



The Norwegian Maritime Code

24 June 1994 no. 39 with later amendments
up to and including Act 26 March 2010 no. 10

UNOFFICIAL STUDENT EDITION

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Act 26 March 2010 no. 10

Unofficial student edition

A translation was originally made by Peter Bilton at the request of the Ministry of Justice. Please refer to the last page for the authors of later editions.

Throughout the translation, the Norwegian term “reder” has been used when the original utilises this term or the term “rederi.” There is no equivalent English term. The “reder” is the person (or company) that runs the vessel for his or her own account, typically the owner or the demise charterer. Time charterers and voyage charterers are not considered “reders”.

The translation of titles of acts and some other terminology rely heavily on precedents. It has been considered more important to facilitate reference than to attempt to improve more or less established terminology.

Edition for the courses JUR 1401/5401 Maritime Law

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Ships

Chapter 1. General Provisions

I. Nationality, etc.

Section 1 *Conditions for nationality*

A ship shall be regarded as a Norwegian ship when it has not been entered in the Ship Register of another State and is owned by:

- 1) a Norwegian national;
- 2) a shipping partnership or other Norwegian company, the members of which have unlimited liability for the obligations of the company, provided that Norwegian nationals are part owners of at least six tenths thereof;
- 3) a limited partnership, provided that Norwegian nationals hold at least six tenths of the capital invested by the general partners and at least six tenths of the capital invested by the limited partners;
- 4) a limited company not covered by no. 3, provided the company's head office and the office of the board of Directors are in Norway and the majority of the directors, including the board chairman, are Norwegian nationals who are resident in Norway and have lived here for the past two years, and Norwegian nationals own shares or holdings corresponding to at least six tenths of the share capital and are entitled to exercise at least six tenths of the voting rights in the company.

Regarded as equivalent for the purposes of this Section to property owned by a Norwegian national shall be that owned by the Norwegian State, by an institution or a fund administered by the Norwegian State, by a Norwegian municipality, by a company that satisfies the conditions in paragraph one, or by a Norwegian bank, foundation or association provided that the office of its board is in Norway and the majority of the board are Norwegian nationals resident in Norway.

Equal for the purposes of this Section in regards to property owned by a Norwegian national is that owned by a person, company or enterprise as included in the regulations in the EEA-agreement. If the ship is owned by a company, enterprise or similar, the activity must have been founded in accordance with the legislation in one of the states connected with the EEA-agreement and have its statutory head office, head administration or head enterprise in one of these countries. Equal to the requirement of Norwegian citizenship and address for the members of the board in paragraph one no. 4 is citizenship and address in a state connected to the EEA-agreement. It is a requirement that the ship is part of the owner's economic activities established in Norway and that the ship is operated from Norway. A ship used for recreational purposes and not part of economic activities may be owned by a person who is residing in Norway and is a citizen of a state connected to the EEA-agreement.

If a ship is owned by a foreign national permanently resident in Norway and who is not from any state connected to the EEA-agreement, the Ministry may in exceptional circumstances recognize the ship as a Norwegian ship. Similarly the Ministry may in exceptional circumstances grant exemption from the requirements in paragraph one nos. 2 to 4, cf. paragraph two, to the effect that Norwegian nationals must hold at least six tenths of the capital and be entitled to exercise at least six tenths of the voting rights.

If the owner does not have his permanent address in Norway, he must appoint a representative, residing in Norway and with citizenship from a state connected to the EEA-agreement, who has the authority to accept law suits on behalf of the owner.

Section 2 *Estate of a deceased person, undivided estate and forced sale*

Upon the death of the owner of a Norwegian ship or the owner of a share or a holding in a company as mentioned in Section 1, the ship shall retain its nationality for such period as the estate of the deceased remains under the administration of a Norwegian Probate Court, irrespective of the nationality of the heirs. A surviving spouse in possession of an undivided estate shall for the purposes of Section 1 be deemed to be the sole owner of all the assets of the estate.

Upon the purchase of a Norwegian ship at a forced sale, for the purpose of securing a claim of the purchaser in respect of which he holds a lien or mortgage on the ship, the Ministry may consent to the ship temporarily remaining a Norwegian ship, even if the requirements of Section 1 are not fulfilled. Such consent shall take effect for such period and upon such conditions as may be laid down by the Ministry.

Section 3 *Managing reder¹, etc.*

When a Norwegian ship is owned by an individual person, cf. Section 1 no. 1, who is not resident in Norway, the owner shall nominate a representative who satisfies the conditions for being the managing reder of a shipping partnership, cf. Section 103, and who has the same authority as that of a managing reder. The Ministry may if necessary stipulate a time limit for such a nomination to be made. If the reder fails to make a nomination prior to the expiry of the time limit, the Ministry may decide that the ship shall not be deemed a Norwegian ship. In such an event, the ship shall no longer be entitled to registration in Norwegian registers of ships and shall, as the case may be, be deleted.

When a Norwegian ship is owned by a shipping partnership or other company as mentioned in Section 1 no. 2, a managing reder shall be appointed in accordance with the provisions of Section 103. The provisions of paragraph one second to fourth sentences apply correspondingly unless at least one of the members of the shipping partnership or company is a Norwegian national resident in Norway or, in such cases as mentioned in Section 1 paragraph two, is on the same footing as a Norwegian national according to Section 1 paragraph two.

The provisions contained in paragraph one apply correspondingly to limited partnerships, cf. Section 1 no. 3, unless at least one of the general partners is a Norwegian national, resident in Norway or, in such cases as mentioned in Section 1 paragraph two, is on the same footing as a Norwegian national according to the Section 1 paragraph 2.

The provisions of this Section shall only apply to such ships as must carry a certificate of nationality, cf. Section 5.

Section 4 *Special provisions affecting certain ships*

Ships equipped for stationary use in drilling for, or the exploitation of, offshore subsea natural resources shall be deemed to be Norwegian when they are not registered in the ship register of another country and are owned by:

- 1) a Norwegian national;

¹ The use of the term “reder” has been explained in the preface.

- 2) a shipping partnership or other company whose members have unlimited liability for its obligations, provided that Norwegian nationals are co-owners for at least six tenths;
- 3) other companies, provided they are registered in Norway.

In the cases mentioned in nos. 1 and 2, Section 1 paragraphs two to five and Sections 2 and 3 will apply correspondingly.

When the gross tonnage of a ship does not exceed 1.000 tonnage units/register tons and the ship is primarily engaged in the owner's business undertaking in Norway, the ship is regarded as Norwegian if the owner's undertaking has its seat and head office in Norway, provided that shipping does not constitute any independent part of the undertaking's activities. Shipping, in this respect, also includes salvaging, towing, fishing and catching.

Section 5 *Use of flags. Certificate of nationality*

A Norwegian ship shall have the right to fly the Norwegian flag. The King may issue detailed regulations as to the use of flags, and if desirable as to the right of other ships to fly the Norwegian flag.

A Norwegian ship that must be registered, cf. Section 11 paragraph two, or which engages in foreign trade, must carry a certificate of nationality. The King can issue regulations exempting ships that need not be registered from the obligation to carry a certificate of nationality. The owner of a Norwegian ship can in any event demand that a certificate of nationality be issued for the ship. If a certificate of nationality is to be issued for a ship that need not be registered, the ship must be entered in the Ship Register, cf. Section 11 paragraph three.

Certificates of nationality are issued by the authority that has entered the ship in the Ship Register. Provisional certificates of nationality may in special cases be issued by the Maritime Directorate. If the ship is abroad, the certificate can be issued by the appropriate official of the Norwegian Foreign Service upon authority from the Maritime Directorate. The King may issue regulations to the effect that in cases of urgency such an official may issue a certificate without authority.

The King may issue further regulations as to certificates of nationality and their contents, and as to corrections to or the replacement and the return of certificates.

The provisions regarding certificates of nationality shall not apply to ships of maximum lengths of less than 10 meters.

Section 6 *Hovercrafts*

The provisions of Sections 1 to 3 shall apply correspondingly to hovercrafts. The same applies to Section 5 unless the King decides otherwise.

II. Name, Home Port, etc.

Section 7 *Name*

Every ship entered in the Ship Register shall have a name chosen by its owner. The name must be clearly distinguishable from the names of all other registered ships. Ships belonging to the same reder¹ or group of reders can nevertheless have the same name if distinguished by different

¹ The use of the term "reder" has been explained in the preface.

numbers. The name must not unreasonably interfere with any distinctive style of name used by another reder.

A ship may subsequently be renamed upon a change of ownership. The Maritime Directorate may also in other circumstances grant permission to rename a ship provided that reasonable grounds exist for so doing. The Registrar shall send a notice of the change of name to all those having registered rights in the ship.

Upon conclusion of a contract to buy or to build a ship, the ship's name may be reserved by notice to the Maritime Directorate. The Directorate may also in other circumstances, and provided that reasonable grounds exist for so doing, reserve a ship's name to an applicant for a period of up to five years at a time. A name which has been reserved shall have the same protection as the name of a ship which has been entered in the Ship Register.

Except for the paragraph one first sentence and paragraph two, the provisions of this Section only apply to ships which must be registered, cf. Section 11 paragraph two.

The King may issue detailed regulations supplementing and implementing the provisions of this Section.

Section 8 *Home port*

Prior to its entry in the Ship Register, the owner chooses its home port from among such towns and other built-up coastal areas as are approved by the Maritime Directorate as home ports. The provisions of paragraph three apply to ships on inland lakes.

The choice of home port is made by notice to the Registrar of Ships in accordance with Section 12. Such home port can subsequently be altered by notice in accordance with the Section 13 paragraph two.

Ships not entered in the Ship Register have their home port in the municipality in which the owner is resident. If the owner is not resident in Norway, the home port of the ship is in that municipality in which the owner's representative is resident. A ship owned by a shipping partnership or other company as mentioned in Section 1 no. 2 has its home port in the municipality in which the managing reder¹ is resident. In respect of other companies, the municipality in which the office of the company or the seat of its board is situated is regarded as the ship's home port.

Section 9 *Signal letters, marks*

The King issues regulations regarding ships' signal letters and the marking of ships.

Section 10 *Ships beyond repair*

A ship shall be regarded as beyond repair

- 1) when it cannot be repaired, either where it is or at a place to which it can be moved,
- 2) when it is not worth repairing because its value when damaged together with the anticipated cost of moving and repair will exceed its estimated value when repaired.

The owner of a ship beyond repair can demand its sale through the enforcement authority according to the applicable rules governing forced sales, with the effect that maritime liens and all other encumbrances on the ship shall cease to attach to the ship. The provision contained in

¹ The use of the term "reder" has been explained in the preface.

Section 11-20 of the Enforcement of Claims Act relating to the lowest acceptable bid shall not apply.

Chapter 2. Registration of Ships

I. The Ship Register, Registration Procedure, etc.

Section 11 *Registration authority. Scope of the register*

The Ship Register is a nationwide, national register. It is kept by an official appointed by the King. The Registrar decides whether the Registrar or an employee of the Register is incapacitated. If the Registrar finds reason for so doing, the question shall be submitted to the Ministry for decision. The provisions of Section 1 paragraph three of the Property Rights Registration Act relating to the delegation of authority and in Section 2 relating to disqualification apply correspondingly.

Norwegian ships with a maximum length of 15 meters or more shall be entered in the Ship Register or in the Norwegian International Ship Register if the conditions for registration there have been met. However, ships acquired from abroad shall be exempt from the registration requirement if the person who acquired the vessel declares to the Maritime Directorate that the ship will be scrapped without further trading. The King may issue regulations to the effect that State-owned ships shall be exempt from the registration requirement.

A Norwegian ship with a maximum length of less than 15 meters can, at the owner's request, be entered in the Ship Register if its length overall is at least 7 meters or if the ship is required to be registered under Act 26 March 1999 no. 15 Relating to the Right to Participate in Fishing and Catching (participant's act) or if it is to be used exclusively or mainly in trade. When such a ship is entered in the Ship Register, the provisions of this Chapter shall apply.

Registered rights in ships entered in the Ship Register cannot be contested on the grounds that the ship did not fulfil or no longer fulfils the conditions for registration.

Except for cases as mentioned in Section 14 paragraph five, a ship cannot be entered in the Ship Register until it has been delivered by the builder or until it enters service on the builder's own account.

For registration or annotation in the Ship Register, a fee shall be paid as determined by the King. The same applies to a mortgage certificate relating to the Ship Register.

Claims arising from registration fees and fees for the provision of extracts of register entries etc. relating to a ship provide grounds for execution.

Where the National Collection Agency is required to collect fees, it may do so by making deductions from salaries or similar benefits in accordance with section 2-7 of the Creditors Security Act. The National Collection Agency may also collect the fees by establishing an execution lien for the claim, providing that protection for the lien can be obtained by registering it in a registry or by notification to a third party, cf. chapter 5 of the Liens Act, and the execution proceedings can be held at the offices of the National Collection Agency in accordance with section 7-9 first paragraph of the Enforcement of Claims Act.

Section 12 *Entry in the Ship Register, etc.*

Entry in the Ship Register takes place upon notice from the owner of the ship to the Registrar. In the case of ships with a duty to register, such notice must be sent within 30 days of delivery from the shipyard in the case of a newbuilding, and apart from that within 30 days of it being considered Norwegian.

If the ship is owned by a shipping partnership or other company as mentioned in Section 1 no. 2, notice is given by the managing reder¹. In the case of other companies it is given by the manager or by a member of the board who is authorized to sign on behalf of the company.

Section 13 *Particulars of ships in the register, notices, etc.*

The Ship Register shall contain particulars of a ship's name, identification signal, gross and net tonnage; in case of vessels not subject to a measurement requirement length, breadth and depth; place and year of construction, home port, ownership, and the nationality of the owner. If the ship is owned by a shipping partnership or other company as mentioned in Section 1 no. 2, the register shall contain particulars of the managing reder². If the ship is owned by a person, company or enterprise as mentioned in Section 1 paragraph three, the register shall contain particulars on who is operating the ship from Norway.

In the event of any change in the particulars referred to in paragraph one, the owner of the ship shall notify the Registrar unless the contrary follows from regulations issued by the Ministry. The same applies if the ship is lost or scrapped. Notice shall be given as soon as possible and not later than 30 days after the change or event. The Registrar may extend the time limit. The provisions of Section 12 paragraph two apply correspondingly. In the event of a sale, notice is given by both the buyer and the seller, but by the seller if, as a result of the sale, the ship can no longer be regarded as Norwegian.

Notice of ownership shall be accompanied by a builder's certificate, a bill of sale from the previous owner, a bill of forced sale, or similar documentation. The King can issue more detailed regulations in this regard and concerning the content and form of such notice and any document that must accompany such notice. If a ship is acquired from abroad, it cannot be registered unless the notice is accompanied by a certificate from the appropriate authority in the foreign country to the effect that the ship is not entered in the ship register or the shipbuilding register of that country, or that it will be deleted from such a register upon registration in another country. Such a certificate must also be presented to enable a ship that has not been considered Norwegian because it was registered in a foreign register, cf. Sections 1 and 4, to be entered in the Ship Register.

Section 14 *Procedure, etc.*

The Registrar shall keep a journal containing details of documents presented for registration, and a ship register with a separate leaf for each ship. Registration is carried out by entering an extract from the document in the journal and making a note of the document in the Ship Register.

A document which has been requested registered shall be entered in the journal as soon as possible according to the day and minute when it was received for registration, and shall be deemed to have been entered at that time. A document received after a time of day fixed by the Ministry shall be entered in the journal at the Ship Register's following opening time.

¹ The use of the term "reder" has been explained in the preface.

² Ibid.

Should the Registrar on receipt of the document find that it cannot be registered, he shall draw attention to the fact. If the document is not withdrawn, it shall be entered in the journal, and in the event be refused registration, cf. Section 16. If it is evident that the document cannot be registered, it can be returned to the person who requested the registration, without any entry in the journal. The person in question shall at the same time be informed of why the document cannot be registered and that it has not been entered in the journal. The person in question shall moreover be informed that the document will be entered in the journal if this is demanded. If such a demand is advanced, the document is entered in the journal the day the demand is received, cf. the paragraph two.

If the conditions for registration are met, the document shall be noted in the Ship Register within two weeks of its entry in the journal. The document is returned to the person who presented it, or to a person designated by him or her.

If delivery of a ship from a foreign builder or seller to a new owner is expected at a time outside office hours of the Registrar's office, the entry of the ship in the Register and the registration of voluntarily established legal rights may be made prior to the ship's delivery, but the Registrar must retain the documents until he or she receives confirmation that the ship has been delivered. If the ship is not delivered within 1 week from the entry in the journal, the registration is null and void.

Section 15 *Requirements regarding documents, attestation of signatures, etc.*

A document presented for registration must be written in Norwegian, Danish, Swedish, or English, and must be so legible and clear that no doubt arises as to how it should be noted. The Ministry can issue regulations relating to the form of such documents.

For a bill of sale or mortgage deed which was not issued by a public authority to be noted in the Register, the signature must be attested in accordance with regulations issued by the Ministry. It shall be expressly confirmed that the signature was written or acknowledged in the presence of the person concerned, and shall state whether or not the issuer is over 18 years of age. The same applies to notice of consent as referred to in Section 22 paragraph one. More detailed regulations as to proof of the identity, and the age and authority of the signatory can be issued by the Ministry.

A person presenting a document for registration shall also present a copy, which may be a transcript, of it unless regulations issued by the Ministry provide otherwise. The Ministry can issue regulations requiring the copy to be attested and stating who can issue such an attestation. If the document relates to more than one ship, one copy must be presented in respect of each ship. The copies are filed as the Ministry decides.

Section 16 *Refusal of registration*

The Registrar shall refuse to register a document if it is clear to him that the document is invalid or that the signatory thereto lacks the necessary right of disposal, or if any other requirement for noting the document in the Ship Register is not complied with. The decision shall be taken on the basis of the document itself and such other documents and evidence as are available. If the Registrar sees fit, he or she may him- or herself institute inquiries.

Instead of refusing to register a document in such cases as mentioned in paragraph one, the Registrar may fix a time limit for rectification, if he or she has reason to believe that this will be done within a reasonable time. In that event the document shall be provisionally noted in the Ship Register together with an explanation of the circumstances. If the deficiency is not made good within the time limit, registration of the document shall be refused.

Should registration of a document be refused, a note to that effect is made in the journal. The person who applied for the registration shall immediately be notified by registered mail of the refusal and the reason for it, of the right to appeal and the time limit for lodging an appeal, and of the rule that legal proceedings in respect of such a refusal cannot be instituted without prior resort to the right of appeal, cf. Section 19. If other persons are directly affected, such notice shall at the same time be given to them.

Notice as mentioned in the paragraph three shall also be given in other cases where a person has applied for a step to be taken which has been refused by decision of the Registrar.

The Ministry can issue regulation refusing registration in the ship registers for vessels that are listed by regional public fishery administration organisations as committing unlawful, unreported or unregulated fishing. Such regulation can also be issued refusing registration of ships that are subject to bans under Section 51 first paragraph a and b in the Wild Marine Resources Administration Act¹.

¹ Act of 06 Jun 2008 no.37.

Section 17 *Certificate*

The Registrar shall enter a certificate of registration on every document registered.

If the document shows anything relating to ownership, priority or the like which is inconsistent with that which has previously been registered, this shall be noted in the certificate. If the document is a mortgage deed or a letter of indemnity a note shall also be made of any registered encumbrances which may have a bearing on the rights of the mortgagee.

Any person shall be entitled upon request to receive a certificate of the ownership of and encumbrances on a registered ship.

Section 18 *Errors in registration*

If the Registrar becomes aware that an entry in the Ship Register is incorrect or that an error has otherwise been made, the Registrar shall correct the error. If any person, by reason of the error, has been incorrectly informed, the Registrar shall so far as is possible notify such person of the correction by registered mail.

Whoever is of the opinion that the contents of the Ship Register are incorrect and detrimental to his or her rights can demand registration of his or her request for correction, provided he or she can show the likelihood of the contention or furnish such security as may be determined by the Registrar. If he or she is unable to prove the claim within a time limit fixed by the Registrar, the claim shall be deleted from the Register.

Section 19 *Appeals, etc.*

Appeals against decisions of the Registrar can be lodged with the Ministry by any person whose appeal is based on a legal interest in the matter. An appeal by any person who has received notice under Section 16 paragraph three or four must reach the Registrar within 3 weeks from the day upon which the notice was sent.

Appeals by others must reach the Registrar within 3 weeks from the day when the appellant learned or ought to have learned of the decision, see however paragraph four. In exceptional circumstances the Registrar may fix a time limit longer than three weeks.

