommendation has been issued, but for all subsequent inspections.
Amended by regulation 28 February 2001 No. 263.

§ 22
Annulment of class notation
1. For ships the status of which is changed from classified to unclassified a fee shall be paid, corresponding to 50 % of the initial fee for unclassified newbuildings (NOR) built in Norway. The Tariff of Fees on the date of annulment of class notation shall apply.
2. This provision is not applicable to passenger ships.

§ 23
Dispensation applications concerning working hours and manning
A fee according to the Tariff of Fees shall be paid for the processing of applications for dispensation from the Act relating to Hours of Work and Rest on board Ship and/or the regulations concerning manning. A fee shall also be paid for the initial processing of such applications.
Amended by regulation 28 February 2001 No. 263.
§ 24

Certificates and permits not covered by the initial fee and annual fees
Special fees according to the Tariff of Fees shall be paid for:
1. Issue of a certificate of insurance or other financial security for civil liability for oil pollution damage (CLC).
2. Work performed on an hourly basis in connection with cargo hold drawings.

§ 25

Inclining experiments and surveys for conversion, surveys for special permits, and surveys of damaged ships, etc.
Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for:
1. Surveys, calculations and examination of drawings and reports in connection with
   1.1. inclining experiments, except initial and compulsory annual spot check for fishing vessels and for Passenger Safety Certificate (SP) and/or stability calculations for fishing vessels every 5 years;
   1.2. conversion;
   1.3. change of engine.
2. Surveys for, and/or issue of:
   2.1. trading permit;
   2.2. passenger certificates for ships having valid trade certificates or safety equipment certificates for fishing vessels;
   2.3. permit for restricted carriage of passengers, both initial and at renewal;
   2.4. towing permit;
   2.5. permit to carry special and/or dangerous cargoes on a single voyage;
   2.6. change of certificate;
   2.7. extension of certificates where the survey is performed outside of the period of validity (the time frame) of the certificate.
3. Surveys of ships and/or machinery in connection with damaged ships.
4. Presence in the event of a pollution incident.

§ 26

International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code)
1. For audits and certification of ships, the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees.
2. For audits of companies the calculation of fees shall be based on time spent according to the hourly rates specified in the Tariff of Fees.

§ 27

Compass adjustment and deviation examination
Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for:
1. Compass adjustment and/or deviation examination.
2. Deviation examination of radio direction-finding apparatus, including optical bearings in connection with the examination when a radio expert has taken bearings on the actual radio direction-finding apparatus.
Amended by regulation 28 February 2001 No. 263.

§ 28

Detention of ships abroad
In cases where the Norwegian Maritime Directorate has prohibited a Norwegian ship from leaving a foreign port (cf. the Ship Safety and Security Act, Section 52), and the authorities of the country concerned have, on request, provided assistance to enforce the Directorate’s prohibition, the owner of the ship shall pay a fee in accordance with the invoice presented by the authorities of the country concerned for their assistance.
Chapter 6
Fees for services provided for ships for which certificates are not required, foreign ships, ships without valid certificates, ships belonging to the Norwegian Navy and shipyards, etc.

Amended by regulation 28 February 2001 No. 263.

§ 29
Issue of fees - liability
1. Fees for services provided for ships for which certificates are not required, foreign ships, ships belonging to the Norwegian Navy, and shipyards, etc. will be issued upon completion of the service.
2. The party requesting the service is liable for the payment of the fee when the service has been provided in Norway.
3. The owner is liable for the payment of the fee when the service has been provided abroad.
4. The shipyard is liable for the payment of the fee for services provided for ships built in Norway for a foreign account.
5. The owner, or the party for whom the service is provided, is liable for the payment of the fee when a service is provided at the request of the Norwegian Maritime Directorate/Ship Control.

§ 30
Compass adjustment and deviation examination
Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for:
1. Compass adjustment and/or deviation examination.
2. Deviation examination of radio direction-finding apparatus, including optical bearings in connection with the examination when a radio expert has taken bearings on the actual radio direction-finding apparatus.

Amended by regulation 28 February 2001 No. 263.

§ 31-1
Cargo ship radiotelephony safety certificate - foreign ships
Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for surveys and issue of cargo ship radiotelephony safety certificates for foreign cargo ships.

Amended by regulation 28 February 2001 No. 263 (previously Section 31).

§ 31-2
Detention of ships in port state inspections
In the case of a foreign ship being detained in a Norwegian port, the owner shall cover all expenses incurred in connection with the inspections. The Norwegian Maritime Directorate may require a bank guarantee as security for the expenses.


§ 32
Approval of drawings and equipment, etc.
1. For examination of drawings in connection with inspection and approval of instruments and equipment, etc. intended for use on board ships, a fee shall be paid according to time spent, based on the hourly rates specified in the Tariff of Fees. Fees shall not be collected for equipment already in place on board ships for which certificates are required.
2. In addition the expenses relating to examinations or tests shall be paid.

Amended by regulation 28 February 2001 No. 263.
§ 33

Proficiency certificate for rescue vessels and man-overboard-boats (boatman’s certificate)

For services in connection with the issue of the proficiency certificate a fee will be claimed according to time spent, based on the hourly rates specified in the Tariff of Fees.