Reinstatement notwithstanding the expiry of the time limit for appealing may be granted in accordance with the rules of Section 31 of the Public Administration Act; see however paragraph four below. The provisions of Sections 10 a and 10 b of the Property Rights Registration Act relating to certain limitations of the right to grant appeals shall apply correspondingly.

Any person who has received notice in accordance with the Section 16 paragraphs three or four, cannot institute legal proceedings without having first made use of his right of appeal and having had the appeal decided on by the Ministry. Section 27 b second sentence of the Public Administration Act¹ shall however apply correspondingly.

The appropriate public body can set the time limit for raising legal action to 3 weeks from the time the notice of time limit reaches the concerning part. If the limit is exceeded the Court may still allow legal action, provided that particular grounds exist for so doing and no circumstances are a hindrance to complying with the complaint, cf this Section's paragraph four.

¹ cf. Act 10 February 1967

II. Registration of Rights

Section 20 *Which establishments of legal rights can be registered*

A document can be noted in the Ship Register the purpose of which is to create, modify, assign, pledge, acknowledge or terminate a right in a registered ship. Documents relating to a maritime lien on a ship or the lease or chartering of a ship are exempted.

When a suit brought before a County or City Court or any higher court is a right which by its nature can be registered in accordance with paragraph, the Court may make a decision in the form of a ruling¹ that the writ of summons or an extract thereof shall be registered. If the action is dismissed or judgment is given against the plaintiff or the interim injunction is lifted, the registration shall be deleted as soon as such decision becomes final.

Section 21 *Registered title*

The title of ownership has only a person whom the Ship Register shows to be the owner, or who can show that the title has passed to him upon the death of the owner.

For a document to convey a title of ownership for the purposes of the Register, the document must show an unconditional transfer of property, or, if the transfer is conditional, the fulfilment of any condition must either be shown by proof duly registered or be a matter of common knowledge.

The provisions of this Section apply correspondingly in respect of registered title relating to other rights.

¹ Original: "kjennelse".

Section 22 *Registered title as a condition for registration*

A document evidencing the voluntary establishment of a right as mentioned in Section 20 paragraph one cannot be noted in the Ship Register unless the issuer has a registered title or the consent of the registered holder of such title.

A bill of a forced sale cannot be noted if, at the time when the decision on the forced sale was noted, the registered holder of the title had not been named as defendant in connection with the forced sale or had not been notified of the sale according to Section 11-8 paragraph one of the Enforcement of Claims Act. A bill of a forced sale issued pursuant to a forced sale abroad cannot be noted unless the forced sale is binding on the registered holder of the title according to Norwegian law.

A bill of sale in probate cannot be noted if the person whose estate is being distributed had no registered title.

No judgment or arbitration award can be noted unless it is binding under Norwegian law on the registered holder of the title.

Section 23 *Priority*

Registered acquisitions of rights rank in priority before those not registered.

In the event of a conflict between registered acquisitions of rights, priority is given to the acquisition of rights first entered in the journal.

Acquisitions of rights entered in the journal at the same time have equal rank. Executions and arrests have nevertheless rank prior to other acquisitions of rights. When several attachments are registered at the same time, the oldest attachment has priority.

Section 24 *Exceptions to the rules of priority, etc.*

Notwithstanding Section 23, an older right ranks prior to a newer right if the latter is voluntarily acquired and the acquiring party knew or ought to have known about the earlier right at the time when his or her right was entered in the journal.

Statutory rights are not affected by registration unless otherwise provided by statute.

Upon a sale or other transfer of ownership, a right deriving from the previous owner and which appears in the document of title of the new owner, or is entered in the journal no later than at the same time as the document of title, ranks prior to rights deriving from the new owner. The mutual priorities among several rights deriving from the previous owner are determined according to the provisions of Section 23. The same applies to the relative priorities among several rights deriving from the new owner, provided however that a voluntarily established mortgage which is shown to be security for a loan to finance the purchase of the ship, and which was entered in the journal no later than at the same time as the new owner's title document, ranks prior to rights whether acquired voluntarily or in the course of enforcement, irrespective of when they were entered in the journal.

When a ship is entered in the Ship Register, the provisions of paragraph three apply correspondingly, so that acquisitions of rights registered prior to the delivery of the ship in accordance with Section 14 paragraph five shall be deemed to be entered in the journal on the day and at the time when the ship is delivered. Encumbrances transferred from a foreign register according to Section 74 rank prior to all other rights and retain their priorities as between themselves from the original registration in the foreign register.

The provisions of Section 23 do not apply to the transfer of mortgages or to the pledging of mortgage deeds governed by the rules applicable to negotiable debt instruments.

Section 25 *Protection in bankruptcy*

With the exception of the cases mentioned in Section 24 paragraphs three, four and five, a voluntarily established right must, in order to be protected against bankruptcy, have been entered in the journal no later than the day before the commencement of such bankruptcy proceedings.

If compulsory debt settlement proceedings have been instituted during immediately preceding debt settlement proceedings, cf. the Satisfaction of Claims Act Section 1-4 paragraph six, a right must have been entered in the journal no later than the day before the commencement of the compulsory debt settlement proceedings. However, when the right has been created with the consent of the debt settlement committee, the protection of the right against bankruptcy shall not depend upon registration.

For a right established by contract to be upheld in compulsory debt settlement proceedings, the establishment of the right must, except in the cases mentioned in Section 24 paragraphs three, four and five, have been entered in the journal no later than the day prior to the opening of the compulsory debt settlement proceedings.

Section 26 *Extinguishment of action to void, etc.*

No objection that a registered title derives from an invalid document can be raised against any person who has registered a right contractually acquired by him from the registered holder of the title, and who acted in good faith when entry in the journal was made. However, such objection can be raised if the document is forged or falsified or is void by reason of minority or was made under duress, cf. Act Relating to Conclusion of Agreements Section 28.

If a registered document of title or other document is invalid and this does not appear from the Ship Register, and the invalidity subsequently ceases, no further registration of the right it establishes is necessary because the right is regarded as registered from the moment the invalidity lapsed.

Section 27 *Priority in the event of errors in registration, etc.*

If a right is incorrectly noted in the Ship Register or is not noted within 2 weeks of its entry in the journal, a Court can rule that the right shall yield priority to a voluntarily established right registered at a later date. This is subject to the conditions:

- a) that the acquirer of the subsequently registered right was acting in good faith when that right was entered in the journal,
- b) that if the priority of his right was yielded, the acquirer would suffer unmerited loss by reason of his reliance upon the Ship Register, and
- c) that if the priority of the right of the acquirer was yielded, his or her loss would substantially exceed that of the other party, or that it would lead to considerable disorder among rights registered later if the right which was registered, but incorrectly entered, should be allowed priority.

If a right is noted in the Ship Register which by mistake was not first entered in the journal, such noting also has the effect of an entry in the journal.

If a document entered in the journal should subsequently be refused registration, it is, where the application of the priority rules is concerned, to be regarded as never having been entered.

III. Deletion, Time-barring of Legal Protection

Section 28 *Deletion of a ship*

Upon receipt by the Registrar of notice after Section 13 paragraph two that a ship has been lost or scrapped or is no longer to be regarded as Norwegian, the ship shall be deleted from the Register. The same applies if due notice is not given within the time limit according to Section 13 paragraph two, but the Registrar otherwise learns of such facts. Before the ship is deleted, the owner shall in such a case have the opportunity to give a statement. A ship which is not subject to compulsory registration shall, in addition to the cases referred to, be deleted at the request of its owner. Even when a ship is still to be regarded as Norwegian, it can be deleted from the Ship Register if its owner informs the Registrar that the ship will be registered in the register of another country when it has been deleted from the Norwegian Register.

If an encumbrance has been registered with a ship, the ship shall not be deleted without the written consent of the beneficiary of the encumbrance, but a note of the facts which would otherwise have resulted in deletion shall be made on the ship's sheet in the Register. In such event the encumbrance retains its priority, but no new establishments of rights can be registered.

Upon request, the Registrar shall issue a certificate of deletion in respect of the ship, in which all registered encumbrances are listed in order of priority.

Section 29 *Deletion of encumbrances*

An encumbrance shall be deleted from the Ship Register when evidence is registered showing that the encumbrance is discontinued or that the holder of the right consents to the deletion.

For a mortgage deed that is a negotiable debt instrument to be deleted, the document must be submitted to the Registrar together with a receipt or consent. If it is impossible or unreasonably difficult to obtain a receipt or consent, the Registrar can, when the document is submitted and it appears probable that the encumbrance is discontinued or does not exist, upon request of the registered holder of title publish a notice to any possible holders of rights to appear within 2 months. If no such holders appear, the encumbrance is deleted.

An encumbrance that is discontinued due to a forced sale or other sale according to the Enforcement of Claims Act or to a sale according to the Bankruptcy Act § 117a, shall, notwithstanding the provision of paragraph two first sentence, be deleted when a bill of sale showing the discontinuation of the encumbrance is registered. The same applies correspondingly when it is established that an encumbrance is discontinued due to a forced sale of the ship abroad, provided that the forced sale under Norwegian rules relating to conflict of laws are binding on the holder of the rights.

Any encumbrance that is more than 20 years old can be deleted by request as mentioned in paragraph two second sentence when it is probable that it has discontinued.

An encumbrance which clearly has discontinued shall be deleted by the Registrar on his or her own initiative.

In the event of an incorrect deletion, the provisions of Section 27 apply correspondingly.

Section 30 *Time-barring of legal protection*

If a registered encumbrance is not, according to the terms of the document, valid otherwise than for a fixed time and is not intended to attach permanently to the ship, the effect of its registration shall lapse after twenty years from the registration of the encumbrance, unless it has

been registered anew prior to the expiry of this time limit. The effect of registration of a mortgage shall however in no event lapse until the expiry, in accordance with the terms of the document, of at least five years either from the date upon which the whole debt should have been paid or from the earliest date by which the debt could have been called in by the creditor.

In respect of an execution lien, the time limit referred to in paragraph one first sentence is 5 years. In respect of interim injunctions and arrests the time limit is 2 years. The provision contained in paragraph one second sentence does not apply to liens referred to in this paragraph.

Registration of an endorsement on a previously registered document shall not interrupt the period of limitation unless the endorsement contains an express renewal of the creation of the right. An increase of the principal sum contained in a mortgage deed shall be so regarded. From the date of renewed registration, a new limitation period shall run, of the same length as the original one.

When the effect of registration has ceased, the Registrar shall on his or her own initiative delete the encumbrance. In the event of an incorrect deletion Section 27 shall apply correspondingly.

IV. Ships under Construction

Section 31 *Registration*

Ships under construction in Norway and contracts for the construction of ships in Norway may upon application be entered into a separate chapter of the Ship Register (the Shipbuilding Register). Such registration also encompasses hulls, major hull sections or main engines built outside the Kingdom, in cases where delivery by the foreign shipyard has taken place. Such request shall be made by the owner in the case of a ship under construction or by the purchaser in the case of a building contract. When a contract is entered in the Register, registration thereof also protects the rights of the purchaser in respect of the ship as from the commencement of its construction. A declaration by a shipyard of a decision to build a ship on its own account is regarded as equivalent to a contract.

Entry in the Shipbuilding Register cannot be effected unless the probability has been shown that the ship will have a length overall of 10 meters or more.

The provisions of Section 11 paragraph four, Section 12 paragraph 2, Section 13, Section 14 paragraphs one to four, and Sections 15 to 27 apply correspondingly as appropriate.

Section 32 *Deletion, etc.*

Ships and building contracts that are entered in the Shipbuilding Register shall be deleted when the ship is delivered by the builder or, if the ship has been built on the builder's own account, when the ship enters service. If a ship is lost during construction, it shall be deleted. The same applies to a building contract which is discontinued.

In cases as mentioned in paragraph one, application for deletion shall be made in accordance with the provisions of Section 13, cf. Section 31 paragraph three. This does not, however, apply when the ship in question is delivered or entered into service, provided that the ship meets the criteria for entry in the Norwegian Ship Register and is so entered. The King may issue rules permitting deletion although no application has been made, if the Registrar has by other means learned of circumstances that justify deletion.

If an encumbrance is registered on a ship under construction or on a building contract, and the encumbrance is not transferred to the Norwegian Ship Register, such encumbrance shall not be deleted from the Shipbuilding Register without the written consent of the holder of the right, but a note shall be made on the ship's or the contract's sheet in the Register of the circumstances which should have led to deletion. In such event, the encumbrance retains its priority, but no new right can be registered. If, when completed, the ship fulfils the requirements relating to entry in the Ship Register but its owner does not apply for such entry within the time limit referred to in Section 13 paragraph two, the holder of the right concerned may himself or herself apply to have the ship entered in the Ship Register.

Upon request the Registrar shall issue a certificate of deletion on which all registered encumbrances are listed in order of priority.

The rules of Sections 29 and 30 shall, as appropriate, apply correspondingly to encumbrances noted in the Shipbuilding Register.

V. Miscellaneous Provisions

Section 33 *Constructions which are not regarded as ships*

The following constructions can upon the request of their owner be entered in the Ship Register, notwithstanding that they do not fall within the scope of Section 11 paragraphs two and three:

- 1) floating cranes, floating docks and dredgers, if owned by someone as mentioned in Section 4 paragraph one;
- 2) such other floating constructions as the King shall decide, if owned by someone as mentioned in Section 4 paragraph one;
- 3) hovercraft, if Norwegian, cf. Section 6.

Concerning the choice of home port, the provisions of the Section 8 paragraphs one and two apply correspondingly. Otherwise the provisions Section 11 paragraphs four and five, Section 12 paragraph two, and Sections 13 to 30 apply correspondingly as appropriate.

In relation to a construction of the kind mentioned in paragraph one and which is under construction or due for construction in this Kingdom the provisions of Section 31 paragraphs one and three and Section 32 apply correspondingly.

Section 34 *[Repealed]*

Section 35 *Acquisition of registered title by consolidated proceedings against possible holders of rights*

If the owner of a Norwegian ship lacks a registered title and it is impossible or unreasonably difficult for him or her to obtain registered title in any other manner, he or she can acquire registered title by a judgment confirming his or her title to the ship, obtained in consolidated proceedings against possible holders of rights and by registration of such judgment.

The action is brought before the County or City Court of the ship's home port. In the writ of summons the plaintiff must show good grounds for his or her claim to the ship, and that the other conditions for the action have been met. If the Court finds that the conditions have been met, it shall order that an extract of the writ be published in Norsk lysingsblad¹, with an announcement calling on any person claiming to have a better right to the ship than the plaintiff

¹ The official gazette.

to appear in Court within a period, which shall be set at not less than 3 months, and prove his right. The announcement shall draw attention to the provisions of paragraphs four and five. The Court may also effect publication by posting notices or by advertisements in one or more other newspapers in Norway or abroad. The time limit runs from publication in Norsk lysingsblad.

If the Court finds that the conditions for the action have not been met, the case is dismissed by a decision in the form of a ruling¹. The ruling can be appealed.

If no defendant appears within the time limit, the Court gives judgment without a hearing, confirming that the plaintiff is the owner. Such judgment immediately becomes final and binding on each and every person and shall not be subject to the right of appeal.

Should any person appear before the time limit has expired and claim to have a better right to the ship than the plaintiff, the action continues in accordance with the general provisions of the Dispute Act. A final judgment in the action is binding on each and every person regardless of who may have appeared in the action.

The provisions of this Section apply correspondingly to such constructions as are referred to in Section 33.

Section 36 *Acquisition of registered title by advertisement*

Whenever a Norwegian ship with a length overall of less than 15 meters belongs to someone who has no registered title, the person exercising an owner's rights of disposal and declaring in writing that he or she is the owner, can obtain registered title provided that he or she can show prima facie that he or she, together with those from whom he or she has acquired title, have been owners for at least 10 years. If the Registrar finds that these conditions have been met, he or she shall publish an invitation to possible owners to appear within a time limit which shall be set to at least 1 month. If no person appears, the Registrar shall enter the ship in the Ship Register with the owner as registered titleholder or, if the ship is already registered, note that the title of the owner is in order.

Section 37 *The State's liability for damages*

A person who through no fault of his or her own sustains a loss because of an error in registration shall be entitled to damages from the State when the cause of such loss is that:

- a) he or she relied on a registration certificate, an encumbrances certificate or a deletion certificate;
- b) a document was not entered in the journal, or was entered there too late;
- c) a document as mentioned in Section 26 paragraph one second sentence was registered and the injured party in good faith registered a right in the journal acquired by him or her pursuant to an agreement entered into in reliance upon the validity of the registered document;
- d) a right must in accordance with Section 27 yield priority to a subsequently registered right.

Section 38 *Regulations. Calculation of time limits*

The Ministry can issue more detailed regulations as to how the journal and the Ship Register shall be arranged and kept, and to other procedures connected with registration. The Ministry can also issue any further regulations necessary to enforce and supplement the provisions of this

¹ Original: "kjennelse".

Chapter, how documents must be formulated in order to be registered, and the approval and use of forms for certain types of document.

The provisions of the Act Relating to the Courts of Justice apply to the calculation of time limits. When a time limit is to be reckoned from the registration of a document, it shall run from the day upon which the document was entered in the journal.

VI. Installations for the Exploitation of Offshore Resources

Section 39 *Fixed installations*

Fixed installations under construction in Norway for use in exploration for or exploitation, storage or transport of subsea natural resources or in support of such activities, and building contracts for such installations, can at the request of the owner be entered in the Shipbuilding Register, provided they are to be wholly or partly located in Norwegian territory or the Norwegian part of the continental shelf, and that such an entry will not be contrary to the obligations of Norway under international law. Large sections of fixed installations and building contracts for such sections can also be entered in the Register provided they are to be or are being built in Norway under separate building contracts.

Fixed installations for use in exploration for or exploitation, storage or transport of submarine natural resources other than petroleum deposits or in support of such activities can at the owner's request be entered in the Ship Register, provided they are wholly or partly located in Norwegian territory or the Norwegian part of the continental shelf, and that such an entry will not be contrary to the obligations of Norway under international law.

The provisions of the present Chapter and in Sections 41 to 44 shall apply correspondingly as appropriate. The mortgaging of such an installation may comprise appurtenances and equipment that can be mortgaged. The mortgaging can also comprise any permits that may have been granted for the exploitation of natural resources pursuant to Act of 21 June, 1963, No. 12 Relating to Scientific Research and Exploration for and Exploitation of Subsea Natural Resources other than Petroleum Resources, in so far as this is compatible with the rules which otherwise apply to such permits.

Sections or building contracts for sections can be separately mortgaged if the section in question is to be built or is being built according to a separate building contract and has been entered in the Register according to the first or second paragraph. Section 43 paragraph one second sentence does not apply to fixed installations. The mortgage ceases to attach when the section is delivered to the purchaser.

Chapter 3. Mortgages on Ships, etc.

I. Registered Mortgages, etc.

Section 41 *Registration as a condition for legal protection*

A voluntarily established mortgage on a ship can only obtain legal protection by registration of the right in accordance with the provisions of Chapter 2.

Regarded as ships are:

- 1) a ship which must or can be entered in the Ship Register, cf. Section 1;
- 2) a construction which can be entered in the Ship Register in accordance with Section 33;
- 3) a ship or construction which is being built, and a building contract, all provided it can be entered in the Shipbuilding Register, cf. Section 31 and the Section 33 paragraph three.

The provisions of paragraphs one and two apply correspondingly to execution liens. If the ship is not entered in the Ship Register or in the Shipbuilding Register, judicial registration of such a lien nevertheless takes the place of registration and the lien is entered on the owner's sheet in the Register of Mortgaged Movable Property. If the ship is subsequently entered in the Ship Register or Shipbuilding Register, registered execution lien is transferred to that register.

Section 42 *Principle of specification*

Mortgages on ships, etc., cf. Section 41 paragraph two, cannot obtain legal protection unless the registered document evidencing the right specifies the subject matter of the mortgage and also records the amount of the mortgaged debt or the maximum sum thereby secured. The amount shall be stated either in Norwegian or foreign currency.

Section 43 *Mortgages on ships under construction, etc.*

In the absence of agreement to the contrary, a mortgage on a ship under construction or to be constructed in Norway also include the ship's main engines and larger sections of the hull, provided that the engines or sections in question are being built or have been brought within the precincts of the yard of the main builders. If such parts are being built in another builder's yard in Norway, it can be agreed that the mortgage shall also include such parts. The same applies if the hull, major hull sections or the main engine have been built at a foreign yard, provided that delivery from the foreign yard has taken place.

In the absence of agreement to the contrary, the mortgage also includes materials and equipment which are within the precincts of the yard of the main builders, or, as the case may be, within the yard of the builder constructing the main engines or any larger section of the hull, provided always that the materials and the equipment are distinctly identified by marking or other means as intended to be incorporated in the ship or in the main engines or in the section. The mortgage shall cease to attach to any materials or equipment which are sold and removed from the yard, unless the purchaser knew or ought to have known that the sale was unauthorized by reason of the terms of the mortgage.

The provisions of this Section apply correspondingly to constructions within the scope of Section 33.

Section 44 *Maturity*

A debt secured by a contractual mortgage on a ship entered in the Ship Register falls due, in addition to on the date stipulated in the contract, when:

- 1) the ship is lost or scrapped;
- 2) the security of the mortgagee is materially impaired in consequence of damage to the ship;
- 3) the ship loses its nationality;
- 4) the ship is sold in a forced sale or other sale according to the Act Relating to Enforcement of Claims;

- 5) bankruptcy or public debt settlement proceedings are instituted against the owner of the ship or against the debtor;
- 6) there is a substantial breach of the obligation to pay interest and instalments and to keep the ship in good order and insured according to the contract.

Claim for redemption pursuant to paragraph one no. 5 does not entitle a right to penalty interest.

The provisions of paragraph one apply correspondingly as appropriate to a structure within the scope of Section 33, and to ships and structures under construction, as well as to building contracts.

Section 45 *Appurtenances, etc.*

Mortgages and other encumbrances upon any ship which has been or can be entered in the Ship Register, cf. Section 11, shall also attach to each separate part of the ship, and to anything belonging to the ship which is on board or has been temporarily removed. No separate right can be established to such parts or appurtenances. Provisions, fuel and other consumable stores shall be deemed not to be such appurtenances.

The provisions of paragraph one do not apply to any appurtenance belonging to a third party, and which has been hired by the shipowner on a contract which the shipowner can terminate at no more than six months' notice.

In regards to any ship with a length overall not exceeding 10 meters, the provisions of paragraph one do not preclude the establishment by agreement of a seller's lien on any engines, radio equipment or electronic equipment (for navigation or similar use) for the ship.

The provisions of paragraphs one and two apply correspondingly to hovercrafts.

The provisions of the present Section do not apply to ships of the kind mentioned in Section 4 paragraph one.

II. Maritime Liens, etc., on Ships.

Section 51 *Claims secured by maritime liens*

Claims against a reder¹ are secured by maritime liens against the ship, in so far as they relate to:

- 1) wages and other sums due to the master and other persons employed on board in respect of their employment on the vessel;
- 2) port, canal and other waterway dues and pilotage dues;
- 3) damages in respect of loss of life or personal injury occurring in direct connection with the operation of the ship;
- 4) damages in respect of loss of or damage to property, occurring in direct connection with the operation of the ship, provided the claim is not capable of being based on contract;
- 5) salvage reward, compensation for wreck removal, and general average contribution.

A maritime lien also arises if the claim is against the owner, charterer, manager or any person to whom the reder² has delegated his or her functions.

¹ The use of the term "reder" has been explained in the preface.

² Ibid.

A claim as set out in paragraph one nos. 3 and 4 does not establish a maritime lien if the damage results from the hazardous properties of nuclear fuel or of radioactive products or waste.

Claims as set out in paragraph one nos. 3 and 4 do not establish maritime liens if the damage results from pollution occurring while a ship of the type mentioned in Section 4 paragraph one is being used for exploration for or exploitation of offshore resources.

Section 52 *Priority*

Maritime liens shall take priority over all other encumbrances on a ship.

Maritime liens are secured in the order in which they are listed in Section 51, and those with the same number rank equally as between themselves. Maritime liens arising under number 5 shall however take priority over all other maritime liens which have attached to the ship earlier in time, and as between maritime liens arising under number 5, priority shall be accorded to those arising most recently.

Section 53 *Change of ownership, etc.*

If a ship changes ownership in any other way than by a forced sale, any maritime lien shall continue to attach to the ship. The same applies if the ship's registration is changed.

If a transfer of ownership, as mentioned in paragraph one, to a foreign transferee entails that a maritime lien which secured a claim for which the transferor had no personal liability discontinues or has lower priority, the transferor is liable for payment of such part of the claim as the lienor did not receive as a result of the change of ownership.

Section 54 *Right of retention*

A person building or repairing a ship may exercise a right to retain the ship to secure a claim in respect of the building or repair, so long as he or she remains in possession of the ship.

The right of retention has lower priority than maritime liens on the ship, but ranks before other claims and other encumbrances on the ship.

Section 55 *Time bar*

A maritime lien becomes time-barred one year from the day when the claim in question arose, unless prior to the expiry of the time limit the ship has been arrested and the arrest has led to a forced sale. The ship is regarded as arrested when the warrant of arrest is served on board or the arrest is otherwise made effective on board.

The one-year period ceases to run whilst the holder of the lien is by law prevented from arresting the ship. Otherwise the one-year period is not subject to extension or interruption.

III. Maritime Liens on Cargo.

Section 61 *Claims secured by maritime lien*

A maritime lien is attached to cargo for the security of:

- 1) a claim in respect of salvage reward and general average contribution;
- 2) a claim arising in consequence of the fact that the carrier or the master in accordance with his statutory authority has entered into a contract, taken action or incurred

- expenditure on the account of the cargo-owner, and a cargo-owner's claim for compensation for goods sold for the benefit of other cargo-owners;
- 3) a claim by the carrier arising out of the chartering agreement, in so far as the claim can properly be brought against the person claiming delivery.

Section 62 *Priority*

A maritime lien ranks prior to all other encumbrances on the cargo except statutory liens in respect of public dues.

Maritime liens are satisfied in the order in which they are listed in Section 61. Liens under the same number rank equally between themselves. Among liens under numbers (1) and (2) however, priority shall be accorded to those arising most recently provided that they have not arisen out of the same event.

Section 63 *Delivery of cargo, etc.*

A maritime lien on cargo ceases when the goods are delivered, when they are sold by forced sale, or when they are sold for the cargo-owner's account or according to Section 137 paragraph three.

A person who, without the consent of the creditor or authority under Section 465, delivers goods which he or she knows or ought to know that a maritime lien attaches, becomes personally liable for the claim, although not for any amount which he or she can prove could not have been satisfied by the lien. If the receiver was not personally liable for the claim, the receiver is liable to the same extent provided he or she had knowledge of the claim when the goods were delivered.

Section 64 *Time bar*

A maritime lien on cargo is time-barred if proceedings for its enforcement are not commenced within one year of the date on which the claim arose.

IV. General Provisions

Section 71 *Assignment, etc.*

In the event of assignment or other transfer of a claim secured by mortgage or lien, such mortgage or lien passes simultaneously to the new creditor.

Section 72 *Claims for damages. Insurance*

A maritime lien does not comprise claims for damages in respect of loss of or damage to ship or cargo. The same apply to claims for compensation under an insurance contract. The holder of the maritime lien is not regarded as insured under the insurance contract.

Section 73 *Legal proceedings*

Legal proceedings for enforcement of a maritime lien can be brought against the master or against the owner of the liened object, as the holder of the lien decides. However, proceedings for the enforcement of a maritime lien on cargo cannot be instituted against the master by the shipowner or carrier.

Section 74 *Recognition of mortgages on foreign ships, etc.*

A mortgage or lien on a foreign ship shall be recognized as valid in this Kingdom, provided

- 1) that the mortgage or lien was established and registered according to the legislation of the State where the ship is registered,
- 2) that the register and the documents which according to the legislation of the State of registration must be deposited with the registrar, are publicly accessible, and that extracts from the register and transcripts of the documents can be obtained from the registrar, and
- 3) that the register or a document as mentioned in no. 2 shows
 - a) the name and address of the original mortgagee or lienor, or that the document was issued to its present holder,
 - b) the amount secured by the mortgage or lien, and
 - c) the date and other circumstances which according to the legislation of the country of registration determines priority.

If a ship is acquired and becomes Norwegian property and is entered in the Norwegian Ship Register, any mortgages or liens listed in the foreign certificate of deletion shall be transferred to the ship's sheet in the Ship Register, retaining the priorities between the encumbrances according to the original registration. If an encumbrance does not meet the requirements for being noted in the Ship Register, the Registrar shall give the parties a time limit of at least 60 days in which to rectify the matter. The effects of registration remain valid until the expiry of that time limit.

The right of ownership of and mortgages or liens on ships being built or due to be built abroad shall be recognized as valid in this Kingdom if the right in question was registered according to the legislation of the country of building. The provisions of paragraph two apply correspondingly to a ship built abroad on a Norwegian account and subsequently entered in the Norwegian Ship Register.

Section 75 *Choice of law*

The provisions of Section 45, Sections 51 to 55 and Sections 71 to 73 apply in all cases where a mortgage or lien or a right of retention is relied upon in a Norwegian Court.

The following is determined according to the laws of the State where the ship is registered:

- 1) questions concerning the priority of a registered encumbrance in relation to other registered encumbrances and the effect it may otherwise have in relation to third parties, save as to its priority in relation to maritime liens and rights of retention;
- 2) questions concerning any statutory encumbrances upon the ship ranking in priority after registered encumbrances.

The provisions of paragraph two apply correspondingly to ships under construction. Priority between a right of retention and other encumbrances upon a ship under construction arising before its launching is determined according to the laws of the State where the ship is being built.

The provisions of the present Section shall apply correspondingly as appropriate to constructions within the scope of Section 33.

Section 76 *Forced sale abroad*

If a ship is sold by forced sale abroad, all maritime liens, registered mortgages and other encumbrances on the ship are discontinued provided that, at the time of the sale, the ship was in the territory of the State in question and that the sale was performed in accordance with the laws

of that State and the provisions of the 1967 International Convention on Maritime Liens and Mortgages.

Chapter 4. Arrest of Ships

Section 91 *Scope of the provisions relating to arrest of ships*

The present provisions apply to arrest of ships according to Chapter 14 of the Act Relating to Enforcement of Claims. The provisions apply correspondingly to interlocutory measures according to Chapter 15 of the Enforcement of Claims Act when the measure consists of detention of a ship.

Sections 92, 93, 94 and 96 do not apply to

- a) arrest of ships the registration of which is not mandatory according to Section 11 paragraph two,
- b) arrest which does not entail the retention of the ship according to the provisions of Section 95 paragraph two,
- c) arrest demanded after a basis for enforcing the claim as mentioned in Section 4-1 paragraph one of the Enforcement of Claims Act has been established
- d) arrest for the purpose of provisionally securing claims for taxes and duties and other claims under public law, or for securing or implementation other public decisions.

To such cases, the provisions of Chapters 14 and 15 of the Enforcement of Claims Act apply in full.

The provisions of the present Chapter do not apply to arrest that is limited to cargo, freight, fuel or parts of ships.

Section 92 *Maritime claims*

A ship can only be arrested to secure a maritime claim.

A maritime claim means a claim based on one or more of the following circumstances:

- a) damage caused by a ship in a collision or otherwise,
- b) loss of life or personal injury caused by a ship or occurring in connection with the operation of a ship,
- c) salvage and the removal of wrecks,
- d) a charter party or other agreement for the use or hire of a ship,
- e) a charter party or other agreement for the carriage of goods by ship,
- f) loss of or damage to goods, including luggage, carried by ship,
- g) general average,
- h) bottomry,
- i) towage,
- j) pilotage,
- k) goods or materials delivered anywhere to a ship for use in its operation and maintenance,
- l) the building, repair or fitting out of a ship and costs and fees payable for docking,
- m) wages and other remuneration due to the master and other employees on board in respect of their service on the ship,
- n) a master's disbursements, including disbursements by shippers, charterers or agents on behalf of the ship or its owner,

- o) a dispute as to the ownership of a ship,
- p) a dispute between co-owners of a ship concerning its ownership, possession or use or the revenues from it,
- q) any mortgage on or security in a ship, except for a maritime lien.

Section 93 *Further detail on which ships can be arrested*

Arrests can only be effected against

- a) the ship to which the maritime claim relates, or
- b) if the owner of the ship to which the maritime claim relates is personally liable for the claim: other ships owned by that person at the time when the claim arose,
- c) if someone other than the owner of the ship to which the maritime claim relates is personally liable for the claim: other ships owned by the person personally liable for the claim.

Ships are regarded as having the same owner when all parts or shares are owned by the same person or persons.

For claims as mentioned in Section 92 letters o and p, arrest can nevertheless only be effected against the ship to which the claim relates.

Arrest can only be effected if the ship can serve as an object for the enforcement of a claim according to the general provisions of the Enforcement of Claims Act.

Section 94 *The position if the ship has already been arrested*

If a ship has already been arrested in this Kingdom or abroad, subsequent applications for arrest based on the same claim shall be refused. If the Court only learns of the earlier arrest after an application has been granted, it shall at the defendant's request lift the arrest.

Paragraph one applies correspondingly if an earlier application for arrest was denied or if an arrest was lifted because the defendant provided security for the claim.

Paragraphs one and two do not apply if the plaintiff shows that the security provided in the earlier arrest case has lapsed with final effect or there are other good reasons for granting the later application for arrest.

Section 95 *Further detail on the implementation of arrests*

A decision to arrest a ship can only be taken if the ship is in or is expected to arrive in the jurisdiction, or in the district of the enforcement officer if he or she is to select the object of the arrest. An arrest can only be effected if the ship is in this Kingdom. The arrest can be effected although the ship is in another jurisdiction than the one where the arrest was granted. First and second sentences notwithstanding, an arrest can be granted and effected if the ship is engaged in activities on the Norwegian continental shelf.

A ship arrested according to Section 14-2 paragraph two of the Enforcement of Claims Act must not leave its berth until a forced sale has been completed or the ship commences operation under the orders of the Court. If an arrested ship is not in this Kingdom when its arrest is granted, the defendant shall, as part of the decision, be ordered to bring it to a designated place. After its arrival, the prohibition mentioned in the first sentence applies. Section 11-10 paragraph two second and third sentences of the Enforcement of Claims Act apply correspondingly. At the request of the plaintiff, and on specific conditions, the Court can nevertheless permit the ship to commence its operations in or outside this Kingdom. An order according to the present Section

shall also be served to the master. Second sentence does not prevent a ship engaged in activities on the Norwegian continental shelf from being permitted to continue its activities on the shelf.

In respect of ships entered in a Ship Register which are arrested according to Section 14-2 paragraph one of the Enforcement of Claims Act or detained according to Chapter 15 of that Act, orders can be given as mentioned in paragraph two and other measures can be adopted as provided therein, if the Court finds this necessary in order to secure the arrest.

Section 96 *Conditions for the provision of security*

If the Court accepts security offered by the defendant, it shall decide that the security shall apply to any judgment concerning the claim given by a competent Court in this Kingdom or abroad, irrespective of whether or not Norway has entered into any treaty with the State concerned relating to the recognition and enforcement of judgments. The Court shall at the same time, unless it has already done so, set a time limit within which the plaintiff must institute proceedings in respect of the claim. When proceedings are instituted, the time limit is interrupted, regardless of whether the decision of the Court will be binding in this Kingdom.

Section 97

In a suit regarding forced payment or arrest in a ship, it is required that the claimant within one week guarantees for the port fees accrued during the suit. The Enforcement Act Section 3-6, paragraphs one and two apply correspondingly in relation to what is accepted as security.

The guarantee must at any given time cover the port fees for at least 14 days ahead.

On the Port Authority's request, the suit will be lifted if not sufficient security as mentioned in paragraphs one and two is available. The security can be claimed released once the suit has been definitely concluded and accrued port fees have been paid.

When a public authority is making the claim for arrest or forced payment, the District Court can make exceptions to the rule of guarantee as mentioned in paragraph one, included allowing other forms of security. Employees onboard the ship are exempted from the requirement of security in regards to legal action relating to claims secured with maritime liens in the ship, cf. Section 51.

If the claimant or a guarantor pays the port fee, he or she in that respect subrogates the port authorities' rights for cover following Section 51 paragraph 1 no. 2.

Section 98 *Relation to the Claims Enforcement Act*

In other respects, the provisions of the Claims Enforcement Act apply, including its provisions on

- the relation to international law and foreign State-owned ships and other foreign ships,
- the liability of the plaintiff for costs and damages and the right of the Court to order the plaintiff to provide security for possible liability for damages,
- the conditions for arrest,
- the procedural rules concerning the application for arrest,
- the legal effects of arrest.

Ship Management

Chapter 5. Shipping Partnerships

Section 101 *Definition, dispensability*

By shipping partnership is meant a firm having for its purpose the business of a reder¹, where the partners have unlimited liability in respect of the firm's obligations, either jointly and severally, or in proportion to their holdings in the firm. Joint ownership of a ship which by agreement of the joint owners is to be employed for their common account in the business of a reder is also considered a shipping partnership.

The provisions of Sections 106 to 108, 110 to 114, Section 115 paragraph one, and Sections 116 to 118 can be dispensed with by agreement between the shipping partners. The other provisions of the present Chapter cannot be dispensed with unless expressly provided.

Section 101a *Use of electronic communication*

Requirements in this chapter regarding notification, information, warnings or similar to be submitted in writing do not prevent the use of electronic communication if the parties expressly have so accepted.

Section 102 *Liability of shipping partners*

Unless otherwise agreed, shipping partners shall be jointly and severally liable. An agreement on any other form of liability must be notified to Foretaksregisteret² in order to be binding on third parties who neither knew nor ought to have known of the agreement.

If the partners are not jointly and severally liable, the name or style of the partnership shall include a description of the agreed type of liability ("with proportional liability", "with divided liability" or any similar expression approved by the Ministry).

Section 103 *Managing reder³*

Every shipping partnership shall have a managing reder.

As managing reder can be elected either a person who is a Norwegian national resident in Norway or a general partnership where all the partners are Norwegian nationals resident in Norway, or a limited liability company which satisfies the requirements in Section 1 no. 4. Equal to a Norwegian national is a national from a state connected to the EEA-agreement.

The Ministry may in special cases grant exemption from the requirement that all the partners in the general partnership must be resident in Norway.

Section 104 *Authority of the managing reder⁴*

In relation to third parties, the managing reder has by virtue of his appointment the authority to appoint, dismiss and give instructions to the master, to effect insurance cover as customary for a

¹ The use of the term "reder" has been explained in the preface.

² A register of business enterprises.

³ The use of the term "reder" has been explained in the preface.

⁴ The use of the term "reder" has been explained in the preface.

reder, to issue receipts for monies received on the account of the shipping partnership, and to take any other action which the day-to-day management of a ship owning business entails. The managing reder cannot without special authority buy, sell or mortgage a ship or conclude a chartering agreement or a lease of a ship of more than one year's duration.

Section 105 *Representation in court*

The managing reder¹ can institute proceedings on behalf of the partners with binding effect on all of them. Proceedings against the shipping partnership can, with binding effect upon all the partners, be brought against the managing reder or, if none has been appointed, against any one of the partners.

Section 106 *Advice to partners, etc.*

The managing reder² shall in an appropriate way keep the partners informed of the business of the partnership. Wherever practical he shall consult them on all matters of importance.

Section 107 *General meeting*

When shipping partners are to make any decision, they are summoned in an appropriate way to a meeting with normally at least one week's notice. As far as possible, the agenda for the meeting shall be contained in the notice. The notice can be sent to a partner's last known address by registered mail or telegram.

Unless the partners unanimously decide to the contrary, minutes of the meeting shall be taken. The minutes shall be kept in safe custody by the managing reder³. Any partner is entitled to see and make transcripts of the minutes.

If a partner is prevented from attending a meeting, he or she can be represented by proxy or state his or her views in writing. The managing reder sees to that the decisions taken at the meeting are communicated by suitable means to those partners who did not attend the meeting in person or by proxy.

If the matter is so urgent that time is not sufficient to convene a meeting with proper notice, a decision can be taken in some other way. The same applies when all the partners are agreed. The provisions of paragraph two apply correspondingly. The partners are informed in a suitable way of decisions taken.

Section 108 *Voting rules*

Decisions are adopted when voted for by a partner or partners owning more than half of the partnership's interest. Half of the interest is sufficient when the vote is supported by the managing reder⁴, even if he or she has no holding in the partnership.

When a managing reder is to be elected and no nominee has been supported by partners owning more than half of the partnership's interest, a second vote shall be taken. In this second vote the nominee obtaining the largest number of votes is regarded as elected. If two or more nominees in this vote obtain equal numbers of votes, the choice between them is decided by lot.

1 Ibid.

2 Ibid.

3 Ibid.

4 The use of the term "reder" has been explained in the preface.

Decisions inconsistent with the shipping partnership agreement or the object of the shipping partnership are not valid unless all partners agree.