Amended by regulation 28 February 2001 No. 263.

§ 34

Fees for newbuildings to be registered abroad

1. When, upon request, the Norwegian Maritime Directorate provides services for newbuildings to be registered abroad, a fee according to the Tariff of Fees for initial NOR fees shall be paid as follows:
   1.1. 40 % of the initial fee to be paid for examination of drawings.
   1.2. 60 % of the initial fee to be paid for building survey.
   1.3. 100 % of the initial fee if the final survey is concluded.
2. Fees under this provision shall be paid in advance.
3. In the event of a cancellation, the fee will not be refunded if the service has been commenced.

Amended by regulation 28 February 2001 No. 263.

§ 35

Other services

Fees calculated according to time spent, based on the hourly rates specified in the Tariff of Fees, shall be paid for other services, including confirmation of initial survey (previously proof of survey), which are provided for ships for which certificates are not required, ships without valid main certificates, foreign ships, ships belonging to the Norwegian Navy, shipyards/importers, audits of companies and others. Services provided for fishing vessels between 10.67 and 15 metres overall length shall be collected pursuant to this Section, cf. Section 12 subparagraph 2.3.


Chapter 7

Fees for mobile offshore units including combined mobile offshore units and for subsea vehicles

Amended by regulation 28 February 2001 No. 263.

§ 36

Obligation to pay fees

1. An initial fee, and an annual fee and other fees as laid down in this Chapter, shall be paid for any Norwegian mobile offshore unit and subsea vehicle. Fees for tonnage measurement and issue of tonnage certificates shall be paid according to the provisions of Chapter 8.
2. A fee equivalent to the initial fee for Norwegian mobile offshore units shall be paid upon the issue of the Letter of Compliance for any foreign mobile offshore unit. The annual fee as for Norwegian mobile offshore units shall subsequently be paid.
3. If the service requested cannot be provided at the agreed time, a cancellation fee shall be paid in accordance with the regulations currently in force relating to the collection of fees payable to the Treasury for supervision of the petroleum activity, laid down by the Ministry of Local Government and Labour.
4. For the processing of applications for SUT (Statement of Compliance) at the request of the Norwegian Petroleum Directorate, a fee will be collected in accordance with the rates set out in the «regulations relating to refunding of expenses in connection with regulatory supervision of safety, working environment and resource management in the petroleum activities». The Norwegian Petroleum Safety Authority is responsible for the collection of fees for the authorities’ work in connection with SUT.
5. For combined mobile offshore units (MOU) and tankers for oil, the fee will be determined in each separate case.

Amended by regulation 28 February 2001 No. 263.
§ 37

Liability

1. Initial fee.
   1.1. Norwegian mobile offshore units and subsea vehicles. The party requesting the survey for maritime certificates is liable for the payment of the fee. In the case of building abroad the Norwegian Maritime Directorate may demand a bank guarantee as security for the initial fee.
   1.2. Foreign mobile offshore units. The party requesting the Letter of Compliance is liable for the payment of the fee. If the Letter of Compliance is requested by a foreign company the Norwegian Maritime Directorate may demand a bank guarantee as security for the initial fee.

2. Annual fee.
   2.1. Norwegian mobile offshore units and subsea vehicles. The registered owner is liable for the payment of the fee.
   2.2. Foreign mobile offshore units. The business establishment as stated by the owner is liable for the payment of the annual fee. The Norwegian Maritime Directorate may withdraw the Letter of Compliance if the annual fee is not paid in due time.

3. Other fees. The party requesting the service is liable for the payment of the fee. If the service is requested by a foreign company the Norwegian Maritime Directorate may demand a bank guarantee.

Amended by regulation 28 February 2001 No. 263.

§ 38

Issue of the initial fee

1. The initial fee is a non-recurrent fee covering the examination and approval of drawings, building surveys of newbuildings and other initial surveys, examination of reports from the Ship Control, and the issue of certificates, including initial tonnage measurements and the issue of tonnage certificates.
2. If it becomes necessary to carry out extra inspections during the building period because of inadequate planning or alteration of constructions in the building phase, etc. or if inspections are delayed due to circumstances beyond the control of the Norwegian Maritime Directo-rate’s surveyors, the Directorate may stipulate additional fees according to the time spent, based on the hourly rates specified in the regulations currently in force relating to the collection of fees payable to the Treasury for supervision of the petroleum activity, laid down by the Ministry of Local Government and Labour. The initial fee does not cover services in connection with SUT.
3. The initial fee will be issued following the initial issue of certificates/Letter of Compliance. The current Tariff of Fees at the time of completion of the survey shall apply.
4. The initial fee is divided into the following categories:
   4.1. Mobile offshore units.
   4.2. Subsea vehicles.