Section 109 *Notice to and dismissal of the managing reder¹*

By decision of partners owning more than half of the partnership's interest, a managing reder appointed for an indefinite term can at any time be dismissed with 3 months' notice. A managing reder appointed for a definite time of more than 4 years can upon a decision as mentioned be dismissed after 4 years' service, with 3 months' notice.

The managing reder can at any time be dismissed by a decision of partners owning more than half of the partnership's interest. If the managing reder owns half or more of the partnership's interest, the Court can on application by a partner, and if it finds good reasons for so doing, dismiss the managing reder by interlocutory order and appoint another. The entitlement or otherwise of the dismissed person to damages for the remaining period of service shall be decided under ordinary contractual rules.

If the shipping partnership agreement contains clauses concerning who is to be the managing reder, any notice to or dismissal of him or her according to paragraph one or the paragraph two first sentence shall be made by decision of partners owning more than two-thirds of the partnership's interest, unless the partnership agreement provides for a lesser majority. If the managing reder owns an interest of one third or more, paragraph two second sentence apply correspondingly.

Section 110 *Obligation to keep accounts*

The managing reder² shall keep separate accounts relating to his management of the assets of the shipping partnership. The managing reder must present the partners with accounts for each calendar year no later than two months after the end of the year.

When presenting the accounts, the managing reder shall send a copy to each partner. For the purpose of checking their correctness, each partner shall have access to the books of account and vouchers.

Section 111 *Obligation to contribute*

To cover the expenses necessary for the ship owning business, each partner is obliged to contribute in proportion to his interest in the partnership. If any partner fails to pay his contribution on demand and the managing reder³ or any of the partners advances the amount, the partner in default shall repay such advance together with interest according to Section 3 of Act of December 17, 1976, No. 100 Relating to Interest on Overdue Payments. Any person who makes such an advance has a lien on any profit accruing to the account of the defaulter and may require the managing reder to pay such profit to him as may be necessary to cover his claim.

Section 112 *Profit and loss*

Profit and loss in the shipping partnership is divided between the partners in proportion to their shares of the partnership.

Any surplus not needed for the expenses of the partnership shall be distributed to the partners.

1 Ibid.

2 The use of the term "reder" has been explained in the preface.

3 Ibid.

Section 113 *Transfer of shares*

A partner can transfer his or her share in the shipping partnership, but cannot transfer or mortgage any asset belonging to the partnership without the consent of all his or her co-owners.

If a share or a part of a share in the shipping partnership is transferred, the transferor is obliged to inform the managing reder¹ and all co-owners in writing. In any other case where ownership of a share or part of a share passes to a new owner, the same duty falls upon the transferee.

Section 114 *Right of redemption*

When a share or a part of a share in the shipping partnership is transferred, the co-owners have a right of redemption, except in the case of a transfer to the partner's spouse or direct heir. The same applies if a share or part of a share is transferred by will or by covenant of succession to anyone other than the testator's spouse or heirs apparent under the law.

The amount payable on redemption shall be fixed as the value of the share or part of a share, but in no event less than the purchase price paid or payable by the new owner.

A partner wishing to exercise a right of redemption must give the transferee written notice within 2 weeks of receiving written notice of acquisition by the new owner. Within the same time he must offer the new owner the amount payable on redemption or, if the amount has not yet been fixed, give reasonable security for the probable value of the share or part of a share.

If several co-owners wish to exercise their rights of redemption, their mutual rights are determined in proportion to their shares in the shipping partnership.

Section 115 *Liability of the transferor and transferee for partnership obligations*

A partner who transfers his share is not thereby released from liability towards his co-owners in respect of partnership liabilities existing at the time of the transfer. The transferee immediately assumes all the rights and liabilities of a partner in relation to the other partners. He or she is bound as was the transferor by all decisions made and steps taken by the shipping partnership prior to the transfer, and the co-owners may set off against the transferee any claims which they may have against the transferor arising out of the partnership.

In regards to the liabilities of the shipping partnership at the time of transfer, the creditors of the partnership can hold either the transferor or the transferee liable. If a creditor has held the transferee liable, the transferor is free from his liability towards that creditor. For liabilities arising later only the transferee is liable. If notice of the transfer has not been given to Foretaksregisteret², the transferor is also liable towards a third party who neither knew nor ought to have known of the transfer when he or she acquired a claim against the shipping partnership.

Section 116 *Buying out and dissolution*

A partner is entitled to claim dissolution of the shipping partnership upon giving 6 months' written notice to his co-owners, unless he is bought out by one or more of the co-owners. If several co-owners wish to buy him or her out, their mutual rights is determined in proportion to their shares in the shipping partnership.

¹ The use of the term "reder" has been explained in the preface.

² A register of business enterprises.

In the following cases, the Court can upon application by a shipping partner grant him or her the right to buy out one or more co-owners, or decide that the shipping partnership shall be dissolved:

- 1) when one of the ships belonging to the partnership through no fault of the partner and without his or her consent ceases to be Norwegian and no arrangement is reached within 4 months whereby such nationality can be maintained;
- 2) when bankruptcy or public debt settlement proceedings are commenced in the estate of one of the co-owners, or a co-owner is otherwise unable to meet his obligations;
- 3) when the rights of the partner have been infringed by a substantial breach of the partnership agreement;
- 4) when equity clearly indicates that the part owner should be bought out or the partnership dissolved.

A partner is in any event entitled to buy out the co-owner who has caused a situation as mentioned in paragraph two nos. 1 to 4 to arise. If several partners exercise their entitlement to buy out, their mutual rights are determined in proportion to their shares in the shipping partnership.

The judgment determines the cost of buying out and the time limit within which such buying out or dissolution must be effected.

Section 117 *Consolidated proceedings, venue.*

All shipping partners must be made parties to any proceedings under Section 116. The proceedings are instituted in the jurisdiction where the shipping partnership has its home venue.

Section 118 *Sale of ships upon dissolution*

Upon the dissolution of a shipping partnership, its ships shall be sold. Failing agreement on the place of sale, the District Court at the shipping partnership's home venue decides the question. Such decision is made in the form of a ruling¹, which can be appealed.

For a sale in Norway, the rules governing forced sales of ships apply correspondingly as appropriate. A sale can be demanded without a judgment or equivalent grounds for enforcing the dissolution of the shipping partnership, provided no objection has been received or the objection is obviously untenable. The decision is made by the District Court in the form of a ruling², which can be appealed.

Section 119 *Execution liens, etc.*

Unless a shipping partner has obtained the consent of his co-owners to mortgage the ship, cf. Section 113, his or her personal creditors may not levy execution against the assets of the shipping partnership. A personal creditor may however lien whatever the debtor is entitled to claim from the shipping partnership as a share of the profits, and the share he or she can demand to be paid in the event of dissolution or buying out according to Section 116. If a personal creditor has obtained a final execution lien against his debtor's share in the event of dissolution or redemption, the personal creditor can upon not less than one year's notice require the other shipping partners, or one or more of them, to buy out sufficient of such share to cover his or her claim. Section 116 paragraph one second sentence apply correspondingly. If the

¹ Original: "kjennelse".

² Ibid.

requirement of the personal creditor is not complied with within the time limit, he or she can demand the dissolution of the shipping partnership.

If a shipping partner becomes bankrupt or opens public debt settlement proceedings, his or her estate has no better right than a creditor demanding execution lien according to the paragraph one.

Chapter 6. The Master

Section 131 *Seaworthiness of the ship*

The master shall before a voyage begins ensure that the ship is seaworthy, including that it is sufficiently equipped, manned and supplied with provisions and in a proper condition for the reception, carriage and preservation of the cargo. The master shall see that the cargo is properly stowed, that the ship is not overloaded, that its stability is satisfactory and that the hatches are properly closed and battened down.

During the voyage the master shall do everything in his or her power to keep the ship in a seaworthy condition.

Section 132 *Navigation, etc.*

The master shall ensure that the navigation and management of the ship accords with good seamanship.

The master shall, as far as possible in advance, acquaint him- or herself with the orders and regulations in force for shipping in the waters where the ship is to trade and at the places where it is to call.

Section 133 *Ship's books*

The master is responsible for the keeping of the prescribed ship's books. Entries are made under the master's supervision.

Section 134 *Loading, discharge, etc.*

The master shall ensure that loading and discharge are carried out and the voyage performed with due dispatch.

Section 135 *Distress*

If the ship is in distress, the master is duty bound to do everything in his or her power to save those on board and to protect the ship and cargo. The master shall if necessary see that the ship's books and papers are brought to safety, and as far as possible arrange for salvage of the ship and cargo.

Unless his or her own life is in considerable danger, the master must not leave the ship as long as there is a reasonable prospect of its being saved.

As far as possible without serious risk to the ship or to those on board, the master is duty bound to give all possible and necessary assistance to any person in distress at sea or threatened by danger at sea. Included in distress according to first sentence is any person who has taken refuge along the coast and cannot be reached by any other rescue service than stated in the international convention of 27 April 1979 on Maritime Search and Rescue. The master must treat persons

who have been brought onboard pursuant to first and second sentences with dignity and care, within the frames set by the ship's possibilities and limitations.

No one, including the owner, the charterer, and the company responsible for the ship's operation according to the definition in the SOLAS convention provision IX/1, must in any way, wholly or partially, interfere with the master in making decisions or effectuate efforts that in the master's professional judgement are necessary for the safety of human lives at sea, or for the protection of the marine environment.

Section 136 *The absence of the master, etc.*

If the master is absent or is unable to perform his or her duties, the senior mate present makes such decisions as cannot be postponed.

If the master leaves the ship he or she is required to inform the senior mate present or, if no mate is present, some other crew member, and give him the necessary orders for dealing with eventualities.

When the ship is not moored in port or at anchor in a safe anchorage, the master must not absent himself from the ship unnecessarily. The same applies under dangerous circumstances.

If the master dies, or is prevented owing to illness or for any other compelling reason from remaining in command of the ship, or if he or she leaves the service, the senior mate assumes command until a new master has been appointed. In such event the reder¹ shall be notified without delay. If the mate is not qualified to command the ship, the Maritime Directorate or the Foreign Office representative concerned shall also be notified as soon as possible.

Section 137 *The authority of the master*

The master, in his capacity as such, has authority to enter into contracts on behalf of the reder² relating to the conservation of the ship or the performance of the voyage and to make agreements for the carriage of goods on the voyage, or of passengers if the ship is intended for that purpose. He or she can also act as plaintiff in lawsuits relating to the ship.

The master of a fishing or catching vessel cannot without special authority enter into agreements regarding the ship's supply of equipment exclusively connected with fishing or catching, such as nets, lines, bait, ice, salt and barrels. Nor can the master, if the ship's gross tonnage does not exceed 300 tonnage units/register tons, without special authority purchase fuel for the ship's engines for the reder's account when the ship is within the territory of this Kingdom.

If money is required for any purpose mentioned in paragraph one and the instructions of the reder cannot be awaited, the master shall seek to raise the money in the most convenient way. He or she can then, according to the circumstances, raise loans or pledge or sell goods belonging to the reder and even, in case of necessity, pledge or sell cargo. Even if the transaction was unnecessary, the contract is nevertheless binding if the third party acted in good faith.

¹ The use of the term "reder" has been explained in the preface.

² Ibid.

Section 138 *Care of the cargo, etc.*

On behalf of the reder¹ the master shall take care of the cargo and generally protect the interests of the cargo-owner. For this purpose he or she may without special authority enter into agreements and act as plaintiff in accordance with the provisions of Section 266, cf. Section 339.

Section 139 *Obligations undertaken on behalf of the reder² or cargo-owner*

The master is not personally liable for obligations which he or she enters into in the capacity of master on behalf of the reder or cargo-owner.

Section 140 *Liability for damages*

The master is liable to compensate any loss caused through fault or neglect in his or her service pursuant to the general law of torts, cf. Section 2-3 of Act Relating to Compensation in Certain Circumstances.

Section 141 *Duty to render accounts*

The master must render accounts whenever the reder³ so requests.

In the accounts the master shall credit the reder with any special remuneration received from any one with whom he or she has had dealings in the capacity of master.

Section 142 *Repatriation of seamen, etc.*

It is the duty of the master to convey seamen, whose repatriation it is the Consul's responsibility to arrange, to their destination or to a port at which the ship calls on its voyage, but only in such numbers and on such conditions as the King determines. When not inconvenient, the master is bound without payment to carry the funeral urns of, and any personal belongings left by, seamen who when they died were Norwegian nationals or were resident in Norway.

Provided there are reciprocal arrangements, the King may extend these provision to apply also to foreign seamen (their urns and belongings) not covered by paragraph one.

Chapter 6 A. Alcohol Influence, Dutiful Temperance etc.

Section 143 *Alcohol influence etc.*

No one must navigate or try to navigate a ship with length overall exceeding 15 metres,

1. with a concentration of alcohol in the blood exceeding 0,2 per mille, or an amount of alcohol in the body which may lead to so large a concentration of alcohol in the blood,
2. with a concentration of alcohol in the exhalation breath exceeding 0,1 milligram per litre air, or
3. under the influence of any other intoxicating or anaesthetic agent than alcohol

¹ The use of the term "reder" has been explained in the preface.

² Ibid.

³ Ibid.

Delusion in relation to the size of the alcohol concentration does not exempt for penalty. The prohibition applies equally to those who performs or attempts to perform duties of essential significance to the safety at sea, herein including piloting.

Anyone who is included in the prohibition in paragraph one must not take in alcohol or any other intoxicating or anaesthetic agent in the first six hours after the end of his or her service, when he or she understands or must understand that the performance of his or her service may lead to a police investigation. This prohibition is however not applicable once a specimen of blood or specimen of breath has been taken, or the police has decided not to take such a test.

Anyone who intentionally or negligently violates this provision will become punishable by fine or imprisonment up to 1 year. Violation is regarded as a minor offence.

Section 144 *Dutiful temperance*

Anyone who navigates

1. a ship with length overall exceeding 15 metres and is used for economic activity, or
2. a small craft included in the prohibition in Act of 26 June 1998 no. 47 Regarding Leisure Crafts and Small Crafts Section 33 paragraph one, and is used in economic activity for passenger transportation,

must in the period of service not consume alcohol or any other intoxicating or anaesthetic agent. The prohibition applies equally to those who performs or attempts to perform duties of essential significance to the safety at sea, herein including piloting.

The prohibition also applies in a period of 8 hours prior to the start of the service period.

Anyone who intentionally or negligently violates this provision will become punishable by fine or imprisonment up to 1 year. Violation is regarded as a minor offence.

Section 145 *Breath test, specimen of breath, specimen of blood*

The police may require a breath test by a person

1. that it is reasonable to believe has violated the provisions in Sections 143 and 144;
2. who with or without own fault is involved in an accident;
3. when it is required as part of the ship traffic control.

If the result of the breath test or other circumstances gives reason to believe that the provisions in Sections 143 or 144 are violated, the police may present the person concerned for a specimen of breath, specimen of blood and clinical medical examination to attempt to establish the influence of alcohol or other intoxicating or anaesthetic agent. Such presentation will normally take place when a person refuses to cooperate in the carrying out of a breath test.

The specimen of breath is carried out by the police. A specimen of blood can be carried out by a medical practitioner, registered nurse or a bioengineer. A clinical medical examination is carried out when there is suspicion of the influence of other substances than alcohol or when there are other reasonable grounds.

The King may give further regulations regarding examinations as mentioned in this Section.

Liability

Chapter 7. General Provisions on Liability

Section 151 *Vicarious liability of the reder¹*

The reder shall be liable to compensate damage caused in the service by the fault or neglect of the master, crew, pilot, tug or others performing work in the service of the ship.

A reder who is liable according to paragraph one may claim compensation for the amount paid from the person who caused the damage. The statutory provisions concerning the right to abate the liability of the tortfeasor in relation to the victim shall however apply correspondingly to the claim of the reder.

Section 152 *Nuclear damage*

The provisions of the present Code imply no changes in what is or will be provided in special legislation concerning liability for nuclear damage.

Chapter 8. Collisions

Section 161 *Collisions resulting from faults on one or both sides*

When damage is caused to ships, goods, or persons as a result of a collision between ships and the fault is all on one side, that side shall cover the damage.

If there is fault on both sides, they shall both cover the damage in proportion to the faults committed on each side. If the circumstances give no grounds for an apportionment in any definite proportion, the damage is apportioned equally.

Each of the sides at fault is only liable for such proportion of the damages which falls upon it. In the event of personal injury, however, they are jointly and severally liable.

If any party has paid more than is finally due from it, it has a right of recourse against the other party at fault for the excess. Against such a claim for recourse, the latter can invoke the same right to exemption from or limitation of liability as it would have been entitled to in relation to the injured party by virtue of the law applicable to the relation between it and the injured party, or by virtue of any valid contractual exemption clause. Such a reservation can nevertheless not be invoked in so far as it exempts from or limits the liability beyond what would follow from Chapters 13, 14 and 15 or corresponding provisions under a foreign law which in such event applies in relation to the injured party.

When determining the question of fault, the Court shall especially consider whether or not there was time for deliberation.

Section 162 *Accidental collision*

If a collision was accidental or it cannot be established that it was caused by fault on either of the sides, each ship bears its own loss.

¹ The use of the term “reder” has been explained in the preface.

Section 163 *Collision without contact*

The provisions of the present Code relating to collisions between ships also apply when a ship by its manoeuvres or in similar ways causes damage to another ship or to persons or goods on board although no collision takes place between the ships.

Section 164 *Obligation to render assistance, etc.*

If ships collide, it is the duty of each master to render to the other ship and its crew and passengers all assistance that is possible and necessary in order to rescue them from danger arising from the collision, as far as this can be done without serious danger to the ship and those on board. Each master is also obliged to give the other master the name and home port of the ship and its place of departure and destination. A master whose ship collides with a boat is under the same obligations.

Chapter 9. Limitation of Liability

Section 171 *Persons entitled to limitation of liability*

The reder¹, shipowner, charterer or manager can limit his or her liability according to the provisions of this Chapter. The same applies to anyone performing services directly connected with salvage, including measures as mentioned in Section 172, paragraph one, no. 4, and Section 172a paragraph one.

If liability is asserted against anyone for whom the reder or other person mentioned in the first paragraph is responsible, that person also has the right to limit his or her liability.

An insurer of liability for claims which are subject to limitation has the same right to limitation as the insured party.

Section 172 *Limitation of claims relating to personal injury, property damage, delay etc, pursuant to the rules of the 1976 London convention on limitation of liability on maritime claims, as amended by the 1996 protocol*

The right to limitation of liability pursuant to Section 175 applies, regardless of the basis of the liability, to claims in respect of:

- 1) loss of life or injury to persons (personal injury) or loss of or damage to property (property damage), if the injury or damage arose on board or in direct connection with the operation of the ship or with salvage;
- 2) damage resulting from delay in the carriage by sea of goods, passengers, or their luggage;
- 3) other damage if it was caused by infringement of a non-contractual right and arose in direct connection with the operation of the ship or with salvage;
- 4) measures taken to avert or minimize losses for which liability would be limited, including losses caused by such measures.

If the person liable has a valid counterclaim, and the claim and counterclaim have arisen out of the same event, limitation can only be demanded for that part of the claim which exceeds the counterclaim.

When the ship's tonnage is 300 tons or less, claims of the kind mentioned in Section 172a are also included in the present Section.

¹ The use of the term "reder" has been explained in the preface.

Section 172a *Limitation of claims in connection with clean-up efforts relating to maritime accidents etc.*
When the ship's tonnage exceeds 300 tons, the right to limitation pursuant to Section 175a, regardless of the basis of the claim, applies to claims on the occasion of:

- 1) raising, removal, destruction or rendering harmless a ship which is sunk, stranded, abandoned or wrecked, as well as everything that is or has been on board the ship;
- 2) removal, destruction or rendering harmless the ship's cargo;
- 3) measures taken to avert or minimize losses for which liability would be limited under this Section, including losses caused by such measures.

Section 172 paragraph two applies correspondingly

Section 173 *Claims excepted from limitation*

The right to limitation of liability does not apply to

- 1) claims for salvage reward, including special compensation according to Section 449, contributions to general average, or remuneration pursuant to a contract relating to measures as mentioned in Section 172, paragraph one, no. 4 or Section 172a, paragraph one;
- 2) claims for oil pollution damage of the kind mentioned in Sections 191 and 207;
- 3) claims subject to any international convention or national legislation governing or prohibiting limitation of liability for nuclear damage;
- 4) claims in respect of nuclear damage caused by a nuclear ship;
- 5) claims in respect of injury to an employee covered by Section 171 paragraph two, and whose duties are connected with the operation of the ship or with salvage;
- 6) claims for interest and legal costs.

Section 174 *Conduct barring limitation*

A liable person cannot limit his or her liability if it is proved that he or she caused the loss deliberately or through gross negligence and with knowledge that such loss would probably result.

Section 175 *Limits of liability for claims comprised by Section 172*

For claims comprised by Section 172, the following limits of liability apply:

- 1) For claims in respect of personal injury caused to the ship's own passengers, the limit of liability is 175.000 SDR multiplied by the number of passengers which the ship is entitled to carry according to her certificate.
- 2) For other claims in respect of personal injury, the limit of liability is 2.000.000 SDR. For ships with tonnage exceeding 2.000 tons, the limit is increased such:
for every ton from 2.001 to 30.000 tons, by 800 SDR,
for every ton from 30.001 to 70.000, by 600 SDR, and
for every ton exceeding 70.000 tons, by 400 SDR.
- 3) For all other claims, and for remaining amounts of claims not covered according to no. 2, the limit of liability is 1.000.000 SDR. For ships with tonnage exceeding 500 tons, the limit is increased such:
for every ton from 501 to 30.000, by 400 SDR,
for every ton from 30.001 to 70,000, by 300 SDR, and
for every ton exceeding 70.000 tons, by 200 SDR.

- 4) The limits of liability in nos. 1 to 3 applies to the total of all claims arising from one and the same event, against the reder¹, shipowner, charterer or manager and anyone for whom any of these are responsible.
- 5) If salvors do not operate from any ship or only operate from the ship which the salvage concerns, the limits of liability shall be calculated according to a tonnage of 1,500 tons. The limits of liability apply to the total of all claims arising from one and the same event against the salvors and anyone for whom they are responsible.
- 6) By the ship's tonnage is meant gross tonnage according to the rules for tonnage measurement in Annex 1 of the International Convention on Tonnage Measurement of Ships, 1969. By SDR is meant the unit mentioned in Section 505.

Section 175a *Limits of liability for claims comprised by Section 172a*

The limit of liability for claims comprised by Section 172a, is 2.000.000 SDR. For ships with tonnage exceeding 1000 tons, the limit is increased as follows:

- 1) for every ton from 1.001 to 2.000 tons, by 2.000 SDR, and
- 2) for every ton from 2.001 to 10.000 tons, by 5.000 SDR, and
- 3) for every ton exceeding 10.001 tons, by 1.000 SDR.

Section 175, nos. 4, 5 and 6 apply correspondingly.

Section 176 *Distribution of liability amounts*

Each liability amount shall be distributed among the claims to which limitation applies in proportion to the amounts of the proven claims.

If the amount mentioned in Section 175 no. 2 does not fully satisfy the claims to which the amount relates, the remaining is paid on an equal footing with other claims out of the amount mentioned in Section 175 no. 3.

A person who has paid a claim in full or in part before the limitation amount has been distributed succeeds to the creditor's right of cover to the extent of his or her payment.

If a person shows that he or she may later become liable to pay a claim in full or in part, and that he or she will in the event succeed to the creditor's right of recovery, the Court can reserve a sufficient amount to enable the person in question to claim cover according to the provisions of the paragraph three.

Section 177 *Limitation fund and limitation actions*

If in this Kingdom suit has been brought or arrest or other enforcement proceedings are applied for in connection with a claim which by its nature is subject to limitation, a limitation fund may be constituted at the Court in question.

The fund is regarded as constituted with effect for all persons who can claim the same limit of liability, and to meet only those claims to which the limit applies.

After the fund has been constituted, only the person who constituted it, his or her liability insurer, and persons with claims the payment of which can be demanded from the fund, can bring suit to have decided the questions of liability for each individual claim, the right to limitation of liability, the limitation amount, and distribution of the fund (limitation action).

¹ The use of the term "reder" has been explained in the preface.

Separate suits concerning these questions cannot be brought in this Kingdom when the fund has been constituted.

More detailed provisions relating to limitation funds and limitation actions are laid down in Chapter 12.

Section 178 *Legal effects of the constitution of a limitation fund for claims comprised by Section 175, cf. Section 172*

For claims comprised by Section 175, cf. Section 172, the following rules on legal effects of limitation funds apply:

- 1) A claimant against a limitation fund constituted according to Section 177 or according to corresponding provisions of another Convention State cannot in respect of that claim apply for arrest or other enforcement proceedings in respect of ships or other property belonging to anyone on whose behalf the fund was constituted and who is entitled to limitation of liability.
- 2) After a limitation fund has been constituted in this Kingdom or in Denmark, Finland or Sweden, arrest or other enforcement proceedings in respect of ships or other property belonging to a person on whose behalf the fund was constituted and who is entitled to limitation of liability cannot be carried out in connection with claims payment of which can be demanded from the fund, but nevertheless cf. Section 180, paragraph three, first sentence. If an enforcement measure already has been carried out, it shall be annulled. Security given to avoid or dismiss enforcement proceedings shall be released.
- 3) If the fund has been constituted in another Convention State, the Court may refuse an application for arrest or other enforcement proceedings, annul enforcement measures that have been effected, or release security which has been posted. The Court shall refuse the application, annul measures which have been effected after the constitution of the fund, and release security posted after that time, if the fund has been constituted in
 - a) the port where the event giving grounds for liability occurred or, if it did not occur in a port, in the ship's first port of call after the event, or
 - b) the port of disembarkation, in so far as the claim relates to personal injury sustained by anyone on board the ship, or
 - c) the port of discharge, in so far as the claim relates to damage to the ship's cargo.
- 4) The provisions of nos. 1 and 3 can be given corresponding application if it is shown that a limitation fund constituted in a State which is not a Convention State can be considered equivalent to a limitation fund as mentioned in Section 177.
- 5) The provisions of the present Section only apply if the claimant is entitled to bring claims against the fund with the Court who administers it, and provided the fund is actually accessible and freely transferable for the recovery of the claim.
- 6) The jurisdiction seized by means of arrest or the posting of security is not lost because of the arrest being dismissed or the security released according to the provisions of nos. 2, 3 or 4.

Section 178a *The legal effects of a limitation fund being established for claims comprised by Section 175a, cf. Section 172a*

If there for a claim comprised by Section 175a, cf. Section 172a, has been established a limitation fund in this Kingdom, Section 178, nos. 1, 2, 5 and 6 apply correspondingly.

The limitation fund is established in accordance with the convention mentioned in Section 182 paragraph three if there in Denmark, Finland or Sweden, or any other Convention State where a

port as mentioned in Section 178 no. 3 letter a is located, and claims as mentioned in Section 172a can be claimable in the fund, Section 178 nos. 2 and 3 apply correspondingly for such claims, provided that there in this Kingdom has been established a supplementary fund for the cover of such claims which corresponds to the limitation amounts pursuant to Section 175a, with the deduction of that part of the established limitation fund which must be assumed to be used to cover such claims.

Section 179 *Costs the liable person has had in relation to measures mentioned in Section 172a*

Claims regarding reasonable expenses occurred in connection with measures mentioned in Section 172a, which someone with the right to limitation pursuant to Section 175a has carried out in order to prevent or reduce damage, is equal to other claims in regards to the apportionment of the limitation amount.

Section 180 *Limitation of liability without constituting a limitation fund*

Limitation of liability can be invoked although no limitation fund has been constituted.

In actions concerning claims which are subject to limitation, the Court shall in applying the provisions of the present Chapter only consider those claims which are brought before it. If a liable party argues that other claims subject to limitation to the same amount should also be taken into account, a reservation concerning limitation of liability in consequence of such claims shall be made in the judgment.

A judgment without a reservation according to paragraph two can be enforced when it is final. If the judgment does contain such a reservation, it can nevertheless be enforced unless a limitation fund is constituted and the Court finds cause to deny the application for enforcement pursuant to Section 178.

The parties can leave the calculation and distribution of the limitation amount to an average adjuster. Disputes as to the correctness of an average adjuster's decisions can be brought before the Courts.

Section 181 *Warships, drilling vessels, etc.*

The limits of liability for warships and other ships engaged in non-commercial State activities, cf. Section 175 nos. 2 and 3 and Section 175a, shall in no case be calculated according to a tonnage lower than 5.000 tons. The right to limitation of liability does not extend to claims relating to damage or loss due to the particular characteristics or use of warships. The same applies correspondingly to damage or loss caused by other ships being used in non-commercial State activities. The provisions of this paragraph do not apply to ships mainly used in ice-breaking or salvage.

With regard to ships built or equipped to drill for subsea natural resources, the limits of liability according to Section 175 nos. 2 and 3 shall regardless of the size of the vessel be 36 million SDR and the limits of liability according to Section 175a 60 million SDR for claims arising from damage or loss caused while the vessel is used in drilling operations.

Section 182 *Scope of application*

The provisions of Sections 171 to 181 shall apply in all cases in which limitation of liability is invoked before a Norwegian Court. Whether or not a claim as mentioned in Section 173 no. 5 is subject to limitation of liability is decided according to the laws of the State that, according to

the Norwegian rules on choice of law, apply to the contract of service, in so far as that State is a Convention State.

The provisions of Sections 171 to 181 does not preclude the application of otherwise applicable rules on abatement of a person's liability towards an injured party.

A Convention State means a State bound by the London Convention of 1976 Concerning Limitation of Liability for Maritime Claims as amended by the 1996 protocol.

Chapter 10. Liability for Damage from Oil Pollution

I. Liability and compensation in accordance with the rules of the international convention of 2001 on compensation for fuel oil spill damage (International Convention on Civil Liability for Bunker Oil Pollution Damage (2001))

Section 183 *Objective responsibility for the shipowner when pollution damage is caused by fuel oil, definitions*

The shipowner is responsible for pollution damage irrespective of fault when caused by fuel oil. Section 191, first paragraph, second and third sentence applies accordingly.

With pollution damage caused by fuel oil, sections 183 to 190 denote:

- a) Damage or loss occurring off the ship, due to pollution caused by fuel oil escaping or drained from the ship. Damage, like diminishing the environment, nevertheless comprise, in addition to lost profits, only expenses for reasonable measures for restoration that has been or will be undertaken.
- b) Expenses, damage or loss due to reasonable measures occurring after an incident that causes or entails immediate and considerable danger for damage as mentioned in letter a, and that aim to prevent or limit such damage.

The term 'ship' is to be interpreted, in sections 183 to 190, as any seagoing vessel or other floating device on the sea.

The term 'fuel oil' is to be interpreted as all oils containing hydrocarbon fluid, including grease, intended for operating the ship or its

The term 'shipowner' is to be interpreted, in sections 183 to 190, the owner, including the registered owner, the 'reder', the bareboat charterer, the managing owner or others responsible for central functions relevant to the running of the ship.

The term 'registered owner' is to be interpreted, in sections 183 to 190, the person listed in the ship register as owner, or if the ship is not registered, the shipowner.

If the ship is owned by a state, section 191, paragraph five, sentence two applies accordingly

The term 'Bunker Convention' is to be interpreted as the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001. The term 'Convention state' is to be interpreted, in sections 183 to 190, as a state that has acceded to the Bunker Convention.

Sections 183 to 190 do not apply to pollution damage covered by section 191 second paragraph.

Section 184. *Liability exemption*

The rules on discharge from liability and on mitigation of liability in section 192 applies accordingly under sections 183 to 190.

Section 185. *Limitation of liability and allocation of tort liability*

Claim for indemnification against the shipowner for pollution damage caused by fuel oil may only be asserted by the rules under sections 183 to 190. The rules on allocation of tort liability etc. in section 193 paragraphs two and three applies accordingly for liability under sections 183 to 190. The rule that liability cannot be asserted, cf. Section 193, shall nevertheless be exempt for persons included by the definition of 'shipowner' in section 183, paragraph five.

Section 186. *Insurance obligation. Certificate*

A registered owner of a Norwegian ship with a gross tonnage that, estimated from appendix I of the International Convention on Tonnage Measurements of Ships, 1969, exceeds 1000 tons, is obliged to maintain approved insurance or other financial security as mentioned in section 183 up to the limits of liability that ensue from the London Convention on Limitation of Liability for Maritime Claims, 1976, as it is changed by the Amendment Protocol of 1996, cf. the limits of liability in section 175. A certificate shall be issued attesting that such insurance or financial security is in force. Without a valid certificate, the ship must not sail under Norwegian flag.

The stipulation in the first paragraph, first sentence applies correspondingly to foreign ships with gross tonnage exceeding 1000 tons, calling at or sailing from ports or other loading or discharging locations in Norway or on the Norwegian part of the continental shelf. If the ship is registered in a Convention state, it shall carry a certificate pursuant to the Convention showing that there is insurance or other financial security. Second sentence is in accordance for ships registered in a non-Convention state.

For ships owned by the Norwegian state or by another state, the rules in section 197 paragraph three applies accordingly.

The department stipulates through regulations the rules of insurance and security, including which terms the insurance or security must fulfil in order to be approved, rules of certificates and their form, contents, emission and validity, including that an institution or organisation can issue a certificate, and rules of usage and registration of electronic certificates.

Section 187. *Sanctions against neglected insurance obligations*

The rules in section 199 applies accordingly when a ship does not have mandatory insurance or other financial security or the required certificate, cf. the rules in section 186.

Section 188. *Claims against the insurer*

Indemnity claims for pollution damage caused by fuel oil can be brought directly against whoever undertook the mandatory insurance or provided financial security under section 186 for the shipowner's liability under section 183 (the insurer). The insurer can invoke limitation of liability, even if the shipowner is not entitled to limitation of liability.

With claims against the insurer as mentioned in paragraph one, the insurer can also invoke the grounds for exemptions that the shipowner has not invoked. However, as against the claimants, the insurer shall not be entitled to invoke any defences which the insurer may invoke against the owner, apart from the defence that the damage was caused by the wilful misconduct of the owner personally.

When claims as mentioned in paragraph one is included by the rules of limitation of liability under section 172 a cf. section 175 a, the part of the claim that exceeds the amount that are covered by the obliged insurance under section 186 cf. section 175, can be claimed against the insurer or whoever has furnished financial security that covers the excess part of the liability. For such demands the rules in paragraph one sentence two apply accordingly.

Section 189. *Competence and recognition and execution of rulings by Norwegian courts*

The rules of section 203 paragraph one sentence two about Norwegian courts competence applies accordingly regarding law suits against the shipowner or the shipowner's insurer about liability for pollution damage caused by fuel oil.

A binding judgement against the shipowner or the shipowner's insurer is legally binding in the Kingdom of Norway and can be enforced here when enforceable, provided the ruling is delivered in a Convention state and by a Court of law that is competent to rule by article 9 of the Bunker convention.

Section 190. *Scope of the rules in sections 183 to 189*

The rules in sections 183 to 189 on liability for pollution damage caused by fuel oil applies to:

- a) pollution damage arising in this Kingdom or in the economic zone of Norway
- b) pollution damage arising in another Convention state or in the economic zone of such a state, and
- c) expenditure on measures to prevent or limit such pollution damage, regardless of where the measures were taken.

Section 206 paragraph two applies accordingly when pollution damage caused by fuel oil.

The rules in sections 183 to 189 does not apply for battleships or other ships owned or used by a state which at the time when oil escapes or is discharged from the ship is exclusively being used for State and non-commercial purposes. However, sections 183 to 185 still apply when damage occurs in this Kingdom or in the economic zone of Norway, or measures are taken to prevent or limit such damage.

The rules in sections 183 to 189 does not apply to the extent they should conflict with Norway's convention obligations opposite states that has not acceded the Bunker convention.

II. Liability and Damages According to the Rules of the 1992 Liability Convention and the 1992 Fund Convention etc.

Section 191 *Strict liability of the ship's owner, etc.*

Regardless of fault, the owner of a ship is liable for oil pollution damage. If such pollution damage is caused by a series of events with the same origin, liability shall rest on whoever owned the ship at the time of the first event. If the pollution damage occurs in an event that involves two ships or more, that separately transport oil, each owner is liable, but in such manner that the owners are jointly severally liable for damage that cannot reasonably refer to one specific ship.

By oil pollution damage is meant in sections 191 through 209:

- a) Damage or loss caused outside the ship by contamination resulting from the escape or discharge of oil from the ship. In addition to loss of profit, damage through impairment

of the environment nevertheless only comprises the costs of reasonable measures of reinstatement which have been or will be adopted.

- b) Expenses, damage or loss in consequence of reasonable measures adopted after an event which causes or entails an immediate and considerable risk of damage as mentioned in letter a, and the purpose of which is to prevent or limit such damage.

If nothing to the contrary is stated, cf. Section 208 paragraph one, ship in Sections 191 to 209 means any floating construction designed or adapted to carry oil in bulk. A ship which can carry oil and other cargo shall nevertheless in this context only be regarded as a ship when it is in fact carrying oil as cargo in bulk, and during subsequent voyages unless it is shown that no residues of such oil remain on board.

If nothing to the contrary is stated, cf. Section 208 paragraph four, oil in Sections 191 to 209 means any persistent hydrocarbon-mineral oil, such as crude oil, fuel oil, heavy diesel oil and lubricating oil.

By owner, if the ship is registered, is meant the person registered as owner in the Ship Register. If the ship is owned by a State, but operated by a company registered in that State as the ship's operator, that company is considered the owner of the ship.

In the present Chapter, the 1992 Liability Convention means the International Convention of 27 November, 1992, on Civil Liability for Oil Pollution Damage.

In the present Chapter, the 1992 Fund Convention means the International Convention of 27 November, 1992, on the Establishment of an International Fund for Compensation for Oil Pollution Damage.

In the present Chapter, the 2003 Supplementary Fund Convention means the Protocol of 16 May 2003 to the 1992 Fund Convention.

Section 192 *Exemptions from liability*

The owner is exempted from liability if it is proved that the damage:

- a) was caused by an act of war or similar action in an armed conflict, civil war or insurrection, or by a natural phenomenon of an exceptional, inevitable and irresistible character,
- b) was entirely caused by an act or omission by a third party with intent to cause damage, or
- c) was entirely caused by the negligence or other wrongful act by a public authority in connection with the maintenance of lights or other navigational aids.

If the owner proves that the injured party deliberately or negligently contributed to the damage, the liability can be abated according to the general rules governing damages.

Section 193 *Channelling of liability, etc.*

Claims for compensation for oil pollution damage can only be made against the owner of a ship according to the provisions of this Chapter.

Claims for compensation for oil pollution damage cannot be made against:

- a) a member of the crew, anyone employed by the owner or others the owner is liable for.
- b) the pilot or any other person performing services for the ship,

- c) the reder¹ or manager if they do not own the ship, and any charterer, sender, shipper, owner or receiver of the cargo,
- d) anyone engaged in salvage operations with the consent of the ship or on the instructions of a public authority,
- e) anyone taking steps to prevent or limit damage or loss as mentioned in section 191, or
- f) anyone employed by persons mentioned in letters b, c, d and e, or others that persons mentioned in letters b, c, d and e are liable for

unless that person caused damage with intent or through gross negligence, and with the knowledge that such damage would probably result.

The right of recourse for pollution damage cannot be invoked against anyone covered by the provisions of paragraph two letters a, b, d, e or f unless that person caused the damage with intent or through gross negligence and with knowledge that such damage would probably result. Otherwise, the ordinary legal principles in respect of recourse apply.

Section 194 *Limitation of liability*

The liability of the owner according to Section 191 is limited to 4.510.000 SDR for ships with tonnage not exceeding 5000 tons. For ships with tonnage exceeding 5000 tons, the liability amount increases by 631 SDR per ton exceeding 5000 tons. The liability amount can however in no case exceed 89.770.000 SDR.

The limitation applies to all liability for pollution relating to the same event or series of occurrences with the same origin. No limitation applies to the owner's liability for interest or legal costs.

The right to limitation of liability does not apply if it is proved that the owner caused the pollution damage deliberately or through gross negligence and with the comprehension that such damage would probably arise.

By SDR is meant the unit mentioned in Section 505. By the tonnage of the ship is meant its gross tonnage calculated according to the rules for the measurement of tonnage in Annex I to the International Convention on Tonnage Measurement of Ships, 1969.

Section 195 *Limitation fund and limitation proceedings*

An owner wishing to limit his or her liability according to Section 194 must constitute a limitation fund at the Court where an action for damages according to Section 191 has been or in the event may be brought. When the fund has been constituted, the owner or an injured party can bring an action for limitation to determine the liability and distribute the liability amount.