§ 39

Issue of annual fees

1. The annual fee covers any periodical and intermediate survey for renewal of maritime certificates/Letter of Compliance. The annual fee also covers examination of drawings, decisions in matters concerning manning and other assignments relating to minor conversions, and expenses relating to one survey per year. The initial fee does not cover services in connection with SUT.
   Travel expenses for journeys outside the Norwegian continental shelf will nevertheless be claimed according to the Government Travel Expenses Scale.
2. The Norwegian Maritime Directorate issues annual fees as follows:
   2.1. The first time a mobile offshore unit is issued with a certificate/Letter of Compliance, a reduced annual fee shall be paid.
       The reduced annual fee is 1/12 of the annual fee multiplied by the number of months remaining of the year, including the month of issue of the certificate/Letter of Compliance.
   2.2. The annual fee will subsequently be issued in its entirety once per year.
3. The annual fee is divided into the following categories:
   3.1. Mobile offshore units.
   3.2. Subsea vehicles.

Amended by regulation 28 February 2001 No. 263.
§ 40  
*Exemptions, etc. from the obligation to pay initial and annual fees*

When a mobile offshore unit or subsea vehicle is laid up and the Norwegian Maritime Directorate does not provide services during the lay-up period, the Directorate may, upon an application from the owner, reduce the annual fee.

§ 41  
*Other fees for services provided for mobile offshore units or subsea vehicles*

For major conversions, surveys of new equipment, repairs, etc. and other expenses for which fees are relevant but not covered by the annual fee, a fee shall be paid on the basis of the number of hours spent, according to the hourly rates specified in the regulations relating to the collection of fees payable to the Treasury for supervision of the petroleum activity, laid down by the Ministry of Local Government and Labour. Expenses for which fees are relevant are those connected with supervisory activities relating to technical aspects and safety, including administration, etc. as specified in the above mentioned regulations laid down by the Ministry of Local Government and Labour.

Amended by regulation 28 February 2001 No. 263.

§ 42  
*Fees payable to other government agencies*

Fees for services delegated by the Norwegian Maritime Directorate to other government agencies, or provided by other government agencies under agreements of assistance with the Directorate, are not included in the fees referred to in this Chapter. The agency in question may itself collect fees calculated on the basis of time spent, according to the hourly rates specified in the regulations relating to the collection of fees payable to the Treasury for supervision of the petroleum activity, laid down by the Ministry of Local Government and Labour, in cases where the agency has not specified its own fees.

Chapter 8  
*Fees for tonnage measurement, etc.*

Amended by regulation 28 February 2001 No. 263.

§ 43  
*Obligation to pay fees*

1. A fee shall be paid for the tonnage measurement/measurement of register dimensions, and issue of tonnage certificates/certificates of identity for any Norwegian or foreign ship, mobile offshore unit and other floating installation which is not deemed to be a ship, in accordance with the Tariff of Fees.

2. No special fee shall be paid for the initial tonnage measurement/measurement of register dimensions or the initial issue of the tonnage certificate/certificate of identity for Norwegian ships and barges for which the initial fee has been issued.

Amended by regulation 28 February 2001 No. 263.

§ 44  
*Issue of fees - liability*

1. Fees for tonnage measurement/re-measurement (including measurement of register dimensions) and issue of tonnage certificates/certificates of identity are issued by the Norwegian Maritime Directorate in accordance with the rates specified in the Tariff of Fees. Fees are issued upon completion of the service.

2. The party requesting the service is liable for the payment of the fee. If the service is requested by a foreign company the Norwegian Maritime Directorate may demand a bank guarantee.

Amended by regulation 28 February 2001 No. 263.

Chapter 9  
*Fees for load line certificates, etc.*

Amended by regulation 28 February 2001 No. 263.
§ 45

Classified ships

1. A fee shall be paid to the classification society concerned according to the society’s own rates for the issue of load line certificates and the preparatory work necessary to determine and check the position of the load lines.

2. When the Norwegian Maritime Directorate issues a load line certificate for a ship classified by a recognized classification society, a fee shall be paid to the Norwegian Maritime Directorate in accordance with the hourly rates currently in force in the Tariff of Fees.

Amended by regulations 28 February 2001 No. 263, 7 May 2002 No. 673 (in force 8 July 2002).

§ 46

Unclassified ships

The survey for the load line certificate and marking of the load line, including preparatory work, for ships which are not classified by a recognized classification society, is covered by the initial fee/annual fee.

Chapter 10

Remuneration for services provided
by recognized classification societies and others
according to a general and special authorization


§ 47

Services provided by recognized classification societies

1. General authorization.
   For services provided by recognized classification societies according to a general authorization for ships registered in the NOR or NIS, the classification society shall itself collect its remuneration from the company or others according to rates specified by the classification society itself.

2. Special authorization. For services provided by the society according to special authorization, invoices shall be sent to the Norwegian Maritime Directorate.


§ 48

Services provided by others

Remuneration may also be demanded for services provided by others according to special provisions or by agreement with the Norwegian Maritime Directorate. Such remuneration may be collected direct by the service provider.


Chapter 11

Concluding provisions

Amended by regulation 28 February 2001 No. 263.

§ 49

Entry into force, etc.

1. These Regulations enter into force on 5 February 1996.

2. As from the same date the Regulations of 4 February 1994 No. 113 concerning the collection of fees to the Treasury for surveys, issue of certificates, etc. carried out pursuant to the Seaworthiness Act, etc. (the Fees Regulation) are repealed.