The fund shall be distributed among all claims arising out of the same event or series of occurrences with the same origin, in proportion to the amounts claimed. Section 176 three and four apply correspondingly.

Claims relating to reasonable expenses incurred for measures voluntarily undertaken by the owner after an occurrence in order to prevent or limit pollution damage rank equally with other claims when the fund is distributed.

More detailed provisions relating to limitation funds and limitation proceedings are laid down in Chapter 12.

¹ The use of the term "reder" has been explained in the preface.

If an owner has constituted a limitation fund in accordance with the 1992 Liability Convention in a foreign Convention State, this has the same effect with regard to the owner's right to limit liability as the establishment of a fund at a Norwegian Court.

Section 196 *Lifting of arrest, etc.*

If an owner is entitled to limit his liability according to Section 194 and has constituted a fund according to Section 195, recovery of claims that can be brought against the fund cannot be sought in ships or other assets belonging to the owner. If a ship or other assets belonging to the owner have been arrested in respect of such a claim, or if the owner has posted security to avoid arrest, the arrest shall in such a case be lifted or the security released.

The provision of paragraph one applies correspondingly if the owner has established a limitation fund according to the 1992 Liability Convention in a foreign Convention State, provided the claimant has access to the Court or other authority which administers the fund, and the fund is actually available to the claimant.

Section 197 *Insurance obligation. Certificate*

The owner of a Norwegian ship carrying more than 2000 tons of oil as cargo in bulk is obliged to maintain approved insurance or other financial security covering liability as mentioned in Section 191 up to the limits mentioned in Section 194. A certificate shall be issued attesting that such insurance or financial security is in force. Without a valid certificate, the ship must not sail under Norwegian flag.

The provision of the paragraph one first sentence applies correspondingly to foreign ships calling at or sailing from ports or other loading or discharging locations in Norway or on the Norwegian part of the continental shelf. If the ship is registered in a State which has acceded to the 1992 Liability Convention, it shall carry a certificate pursuant to the Convention showing that there is insurance or other financial security. The previous sentence applies also to ships registered in a State which has not acceded to the 1992 Liability Convention.

With such exceptions as follow from Section 206 paragraph three, the provisions of paragraph one and two also apply to ships owned by the Norwegian State or by another State, but such ships can, instead of insurance, financial security or a certificate as required in paragraphs one and two, carry a certificate issued by the competent authority of the State confirming that the ship is owned by the State and that liability is covered up to the limitation amount.

Section 198 *Regulations*

The King issues more detailed regulations relating to insurance and financial security, including which conditions the insurance or financial security must satisfy for approval, and concerning certificates and their form, contents, issuance and validity.

Section 199 *Sanctions against failure to observe insurance obligations, etc.*

If a ship does not have the mandatory insurance or other financial security or the required certificate, cf. Sections 197 and 198, the Maritime Directorate can deny the ship entrance to or departure from a port or other loading or discharging location in Norway or on the Norwegian part of the continental shelf, or order it to be discharged or moved.

Section 200 *Claims against the insurer*

Claims for compensation for pollution damage can be brought directly against whoever undertook the insurance or provided the financial security for the owner's liability (the insurer). The insurer can invoke limitation of liability according to Section 194 even though the owner is not entitled to such limitation. The insurer can also invoke the same grounds for exemptions from liability as the owner could have invoked. However, as against the claimants, the insurer shall not be entitled to invoke any defences which the insurer may invoke against the owner, apart from the defence that the damage was caused by the wilful misconduct of the owner personally.

The insurer can establish a limitation fund according to Section 195 with the same effect as if it was established by the owner. Such a fund can be established although the owner is not entitled to limitation of liability, but in that case the establishment does not limit the claims of the creditors against the owner.

Section 201 *The International Compensation Fund (1992) and The International Supplementary Fund (2003)*

In addition to the damages an injured party can obtain according to Sections 191 to 196 and Section 200, he or she is entitled to damages according to the provisions of the 1992 Fund Convention and the 2003 Supplementary Fund Convention. The 1992 Fund Convention and the 2003 Supplementary Fund Convention have statutory force.

Section 193 paragraph one and Section 200 apply correspondingly to the recourse claims of the Fund against other persons than the owner of the ship and his or her insurer. Otherwise, the ordinary legal principles in respect of recourse apply.

Section 202 *Dues to the International Compensation Fund (1992) and The Supplementary Fund Convention (2003)*

Whoever in Norwegian territory in the course of the calendar year receives more than a total of 150000 tons of crude oil or heavy fuel oils or heavy distillates as defined in the 1992 Fund Convention Article 1 paragraph 3, must pay such dues to the International Compensation Fund (1992) as the bodies of the Fund validly determine, and post such security for the dues as may be laid down. The Ministry decides whether a person who shares a close community of interest with another receiver in this Kingdom is liable for dues according to the 1992 Fund Convention Article 19 paragraph 2. The quantity of oil mentioned in first sentence comprises oil transported by sea in or to Norway, and oil which reaches Norway by other means, but has been transported by sea to a State which has not acceded to the 1992 Fund Convention, and has been transported from there to Norway without having been reloaded at a terminal in another State which has acceded to the 1992 Fund Convention.

Whoever in Norwegian territory in the course of the calendar year receives more than a total of 150000 tons of crude oil or heavy fuel oils or heavy distillates as defined in the 2003 Supplementary Fund Convention Article 1 paragraph 7, cf. the 1992 Fund Convention Article 1 paragraph 3, must pay such dues to the International Supplementary Fund (2003) as the bodies of the Fund validly determine, and post such security for the dues as may be laid down. Paragraph one, second and third sentences apply correspondingly, though the reference to the 1992 Fund Convention is to be read as a reference to the 2003 Supplementary Fund Convention.

Whoever in Norwegian territory receives oil as mentioned in the paragraph one shall supply information as to the quantity received according to regulations laid down by the Ministry.

Subject to such limitations as follow from statutory duties, everyone must maintain confidentiality concerning information he or she becomes acquainted with in pursuance of the present Section, in so far as the information concern technical installations and procedures, and also operational or business matters, which it would be important for competitive reasons to keep secret with regard to the person the information concerns.

Section 203 *Competence of Norwegian courts*

Actions against owner of a ship or his or her insurer concerning liability for pollution damage should be brought before a Norwegian Court if the pollution damage arose in this Kingdom or in the Norwegian economic zone or if steps were taken to prevent or limit such pollution damage. A Court which is competent according to paragraph one can adjudicate on all claims concerning the same occurrence or series of occurrence with the same origin. This also applies to claims relating to pollution damage outside this Kingdom.

Actions concerning the distribution of a limitation fund as mentioned in Section 195 can only be brought in this Kingdom when the fund is established at a Norwegian Court. An action shall be brought at the Court where the limitation fund is established.

Section 204 *Actions, etc., concerning the International Oil Pollution Compensation Fund (1992) and the International Supplementary Fund (2003)*

Claims for damages according to the 1992 Fund Convention and the 2003 Supplementary Fund Protocol can only be brought before a Norwegian Court in such cases as mentioned in Section 203 paragraph one, and only if no action against the owner of the ship or his or her insurer relating to the same damage has previously been brought in a State which has acceded to the 1992 Fund Convention or the 2003 Supplementary Fund Protocol.

If an action according to Section 203 paragraph one has been brought against the owner of a ship or his or her insurer, an action against the International Oil Pollution Compensation Fund (1992) or the International Supplementary Fund (2003) in respect of the same damage can only be brought before the same Court. An action can moreover only be brought against the Funds at the Court where an action according to Section 203 paragraph one could have been brought.

The International Oil Pollution Compensation Fund (1992) and the International Supplementary Fund (2003) can intervene as a party in any case against the owner of the ship or his or her insurer concerning damages according to the present Chapter and is in the event of such intervention bound by the judgment of the Court.

If an action against the owner or his or her insurer has been brought, either of the parties in the case can by letter notify the International Oil Pollution Compensation Fund (1992) and the International Supplementary Fund (2003) of the case. The Court shall arrange for the letter to be sent by registered mail to the Directors of the Funds. If the Fund in question has been given sufficient notice to enable it effectively to safeguard its interests, it shall be bound by a final judgment in the case.

Section 205 *Recognition and enforcement of a foreign judgment*

A final judgment against the owner of a ship or his or her insurer has binding effect in this Kingdom and can be enforced when formally enforceable, provided the judgment was given in a State which has acceded to the 1992 Liability Convention and by a Court which is competent to decide the case according to Article IX of the 1992 Liability Convention.

The same applies correspondingly to a judgment against the International Oil Pollution Compensation Fund (1992) pronounced in a State which has acceded to the 1992 Fund Convention or where the Fund has its seat, provided the Court is competent according to the 1992 Fund Convention Article 7 nos. 1 or 3.

The same applies correspondingly to a judgment against the International Supplementary Fund (2003) pronounced in a State which has acceded to the 2003 Supplementary Fund Protocol or where the Fund has its seat, provided the Court is competent according to the 2003 Supplementary Fund Protocol Article 7.

Section 206 *Scope of application of the provisions of the 1992 Liability Convention*

The provisions of Sections 191 to 196 and Section 200 relating to liability for pollution damage apply to:

- a) pollution damage arising in this Kingdom or in the economic zone of Norway,
- b) pollution damage arising in another State which has acceded to the 1992 Liability Convention or in the economic zone of such a State, and
- c) expenditure on measures to prevent or limit such pollution damage, regardless of where the measures were taken.

If a State as mentioned in letter b has not established an economic zone, the same applies to an area determined by the State in accordance with international law not exceeding 200 nautical miles from the baselines from which the sea territory is measured.

The provisions of Sections 191 to 205 do not apply to warships or other ships owned or used by a State which at the time when oil escapes or is discharged from the ship is exclusively being used for State and non-commercial purposes, but see also Section 207.

Section 207 *Oil spill liability not covered by the convention*

If a ship causes pollution damage as mentioned in Section 191 on that part of the Norwegian continental shelf which lies beyond the Norwegian economic zone or, in so far as the Norwegian law of damages is applicable, elsewhere on the high seas, or measures are taken to prevent or limit such damage, the provisions of Sections 191 and 192 shall apply correspondingly. In respect of ships as mentioned in the Section 206 paragraph three, the same also applies to damage in this Kingdom or in the Norwegian economic zone.

Liability according to paragraph one is limited according to the provisions of Section 194 paragraph one. If limitation of liability is claimed, the following rules apply:

- a) the provisions of Chapter 9 are applicable as appropriate,
- b) claims as mentioned in Section 195 paragraph three rank equally with other claims when the amount of the liability is apportioned,
- c) if a limitation fund is established in this Kingdom, the fund shall correspond to the full amount of the liability and the provisions of Chapter 12 applies correspondingly, and
- d) if a limitation fund has been established, which according to Section 178 would prevent arrest or other enforcement proceedings in this Kingdom, Section 193 paragraphs two and three also apply correspondingly.

If a Norwegian Court finds liability when a ship has caused pollution damage in a non-Convention State or on the high seas, or when measures have been made to prevent or limit such damage, the liability is limited to 4.510.000 SDR in respect of ships with tonnage not exceeding 5000 tons. In respect of ships with tonnage exceeding 5000 tons, the limit of liability is increased by 631 SDR for every ton that exceeds 5000 tons. In no case, however, will the limit of

liability exceed 89 770 000 SDR. In other respects, the provisions of paragraph two and Section 194 paragraph four apply correspondingly.

Section 208 *Oil spill liability subject to global limitation*

If in this Kingdom or in the Norwegian part of the continental shelf pollution damage is caused by oil escaping or being discharged from another ship or drilling rig or similar mobile installation than those mentioned in Section 191 paragraph three, and Sections 183 through 190 do not apply, the provisions of Sections 191 and 192 apply correspondingly. The same applies when steps have been taken to prevent or limit such damage.

The provisions of paragraph one also apply to pollution damage on the high seas off the Norwegian part of the continental shelf in so far as the Norwegian law of damages is applicable.

Liability according to paragraphs one and two is subject to limitation according to the provisions of Chapter 9, cf. also Section 507.

The provisions of paragraphs one to three apply correspondingly to other persistent oil than mentioned in Section 191 paragraph four, non-persistent oil and mixtures containing oil, regardless of whether or not the ship or installation is covered by the definition in Section 191 paragraph three.

Section 209 *Limitations on account of other statutes and conventions*

The provisions of Sections 191 to 208 entail no limitation of the liability of a licensee or an operator according to the provisions of Chapter 7 of the Petroleum Act for claims relating to pollution damage resulting from outflow or escape of petroleum.

If the licensee or the operator is liable for the damage according to Chapter 7 of the Petroleum Act, claims pursuant to Section 207 and 209 can only be invoked with such limitations as follow from §§ 7-4 and 7-5 of the Petroleum Act.

The provisions of Sections 191 to 208 do not apply in so far as they may conflict with the convention obligations of Norway towards States which have not acceded to the 1992 Liability Convention.

Chapter 11. (empty chapter, included for correct numbering)

Chapter 12. Limitation Funds and Limitation Proceedings

Section 231 *Scope*

The provisions of the present Chapter apply to limitation funds constituted according to Section 177 (global funds), Section 195 (oil damage funds according to the 1992 Liability Convention) and subsequent actions for limitation. Funds constituted according to Section 207 are also to be regarded as global funds.

The provisions of the Dispute Act apply correspondingly unless the contrary follows from the present Chapter.

Section 232 *Amounts of funds*

The global fund shall correspond to

- a) the total of the amounts which according to Section 175 or Section 175a are the limits of the liability for the claims for which limitation of liability is being invoked and which arose from one and the same event, and
- b) interest on the amounts mentioned under letter a for the time from the event to the constitution of the fund, calculated at the rate laid down according to Section 3 of Act of December 17, 1976, No. 100 Relating to Interest on Overdue Payments.

A fund constituted according to Section 175a shall equal the full amount of liability there, unless the fund is constituted as a supplementary fund according to Section 178a paragraph two.

A fund constituted according to Section 207 equals the full liability amount according to Section 207 paragraph two or three.

An oil damage fund according to the 1992 Liability Convention equals the amount of the liability according to Section 194.

Section 233 *Application to constitute a fund*

The person applying for the constitution of a limitation fund shall pay the amount of the fund to the Court or give such security for the amount as the Court finds satisfactory.

The application shall explain the reasons for constituting the fund, the information on the ship which is necessary to calculate the amount of the fund, and as far as possible information on all those believed likely to present claims against the fund.

Section 234 *Constitution of a fund*

A decision to constitute a fund is made in the form of a ruling¹ which provisionally fixes the amount of the fund and decides whether the proposed security is acceptable.

Unless there are special reasons for the contrary, the Court shall in its ruling also require payment of or the giving of security for an additional amount fixed at the discretion of the Court to meet the costs of constituting the fund and of an action for limitation, and the liability for interest payments. When a global fund is constituted, this only applies to interest for the period after the constitution of the fund.

If it appears from the ruling that the necessary payment has been made or security given, the fund shall be regarded as constituted on the day when the ruling was handed down. Otherwise the fund shall be regarded as constituted on the day when payment was made or security given.

The ruling can be appealed.

Section 235 *Announcement*

The Court shall immediately announce that a limitation fund has been constituted. In the announcement, all creditors intending to claim recovery from the fund shall be advised to submit their claims to the Court within a certain time limit of at least 2 months. Attention shall at the same time be drawn to the provisions of Section 177, paragraph three, second sentence and Sections 238 and 245.

¹ Original: "kjennelse".

The announcement shall be published in Norsk lysingsblad¹ and, at the discretion of the Court, also in other ways. According to the circumstances, the announcement shall also be published in other States.

The person constituting the fund and all known creditors shall be notified by registered mail.

Section 236 *Fund administrator*

If practical reasons so indicate, the Court may appoint an advocate or other expert to administer the fund. The Court determines the remuneration of the administrator.

Section 237 *Submission of claims*

A person submitting a claim shall give the Court the necessary information concerning the claim, including the basis for and the amount of the claim, and whether it is or has been subject to separate legal action.

Section 238 *Lapse of claims*

Satisfaction of a claim of which the Court has not been notified before the distribution of the fund is adjudicated by the Court of first instance can only be demanded according to the provisions of Section 244 paragraph two.

Section 239 *Payment and release of the fund*

The fund cannot be released unless the time limit for the submission of claims has expired and consent has been given by the person constituting the fund and by all creditors who have submitted claims against the fund.

Section 240 *Limitation proceedings*

Limitation proceedings are instituted by a writ of summons to the Court at which the fund is constituted. Proceedings can be instituted by a person as mentioned in Section 177, paragraph three, first sentence, or Section 195, paragraph one, second sentence. All those with claims against the fund shall be served with a joint writ of summons. All on whose behalf the fund was constituted can be made parties to the procedure.

Section 241 *Fund meeting*

The Court summons the person who constituted the fund, the person who instituted the limitation proceedings, and the creditors who have submitted claims (the parties) to a fund meeting. The fund meeting shall deal with the questions of the right to limitation of liability, the amount of the liability, and the claims submitted.

Before the meeting the administrator or, if no administrator has been appointed, the Court shall prepare and distribute to the parties recommendations concerning the questions to be dealt with.

If at the end of the fund meeting no objections have been made to the recommendations with such changes as may have been made at the fund meeting, the Court shall base the distribution of the fund on the recommendation. If it finds it necessary, the Court can postpone the treatment of the recommendation to a later fund meeting.

¹ The official gazette.

If an objection remains at the end of the fund meeting, the Court shall set a time limit within which the person maintaining the objection shall request that the question be decided by the Court. If the time limit is overrun, the objection is regarded as withdrawn.

Section 242 *Settlement of disputes*

If a request has been presented for a question to be decided by the Court, the Court decides whom to regard as plaintiff and defendant. The dispute is settled after such further preparation as the Court finds necessary. The Court may decide that the dispute shall be heard according to the rules on ordinary civil trials.

Disputes concerning the right of limitation of liability, the amount of the liability or individual claims can be subject to separate proceedings and adjudication. Each part judgment is in that case subject to separate appeal.

The Court shall give the person who constituted the fund and anyone having submitted a claim notice of disputes that are initiated and judgments given.

Section 243 *Provisional payment*

After the expiry of the time limit for submitting claims, the Court may decide to make provisional payments in partial settlement of the claims which have been proved.

Section 244 *Distribution of the fund*

When all disputes have been settled, the Court will by judgment distribute the fund according to the provisions of Sections 176 or 195.

The Court may retain an amount of money to cover claims that have not been submitted before the distribution of the fund was adjudicated by the Court of first instance. That amount of money is distributed when all claims submitted are decided on and the Court believes that no further claims will be submitted.

The fund shall be distributed even if the person who constituted it is not entitled to limitation of liability. The Court can on request give judgment ordering enforcement in respect of such part of a claim as is not covered by the fund.

Section 245 *Effect of final judgments*

A final judgment on the right of limitation of liability, the amount of the liability, the claims submitted and the distribution of the fund is binding on all those entitled to claim recovery from the fund, regardless of whether they have submitted claims in the case. The case can only be reopened in respect of the right to limitation of liability.

Contracts of Carriage¹

1 1. Cf. Acts 16 April 1937, 16 June 1967 no. 3, 7 July 1967 no. 1, 7 June 1968 no. 4, 6 June 1980 no. 18, 8. June 1984 no. 55, 12 June 1987 no. 48 Section 4, 4 December 1992 no. 121 and 27 June 2003 no. 58.

Chapter 13. Carriage of General Cargo¹

1. Cf. *previous* Act 4 February 1938 no. 3.

Introductory Provisions

Section 251 *Definitions*

In this Chapter the following words have the following meanings:

carrier, the person who enters into a contract with a sender for the carriage of general cargo by sea;

sub-carrier, the person who, pursuant to an assignment by the carrier, performs the carriage or part of it;

sender, the person who enters into a contract with a carrier for the carriage of general cargo by sea;

shipper, the person who delivers the goods for carriage;¹

transport document, a bill of lading² or other document³ issued as evidence of the contract of carriage;

the Convention, the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading, 1924, as amended by the Protocols of 1968 and 1979 (the Hague-Visby Rules);

Convention State, a State bound by the Convention.

1 1. Cf. Section 321.

2 2. Cf. Section 292.

3 3. Cf. Section 308.

Section 252 *Scope of application*

The provisions of this Chapter apply to contracts of carriage by sea¹ in domestic trade in Norway and in trade between Norway, Denmark, Finland and Sweden.² In respect of contracts of carriage by sea in domestic trade in Denmark, Finland and Sweden, the law of the State where the carriage is performed applies.

In other trades the provisions apply to contracts of carriage by sea between two different States, if:

- 1) the agreed port of loading is in a Convention State,³
- 2) the agreed port of discharge is in Norway, Denmark, Finland or Sweden,
- 3) several ports of discharge have been agreed and the actual port of discharge is one of these and is situated in Norway, Denmark, Finland or Sweden,
- 4) the transport document³ is issued in a Convention State, or
- 5) the transport document³ states that the Convention or the law of a Convention State based thereon shall apply.

If neither the agreed place of loading nor the agreed or actual place of delivery is in Norway, Denmark, Finland or Sweden, the parties may nevertheless agree⁴ that the contract of carriage by sea shall be subject to the law of a Convention State.³

1 Cf. Acts 20 December 1974 no. 68 Section 4, 15 June 1984 no. 74 and 75 and 11 June 1993 no. 101 Chapter X.

2 Cf. Chapter 14 and 15.

3 Cf. Section 251.

4 Cf. Section 254 paragraph three.

Section 253 *Charter party trade, etc.*

The provisions of this Chapter do not apply to charter parties for the chartering of a whole ship or part of a ship.¹ If a bill of lading is issued pursuant to a charter party, the provisions of this Chapter nevertheless apply to the bill of lading if it governs the legal relationship between the carrier and the holder of the bill of lading.³

Under a contract for the carriage by ship of cargo on several voyages within a specified period of time, the provisions of this Chapter apply to each voyage.⁴ If the voyage is performed according to a charter party, paragraph one nevertheless applies.

1 Cf. Chapter 14.

2 Cf. Section 292.

3 Cf. Section 292 paragraph three and Section 325.

4 Cf. Section 362 and Section 367.

Section 254¹ *Contractual provisions*

A provision of a contract of carriage or transport document² is invalid in so far as it departs from the provisions of this Chapter or from Section 501 paragraph one no. 7 and paragraph two first sentence. The invalidity of such a provision does not affect the validity of the other provisions of the contract or document. Any provision granting the carrier² the benefit of insurance for the goods, or any similar provision, is invalid.

Paragraph one does not apply to the provisions of Sections 255, 258 to 261 and 264 to 273 or preclude the inclusion in the contract of carriage of provisions relating to general average.³ The carrier may also increase his responsibilities or obligations under this Chapter.⁴

If a contract of carriage is subject to the Convention² or the law of a Convention State² based thereon, the transport document² shall state this, and state that provisions varying those rules to the detriment of the sender,² shipper² or receiver are invalid.⁵

If, due to the peculiar character or state of the goods or the particular circumstances or conditions under which the carriage is to be performed, it is reasonable to decrease the obligations of the carrier or to increase his rights according to this Chapter, an agreement to that effect is valid.⁶

1 Cf. Section 285.

2 Cf. Section 251.

3 Cf. Chapter 17 and Section 289.

4 Cf. Section 286 paragraph two.

5 Cf. Section 252 paragraph three.

6 Cf. Section 277.

Delivery of Goods

Section 255¹ *The shipper's delivery of the goods*

The goods shall be delivered at the place and within the period of time as indicated by the carrier.² It shall be delivered in such a way and in such a condition that it can be conveniently and safely brought on board, stowed, carried and discharged.

1 Cf. Section 254.

2 Cf. Section 251.

Section 256¹ *Examination of packing*

The carrier² shall to a reasonable extent examine whether the goods are packed in such a way as not to suffer damage or cause damage to any person or property. If the goods have been delivered in a container or similar transport device, the carrier is not, however, bound to examine such device internally unless there is reason to suspect that it has not been sufficiently well packed.

The carrier² shall inform the sender² of any deficiencies the carrier has noticed.³ The carrier is not bound to carry the goods unless the carrier cannot by reasonable means make them fit for carriage.

1 Cf. Sections 281 and 298.

2 Cf. Section 251.

3 Cf. Section 275 paragraph three.

Section 257¹ *Dangerous goods*

Dangerous goods shall be marked as dangerous in a suitable manner.² The sender shall in due time notify the carrier³ and the sub-carrier³ to whom the goods are delivered of the dangerous nature of the goods and indicate the necessary safety measures.

If the sender³ otherwise is aware that the goods are of such a nature that their carriage may involve danger or significant inconvenience to persons, ship or cargo, the sender shall also give notice of this fact.⁴

1 Cf. Section 291.

2 Cf. Section 296 paragraph one no. 1 and Act 9 June 1903 no. 7 Sections 69 to 79.

3 Cf. Section 251.

4 Cf. Act 22 April 1932 no. 1.

Section 258¹ *Goods requiring special care*

If the goods need to be handled with special care, the sender shall in due time give notice thereof, and state the measures which may be required.² If necessary, the goods shall be marked in a suitable manner.

1 Cf. Section 254.

2 Cf. Section 277 paragraph two.

Section 259¹ *Receipt for goods received*

The shipper² is entitled to demand receipts for the reception of goods as and when they are delivered.

Provisions relating to the issuing of bills of lading and other transport documents² are contained in Sections 292 to 309.

1 Cf. Sections 254 and 294.

2 Cf. Section 251.

Section 260¹ *Freight*

Unless otherwise agreed, the freight payable is the current freight at the time of delivery.

Payment of freight can be demanded upon reception of the goods.

For goods that are not intact at the end of the carriage, freight cannot be claimed unless the goods have been lost due to the nature of the goods, insufficient packing, or fault or neglect on the part of the sender,² or the carrier² has sold the goods for the account of the owner or has discharged them, rendered them innocuous or destroyed them according to Section 291.

Freight paid in advance shall be repaid if, according to paragraph two, the carrier² was not entitled to freight.

1 Cf. Section 254.

2 Cf. Section 251.

Section 261¹ *Breach of contract and renunciation by the sender²*

If the sender² renounces the contract before the carriage has commenced, the carrier² is entitled to damages for loss of freight and other losses.

If the goods are not delivered on time, the carrier is entitled to cancel the contract if the delay amounts to a substantial breach of contract. If the carrier wishes to cancel the contract, the carrier must give notice without undue delay after the sender has inquired, but no later than when the goods are received for carriage. If the carrier does not do so, the right of cancellation is lost. If the contract is cancelled, the carrier is entitled to damages for loss of freight and other losses.

If the sender² or the receiver requests interruption of the carriage and delivery of the goods elsewhere than at their destination,³ the carrier² is entitled to damages for loss of freight and other losses. Interruption of the carriage cannot be requested if it would cause significant loss or inconvenience to the carrier or other senders.

The provisions of Section 352 paragraphs two to four apply correspondingly.

1 Cf. Section 254.

2 Cf. Section 251.

3 Cf. Section 302 paragraph two.

The Carriage

Section 262¹ *The duty of the carrier² to protect the interests of the cargo owner*

The carrier² shall perform the carriage with due care and despatch, take care of the goods and in other respects protect the interests³ of the owner from the reception and to the delivery of the goods.⁴

The carrier² shall ensure that the ship used for the carriage is seaworthy, including that it is properly manned and equipped and that the holds, refrigerated and cold-storage storerooms and other parts of the ship where goods are stored are in a proper condition for receiving, carrying and preserving the goods.⁵

If goods have been lost, damaged or delayed, the carrier² shall notify the person indicated by the sender² at the earliest opportunity. If such notice cannot be given, the cargo owner or, if he is

unknown, the sender shall be notified. The same applies if the carriage cannot be completed as intended.⁶

1 Cf. Section 138.

2 Cf. Section 251.

3 Cf. Section 275 paragraph two.

4 Cf. Section 274.

5 Cf. Sections 131 and 276 paragraph two.

6 Cf. Sections 303 and 346.

Section 263 *Deck cargo*

Goods can be carried on deck only if this is in accordance with the contract of carriage, custom of the trade or other usage in the trade in question or is required by statutory rules or regulations based on statutory rules.¹

If, according to the contract, the goods may or shall be carried on deck, this shall be stated in the transport document.² If this has not been done, the carrier has the burden of proving that carriage on deck was agreed. The carrier² cannot invoke such an agreement against a third party who has acquired the bill of lading in good faith.³

Special rules on liability for deck cargo are contained in Section 284.

1 Cf. Act 9 June 1903 no. 7 Section 72 paragraph one.

2 Cf. Section 251.

3 Cf. Sections 284, 292 paragraph three, 300 and 325.

Section 264¹ *Breach of contract by the carrier²*

The sender² is entitled to cancel the contract of carriage due to delay or other breach of contract on the part of the carrier² if the breach of contract is substantial. From the time that the goods have been delivered, the sender is not entitled to cancel the contract if redelivery of the goods would involve significant loss or inconvenience to other senders.

If the sender² wishes to cancel the contract, the sender must give notice hereof without undue delay from the time that it must be assumed that the sender has knowledge of the breach of contract. If the sender does not do so, the right of cancellation is lost.

1 Cf. Section 254.

2 Cf. Section 251.

Section 265¹ *Interruption of the carriage and distance freight*

If a ship carrying or intended to carry the goods is lost or damaged beyond repair, this does not relieve the carrier² of the obligation to complete the carriage.

If hindrances arise which prevent the ship from reaching the port of discharge and discharging the goods, or if this cannot be done without unreasonable delay, the carrier² may instead choose another suitable port of discharge.

Regarding cancellation of the contract of carriage due to war risk, etc., the provisions of Sections 358 and 360 apply.

If a part of the carriage has been performed when the contract is cancelled or ceases, or when for any other reason the goods are discharged in a port other than the agreed port of discharge, the carrier² is entitled to distance freight according to the provisions of Section 341.

1 Cf. Section 254.

2 Cf. Section 251.

Section 266¹ *Measures adopted on behalf of the cargo owner*

If it becomes necessary to adopt special measures in order to safeguard or carry the goods or otherwise to protect the interests of the cargo owner, the carrier² shall obtain instructions from the cargo owner.

If time or other circumstances do not permit the obtaining of instructions, or if such instructions are not received in due time, the carrier² is authorized to take the necessary steps on the behalf of the cargo owner and represent the cargo owner in matters concerning the goods. Even though such measures were not necessary, they are binding on the cargo owner if the third party acted in good faith.

Notice of the steps taken shall be given according to the provisions of section 262 paragraph three.

1 Cf. Sections 138 and 254.

2 Cf. Section 251.

Section 267¹ *Liability of the cargo owner for measures adopted by the carrier²*

The cargo owner is liable for measures adopted and expenses incurred by the carrier² for the sake of the goods. However, if the carrier acted without instructions, the cargo owner is not liable for a higher amount than the value at the outset of the carriage of the goods to which the measure or the expense related.

1 Cf. Section 61 no. 2 and Section 254.

2 Cf. Section 251.

Delivery of the Goods

Section 268¹ *The carrier's² delivery of the goods*

At the port of destination, the receiver shall receive the goods at the place and within the period of time indicated by the carrier.² The goods shall be delivered in such a manner that they can be conveniently and safely received.

A person who appears to be entitled to receive the goods may inspect them before reception.³

1 Cf. Section 254.

2 Cf. Section 251.

3 Cf. Section 302.

Section 269¹ *Duty of the receiver to pay freight, etc.*

If the goods are delivered against a bill of lading,² the receiver becomes liable on receiving the goods for freight and other claims due to the carrier³ pursuant to the bill of lading.⁴

If the goods were delivered otherwise than against a bill of lading,² the receiver is only liable to pay freight and other claims according to the contract of carriage if the receiver had notice of the claims at the time of delivery or was aware or ought to have been aware that the carrier³ had not received payment.

1 Cf. Section 61 no. 3 and Section 254.

2 Cf. Section 292.

3 Cf. Section 245.

4 Cf. Sections 299 and 325.

Section 270¹ *Right of retention*

If the carrier has claims according to Section 269 or other claims secured by a maritime lien on the goods pursuant to Section 61, the carrier is not obliged to deliver the goods before the receiver has either paid the claims or given security for them.² When the goods have been delivered, the carrier³ can claim payment out of the security⁴ unless the receiver prevents this by arrest⁵ or interim injunction.⁶

1 Cf. Section 254.

2 Cf. Sections 448 and 465.

3 Cf. Section 251.

4 Cf. Section 272.

5 Cf. Chapter 4 and the Enforcement of Claims Act Chapter 14.

6 Cf. Enforcement of Claims Act Chapter 16.

Section 271¹ *Warehousing of goods*

If the goods are not collected within the period indicated by the carrier² or otherwise within a reasonable time, they may be warehoused in safe custody at the expense of the receiver.³

Notice that the goods have been warehoused shall be given according to the rules of Section 262 paragraph three. A reasonable time limit shall be set, after which the goods may be sold or otherwise disposed of according to Section 272.

1 Cf. Section 254.

2 Cf. Section 251.

3 Cf. Section 274 paragraph three and Section 303.

Section 272¹ *The carrier's right of disposal of goods which are not collected*

On the expiry of the time limit given in the notice according to Section 271 paragraph two, the carrier² can sell warehoused goods to the extent necessary to cover the costs of the sale and claims mentioned in Section 270. The carrier shall exercise care in the conduct of the sale.

If the goods cannot be sold or it is evident that the costs of sale will not be covered by the proceeds, the carrier² may dispose of the goods in some other reasonable way.

1 Cf. Section 254.

2 Cf. Section 251.

Section 273¹ *The sender's liability for freight, etc.*

If the goods are delivered to the receiver without payment of such claims against the sender² as the receiver should have paid, the sender remains liable, unless the delivery entails losses for the sender and the carrier must have realized this.

The carrier² is not obliged to sell warehoused goods³ to cover such claims against the sender² as the receiver should have paid. If a sale nevertheless takes place without satisfaction of the claims, the sender remains liable for the deficit.

1 Cf. Section 254.

2 Cf. Section 251.

3 Cf. Section 272.

The Carrier's Liability for Damages¹

4 Cf. Section 501 paragraph one no. 7 and paragraph two.

Section 274 *Period of responsibility*

The carrier¹ is responsible for the goods while they are in his or her custody at the port of loading, during the carriage, and at the port of discharge.²

The carrier¹ is considered to have the goods in his or her custody according to paragraph one from the moment when the carrier receives the goods from the shipper or from any authority or other third party to whom the goods have to be delivered according to law or regulations applicable at the port of loading.

The carrier¹ is no longer considered to have custody of the goods according to paragraph one:

- 1) when the carrier has delivered the goods to the receiver,
- 2) if the receiver does not receive the goods from the carrier, when it has been warehoused³ on the account of the receiver in accordance with the contract or with the law or usage at the port of discharge, or
- 3) when the carrier has delivered the goods to any authority or other third party to whom the goods must be delivered according to law or regulations applicable at the port of discharge.

1 Cf. Section 251.

2 Cf. Section 262.

3 Cf. Section 271.

Section 275 *Liability for cargo damage*

The carrier¹ is liable for losses resulting from the goods being lost or damaged while in his or her custody on board or ashore, unless the carrier shows that the loss was not due to his or her personal fault or neglect or that of anyone for whom he or she is responsible.²

The carrier¹ is not liable for losses resulting from measures to rescue persons or reasonable measures to salvage ships or other property at sea.³

When fault or neglect on the part of the carrier¹ combines with another cause to produce losses, the carrier is only liable to the extent that the loss is attributable to such fault or neglect.⁴ It is for the carrier to prove to what extent the loss was not caused by fault or neglect on his or her part.

1 Cf. Section 251.

2 Cf. Section 285 and Section 291 paragraph three.

3 Cf. Chapter 16.

4 Cf. Sections 255 to 258, Section 284 and Act 13 June 1969 no. 26 Section 5-1.

Section 276 *Loss due to nautical fault and fire*

The carrier¹ is not liable if the carrier can show that the loss resulted from:

- 1) fault or neglect in the navigation or management of the ship, on the part of the master, crew, pilot or tug or others performing work in the service of the ship,² or
- 2) fire, unless caused by the fault or neglect of the carrier¹ personally.

The carrier¹ is nevertheless liable for losses in consequence of unseaworthiness³ which is caused by the carrier personally or a person for whom the carrier is responsible failing to take proper care to make the ship seaworthy at the commencement of the voyage. The burden of proving that proper care was taken rests on the carrier.

The present Section does not apply to contracts for carriage by sea in domestic trade in Norway.

1 Amended by Act 2 August 1996 no. 61 (in force 1 January 1997).

2 Cf. Section 251.

3 Cf. Section 151.

4 Cf. Sections 131 and 262 paragraph two.

Section 277¹ *Liability for live animals*

The carrier² is not liable for loss of or injury to live animals arising from the particular risks inherent in such carriage.

If the carrier² shows that he or she has followed the particular instructions given,³ and that the loss or injury could be attributed to such risks, the carrier is not liable unless it is shown that the loss or injury was wholly or partly caused by the fault or neglect of the carrier personally or of someone for whom the carrier is responsible.

1 Cf. Section 254 paragraph four.

2 Cf. Section 251.

3 Cf. Section 257.

Section 278 *Liability for delay*

The carrier¹ is liable according to the provisions of Sections 275 to 277 for losses resulting from delay in delivery of the goods.

Delayed delivery occurs when the goods are not delivered in the port of discharge pursuant to the contract of carriage within the agreed time or, if no time limit for delivery was agreed, within the period of carriage which it is reasonable under the circumstances to require of a diligent carrier.¹

If the goods have not been delivered within 60 days from the day when they should have been delivered according to paragraph two, damages can be claimed as for loss of the goods according to section 275.

1 Cf. Section 251.

Section 279 *Calculation of damages for property damage*

Damages for loss of or damage to the goods are calculated on the basis of the value of goods of the same kind at the place and time when the goods were or should have been delivered according to the contract of carriage.

The value of the goods is determined on the basis of the exchange price or, in the absence thereof, the market price. If there is neither an exchange price nor a market price, the value shall be determined according to the current value of goods of the same kind and quality.

Section 280 *Limits of liability*

The carrier's¹ liability shall not exceed 667 SDR for each package or other unit of the goods or 2 SDR for each kilogram of the gross weight of the goods lost, damaged or delayed. The limit of liability which results in the highest liability shall be applied. By SDR is meant the unit mentioned in Section 505.²

In contracts for carriage by sea in domestic trade in Norway, the liability of the carrier is limited to 17 SDR for each kilogram of the gross weight of the goods lost or damaged. The liability for delay shall not exceed the full freight according to the contract of carriage.

1 Amended by Act 2 August 1996 no. 61 (in force 1 January 1997).

2 Cf. Section 251.

3 Cf. the footnote of Section 505.

Section 281¹ *The limit of liability for goods loaded as a unit*

If a container, pallet or other transport device was used to consolidate the goods, each package or other unit listed in the transport document as having been loaded in the device shall be regarded as one package or unit for the purposes of Section 280. Otherwise goods in the transport device shall be regarded as one unit. If the transport device itself has been lost or damaged, it shall be regarded as a separate unit unless it was owned or otherwise provided by the carrier.²

1 Cf. Sections 256 and 298.

2 Cf. Section 251.

Section 282 *Liability not based on the contract of carriage*

The provisions relating to the carrier's¹ defences and the limits of the carrier's liability apply even if the claim against the carrier is not based on the contract of carriage.

The provisions relating to the carrier's¹ defences and the limits of the carrier's liability apply correspondingly if the claim is brought against anyone for whom the carrier is responsible, and that person shows that he or she acted in the performance of his or her duties in the service or to fulfil the assignment.

The total liability which can be imposed on the carrier and the persons for whom the carrier is responsible shall not exceed the limits of liability according to Section 280.

1 Cf. Section 251.

Section 283¹ *Loss of the right to limitation of liability*

A liable person cannot limit his or her liability if it is shown that he or she personally caused the loss wilfully or through gross negligence and with knowledge that such loss would probably arise.

1 Cf. Section 284 paragraph two and Section 300.

Section 284 *Liability for deck cargo*

If goods are carried on deck in breach of Section 263, the carrier¹ is liable, irrespective of the provisions of Sections 275 to 278, for losses which are exclusively the consequence of the carriage on deck. Concerning the extent of the liability, Sections 280 and 283 apply.

If goods have been carried on deck contrary to an express agreement for carriage under deck, there is no right to limitation of liability according to this Chapter.²

1 Cf. Section 251.

2 Cf. Section 283.

Section 285 *The carrier's liability for a sub-carrier¹*

If the carriage is performed wholly or in part by a sub-carrier,¹ the carrier remains liable according to the provisions of this Chapter as if the carrier had performed the entire carriage him- or herself.

If it has been expressly agreed that a certain part of the carriage shall be performed by a named sub-carrier,¹ the carrier¹ may make a reservation exempting him- or herself from liability for any loss caused by an event occurring while the goods are in the custody of the sub-carrier.² The burden of proving that the loss was caused by such an event rests on the carrier.

A reservation according to paragraph two can nevertheless not be invoked if an action against the sub-carrier² cannot be brought before a Court competent according to Section 310.

1 Cf. Section 251.

2 Cf. Section 254.

Section 286¹ *Liability of the sub-carrier²*

A sub-carrier² is liable for such part of the carriage as he or she performs, pursuant to the same rules as the carrier.² The provisions of Sections 282 and 283 apply correspondingly.

If the carrier² has undertaken obligations beyond what follows from the present Chapter or waived rights according to this Chapter,³ the sub-carrier² is only bound by this when he or she has given written consent.

1 Cf. Sections 347 and 383.

2 Cf. Section 251.

3 Cf. Section 501.

Section 287 *Joint liability*

If both the carrier¹ and sub-carrier¹ are liable, they are jointly and severally liable.²

The total liability which can be imposed on the carrier¹ and sub-carrier¹ and persons for whom they are responsible shall not exceed the limits of liability according to Section 280, unless the contrary follows from Section 283.

The provisions of the present Chapter does not preclude recourse agreements between the carrier and the sub-carrier.¹

1 Cf. Section 251.

2 Cf. Act 13. June 1969 no. 26 Section 5-3.

Section 288¹ *Notice of damage or loss*

If the goods have been delivered and the receiver has not notified the carrier² in writing of any loss or damage which the receiver had or ought to have discovered, and of the nature of the loss or damage in question, all the goods is, where nothing to the contrary is proved, regarded to have been delivered in the condition described in the transport document.² If the loss or damage was not apparent at the time of delivery, the same applies if written notice is not given at the latest three days after the delivery.

Written notice is not required in respect of loss or damage which is ascertained in a joint inspection of the goods.³

The carrier² is not liable for losses in consequence of delayed delivery unless written notice is given within 60 days after the goods were delivered to the receiver.

Notice can be given to the sub-carrier² who delivered the goods, or to the carrier.²

1 Cf. Section 299 and 309 paragraph two.

2 Cf. Section 251.

3 Cf. Chapter 18 III.

Section 289¹ *General average contribution, etc.*

The provisions of Sections 274 to 288 relating to the carrier's liability² for loss of or damage to goods apply correspondingly to the right of the receiver to refuse to pay a general average contribution and to the obligation of the carrier to reimburse the receiver for any general average contribution or any salvage reward which the latter may have paid.

1 Cf. Section 254 paragraph two and Chapter 16 and 17.

2 Cf. Section 251.

The Liability of the Sender

Section 290 *General rule on liability*

The sender¹ is not liable for losses caused to the carrier² or sub-carrier,¹ including damage to the ship, which have arisen without any fault or neglect on the part of the sender personally or of anyone for whom the sender is responsible. Nor is anyone for whom the sender is responsible² liable for losses arising without any fault or neglect of him or her personally or that of anyone for whom he or she is responsible.

1 Cf. Section 251.

2 Cf. Section 255 paragraph two and Sections 257 and 258.

Section 291 *Dangerous goods*

If the sender¹ has delivered dangerous goods to the carrier¹ or a sub-carrier¹ without informing him or her of the dangerous properties of the goods and the necessary precautions in accordance with section 257, and if the person receiving the goods is not otherwise aware of their dangerous properties, the sender is liable to the carrier and to any sub-carrier for costs and other losses in consequence of the carriage of such goods. The carrier or sub-carrier may, according to the circumstances, discharge the goods, render them innocuous, or destroy them with no obligation to pay damages.

A person who has received the goods into his or her custody while knowing its dangerous properties cannot invoke the provisions of paragraph one.

The carrier¹ may, according to the circumstances, discharge, render innocuous or destroy goods which prove to be a danger to persons or property, with no obligation to pay damages.²

1 Cf. Section 251.

2 Cf. Section 275.

Bills of Lading and other Transport Documents

Section 292 *Bills of lading*

By a bill of lading (konnossement)⁴ is meant a document

- 1) which evidences a contract of carriage by sea and that the carrier¹ has received or loaded the goods, and
- 2) which is designated by the term bill of lading or contains a clause to the effect that the carrier undertakes to deliver the goods in exchange for the return of the document only.

A bill of lading may be made out to a named person, to a named person or order, or to bearer. A bill of lading made out to a named person is regarded as an order bill of lading unless it contains a reservation in such terms as “not to order”⁵ or similar.²

A bill of lading governs the conditions for carriage and delivery of the goods in the relation between the carrier¹ and a holder of the bill of lading other than the sender.¹ Provisions in the contract of carriage which are not included in the bill of lading cannot be invoked against such a holder unless the bill of lading includes a reference to them.³

1 Cf. Section 251.

2 Cf. Act 17 February 1939 no. 1 Section 11 paragraph two no. 2.

3 Cf. Section 310 paragraph three and Section 325.

4 In the original text the English term “bill of lading” is included as well as the Norwegian term “konnossement”.

5 The term used in the original text is “ikke til ordre”.

Section 293 *Through bills of lading*

By a through bill of lading is meant a bill of lading which states that the carriage of the goods is to be performed by more than one carrier.¹

A person issuing a through bill of lading shall see to that a separate bill of lading issued for part of the carriage states that the goods are being carried according to a through bill of lading.

1 Cf. Section 251.

Section 294¹ *The shipper's right to a bill of lading*

When the carrier² has received the goods, the carrier shall at the request of the shipper² issue a received for shipment bill of lading.

When the goods have been loaded, the shipper² can demand a shipped bill of lading. If a received for shipment bill of lading was issued, it shall be returned when the shipped bill of lading is issued. A received for shipment bill of lading with an annotation of the name of the ship or ships onto which the goods have been loaded and the date of loading serves as a shipped bill of lading.

The shipper² is entitled to request separate bills of lading for parts of the goods if this entails no significant inconvenience.

1 Cf. Sections 259, 338 and 382.

2 Cf. Section 251.

Section 295 *Master's bill of lading*

A bill of lading signed by the master of the ship carrying the goods is regarded as having been signed on behalf of the carrier.¹

1 Cf. Section 251.

Section 296 *Contents of the bill of lading*

A bill of lading shall contain statements on:¹

- 1) the nature of the goods, including their dangerous properties,² the necessary identification marks, the number of packages or pieces and the weight or otherwise expressed quantity of the goods, all as stated by the shipper;³
- 2) the apparent condition of the goods and packing;⁴
- 3) the carrier's name and principal place of business;³
- 4) the name of the shipper;³
- 5) the receiver, if named by the shipper;³
- 6) the loading port according to the contract of carriage and the date on which the carrier³ received the goods there;
- 7) the port of discharge according to the contract of carriage and any agreement concerning the time of the delivery of the goods there;
- 8) the number of originals, if the bill of lading was issued in more than one original;
- 9) the place where the bill of lading was issued;
- 10) the amount of the freight, if it is to be paid by the receiver, or a statement that freight will be paid by the receiver, and the other conditions for the carriage and delivery of the goods;⁵
- 11) that the carriage is subject to the Convention, cf. Section 254 paragraph three;

- 12) that the goods, as the case may be, shall or may be carried on deck;⁶
- 13) any increased limitation of liability on which the parties may have agreed.⁷

A shipped bill of lading shall also state the name and nationality of the ship, the place of loading, and the date when the loading was completed.

The bill of lading shall be signed by the carrier or a person acting on behalf of the carrier.⁸ The signature may be produced by mechanical or electronic means.

1 Cf. Section 254 paragraph three.

2 Cf. Section 257.

3 Cf. Section 251.

4 Cf. Section 299 paragraph one second sentence.

5 Cf. Sections 269 and 299 paragraph two.

6 Cf. Section 263.

7 Cf. Section 254 paragraph two.

8 Cf. Sections 251 and 295.

Section 297 *Absence of particulars in a bill of lading*

A document which fulfils the requirements in Section 292 paragraph one is a bill of lading even if some of the information mentioned in Section 296 is missing.

Section 298¹ *Carrier's duty of inspection*

The carrier² shall to a reasonable extent check the accuracy of the information on the goods entered in the bill of lading according to Section 296 paragraph one no. 1. If the carrier has reasonable grounds for doubting the accuracy of the information or has not had a reasonable opportunity to check its correctness, the carrier shall make a reservation to that effect in the bill of lading.³

1 Cf. Sections 256 and 281.

2 Cf. Section 251.

3 Cf. Section 299 paragraph three.

Section 299¹ *The evidentiary effect of a bill of lading*

A bill of lading is evidence that the carrier² has received the goods or, if a shipped bill of lading has been issued, that the carrier has loaded the goods as stated in the bill of lading in so far as no reservation has been made as mentioned in Section 298 or nothing to the contrary is shown. If the bill of lading lacks a statement of the apparent condition of the goods and packing, it shall, unless the contrary is shown, be assumed that the goods were in good apparent condition.³

A bill of lading which does not indicate the amount of freight or otherwise shows that freight will be paid by the receiver, cf. Section 296 paragraph two no. 10, is evidence that the receiver is not to pay freight unless the contrary is shown. The same applies correspondingly if the amount payable for demurrage⁴ is not stated in the bill of lading.⁵

If a third party in good faith has acquired a bill of lading in reliance on the accuracy of the statements in it, evidence to the contrary according to paragraphs one and two is not admissible. If the carrier² knew or ought to have understood that a statement concerning the goods was incorrect, the carrier cannot invoke a reservation as mentioned in Section 298, unless the reservation expressly states that the information is incorrect.

1 Cf. Sections 263 and 288.

2 Cf. Section 251.

3 Cf. Section 296 paragraph one no. 2.

4 Cf. Section 334.

5 Cf. Sections 335 and 370.

Section 300¹ *Liability for misleading information in bills of lading*

If a third party incurs a loss by acquiring a bill of lading in reliance on the accuracy of the information it contains, the carrier² is liable if the carrier understood or ought to have understood that the bill of lading was misleading for a third party. No right of limitation of liability under this Chapter³ applies.⁴

If the goods do not correspond to the statements in the bill of lading, the receiver can demand that the carrier² state whether the shipper has undertaken to indemnify the carrier in respect of incorrect or incomplete information (letter of indemnity).⁵ If so, the carrier is obliged to acquaint the receiver with the contents of the undertaking.⁶

1 Cf. Sections 263 and 501 paragraph one no. 7.

2 Cf. Section 251.

3 Cf. Section 172.

4 Cf. Section 280.

5 Cf. Section 301.

6 Cf. the Dispute Act Section 250.

Section 301 *Guarantee by the shipper¹*

The shipper¹ is responsible to the carrier for the accuracy of the statements relating to the goods entered in the bill of lading at the request of the shipper.

If the shipper¹ has undertaken to indemnify the carrier for losses arising from the issuing of a bill of lading containing incorrect information or containing no reservation,² the shipper is nevertheless not liable if the issuing was intended to mislead an acquirer of the bill of lading.³ Nor is the shipper in such a case liable according to paragraph one.

1 Cf. Section 251.

2 Cf. Section 300 paragraph two.

3 Cf. NL 5-1-2.

Section 302¹ *Apparent authority of the holder*

The person who presents a bill of lading and, through its wording or, in the case of an order bill,² through a continuous chain of endorsements or through an endorsement in blank, appears as the rightful holder, is *prima facie* regarded as entitled to take delivery of the goods.³

If a bill of lading has been issued in more than one original,⁴ it is sufficient for delivery at the place of destination⁵ that the receiver demonstrates authority by presenting one original. If the goods are delivered in another place, the other originals must also be returned, or security must be provided for claims that any holders of the other originals may bring against the carrier.

1 Cf. Sections 268 and 382.

2 Cf. Section 292 paragraph two.

3 Cf. Act 17 February 1939 no. 1 Section 13.

4 Cf. Section 296 paragraph one no. 8.

5 Cf. Section 296 paragraph one no. 7.

Section 303 *Several holders of bills of lading*

If several persons claim delivery, each demonstrating authority through separate originals of the bill of lading,¹ the carrier² shall warehouse the goods in safe custody for the account of the rightful receiver.³ This shall immediately be made known to the claimants.⁴

1 Cf. Section 296 paragraph one no. 8.

2 Cf. Section 251.

3 Cf. Section 271.

4 Cf. Section 262 paragraph three.

Section 304 *Delivery against a bill of lading*

The receiver can only demand delivery if he or she deposits the bill of lading and issues receipts as and when the goods are delivered.

When all the goods have been delivered, the bill of lading, duly receipted, shall be returned to the carrier.¹

1 Cf. Section 251.

Section 305 *Delivery when a bill of lading has been lost*

A request to have a lost bill of lading declared null and void is made to a District Court at the place where the goods are to be delivered. In other respects the provisions of Act 18 December 1959 no. 1 Relating to the Declaration of Nullification of Debt Instruments apply.

When the Court has decided to proceed with such a case, delivery of the goods can be demanded against security for claims which the holder of the lost bill of lading may bring against the carrier.¹

1 Amended by Act 14 December 2001 no. 98 (in force 1 January 2002, according to Resolution 14. December 2001 no. 1416).

2 Cf. Section 251.

Section 306 *Acquisition of a bill of lading in good faith*

If a person appearing as the rightful holder, cf. Section 302 paragraph one, transfers originals¹ of an order or bearer bill of lading² to several persons, the first person to receive an original in good faith is entitled to the goods. If the goods were delivered at the place of destination³ to the holder of another original, the latter is not obliged to surrender what he or she has already taken delivery of in good faith.⁴

A person who in good faith has acquired an order or bearer bill of lading² is not obliged to surrender it to the person who lost it.⁵

1 Cf. Section 296 paragraph one no. 8.

2 Cf. Section 292 paragraph two.

3 Cf. Section 296 paragraph one no. 7 and Section 302 paragraph two.

4 Cf. Act 2 June 1978 no. 37.

5 Cf. Act 17 February 1939 no. 1 Section 14.

Section 307 *Right of stoppage*

The right of a seller in the event of breach of contract to prevent delivery of the goods to the buyer or the estate of the buyer or to demand their return, applies even though the bill of lading has been passed on to the buyer.¹

The right of stoppage cannot be asserted against a third party who has acquired an order or bearer bill of lading in good faith.²

1 Cf. Act 13 May 1988 no. 27 Section 61 paragraph two, Act 30 June 1916 no. 1 Section 37 and the Creditors Recovery Act Sections 7-2 and 7-9.

2 Cf. Section 292 paragraph two.

Section 308 *Sea waybill*

By sea waybill (sjøfraktbrev)² is meant a document which:

- 1) evidences a contract of carriage by sea and that the carrier has received the goods, and
- 2) contains an undertaking by the carrier¹ to deliver the goods to the receiver named in the document.

Even after a sea waybill has been issued, the sender can decide to have the goods delivered to someone other than the consignee named in the document. This does not apply if the sender has waived this right as against the carrier or if the consignee has already asserted his or her right.

A bill of lading can be demanded according to Section 294 unless the sender has waived his or her right to name a different receiver.

1 Cf. Section 251.

2 In the original text the English term “sea waybill” is included as well as the Norwegian term “sjøfraktbrev”.

Section 309 *Contents and evidentiary effect of a sea waybill*

A sea waybill shall contain statements on the goods received for carriage, the sender,¹ the receiver and the carrier,¹ the conditions of carriage,² and the freight and other charges payable by the receiver.³ Section 296 paragraph three and Section 298 apply correspondingly.

Unless otherwise shown, the sea waybill shall be evidence of the contract of carriage and that the goods have been received as described in the document.⁴

1 Cf. Section 251.

2 Cf. Section 254 paragraph three.

3 Cf. Section 269.

4 Cf. Sections 288 and 299.

Disputes

Section 310¹ *Jurisdiction and arbitration clauses*

Any agreement in advance which limits the right of the plaintiff to have a legal dispute relating to the carriage of general cargo according to the present Chapter settled by legal proceedings, is invalid in so far as it limits the right of the plaintiff at his own discretion to bring an action before the Court at the place where:

- a) the defendant’s principal place of business is situated, or place of residence if the defendant has no principal place of business;
- b) the contract of carriage was concluded, provided the defendant has a place of business or an agent there through whom the contract was concluded;
- c) the place of receipt for carriage according to the contract of carriage is situated; or
- d) the agreed or actual place of delivery according to the contract of carriage is situated.

The provisions in paragraph one does not prevent an action from being brought before the Court of the place designated in the contract of carriage with a view to legal proceedings. After a dispute has arisen, the parties may agree on how to settle it.

If a bill of lading² is issued pursuant to a charter party which contains a provision concerning the settlement of disputes by legal proceedings or arbitration, but the bill of lading does not expressly state that the provision is binding on the holder of the bill of lading, the carrier³ cannot invoke the provision against a holder of the bill of lading who has acquired it in good faith.⁴

In this Kingdom an action concerning a contract for the carriage of general cargo in trade between two States can in any case be brought at the place or at one of the places to which the case has such a nexus as mentioned in paragraph one or at another place in this Kingdom agreed on by the parties.

The provisions of paragraphs one and four do not apply if neither the agreed place of delivery nor the agreed or actual place of delivery pursuant to Section 252 paragraph three is located in Norway, Denmark, Finland or Sweden, or if the Lugano Convention of 2007 provides otherwise. The provisions of this Section do not preclude that decisions on provisional or protective measures⁵ are made in this Kingdom.

1 Cf. the Dispute Act Chapter 2 and Act 8 January 1993 no. 21.

2 Cf. Section 292.

3 Cf. Section 251

4 Cf. Section 292 paragraph three and Section 325.

5 Cf. the Enforcement of Claims Act 1992 Part 3.

Section 311 *Arbitration*¹

Notwithstanding the provisions of Section 310, the parties may agree in writing that disputes shall be settled by arbitration. It is regarded as part of the arbitration agreement that arbitration proceedings can be instituted at the discretion of the plaintiff in one of the States where a place as mentioned in section 310 paragraph one is located, and that the arbitration tribunal shall apply the provisions of the present Chapter.

Section 310 paragraphs two, three and six apply correspondingly.

The provisions of paragraph one do not apply if neither the agreed place of receipt for carriage nor the agreed or actual place of delivery according to Section 252 paragraph three is in Norway, Denmark, Finland or Sweden.

1 Cf. the Dispute Act Chapter 32.

Chapter 14. Chartering of Ships

I. General Provisions

Section 321 *Scope of application. Definitions*

The provisions relating to chartering apply to the chartering of the whole or a part of a ship. The provisions relating to voyage chartering¹ also apply to consecutive voyages unless otherwise stated.²

For the purposes of the present Chapter, the following words have the following meanings:

carrier, the person who, through a contract, charters out a ship to another (the *charterer*);

shipper, the person who delivers the goods for loading;³

voyage chartering, chartering where the remuneration is to be calculated per voyage;

consecutive voyages, a certain number of voyages to be performed after one another according to a chartering agreement in respect of a specific ship;⁴

time chartering, chartering where the remuneration is to be calculated per unit of time;

part chartering, chartering under a charter party for less than an entire ship or less than a full cargo.

The provisions of the present Chapter apply to contracts for the chartering of ships in domestic trade in Norway and in trade between Norway, Denmark, Finland and Sweden. For domestic trade in Denmark, Finland and Sweden, the law of the state where the carriage is performed apply.

In respect of chartering in trade not covered by paragraph three, the provisions of the present Chapter apply when Norwegian law is applicable.

1 Cf. Chapter 14 II.

2 Cf. Section 253 paragraph two.

3 Cf. Section 251.

4 Cf. Section 362.

Section 322 *Freedom of contract*

The provisions of the present Chapter do not apply in so far as anything to the contrary follows from the contract, practice established between the parties, or custom of the trade or other usage which must be considered binding upon the parties.

In connection with voyage chartering¹ in domestic trade in Norway and in trade between Norway, Denmark, Finland and Sweden, the provisions of Section 347 cannot be dispensed with by agreement to the detriment of a shipper, voyage charterer or receiver. The same applies to the provisions of Section 501 paragraph one no. 7 and paragraph two first sentence. Concerning restrictions on the freedom of contract in domestic trade in Denmark, Finland and Sweden, the law of the state in which the carriage is performed shall apply.

In connection with chartering as mentioned in Section 252 paragraphs one and two, the provisions of section 338 relating to the issuing of a bill of lading² cannot be dispensed with to the detriment of a shipper.¹

Nor can the provisions of the present Chapter be dispensed with by agreement when this follows from Section 325, cf. Section 347 paragraph two and Section 383 paragraph two.

1 Cf. Section 321.

2 Cf. Section 292.

Section 323¹ *Chartering of a specific ship. Full cargo*

If the chartering agreement is for a specific ship, the carrier² cannot perform it with another ship. If the contract gives the carrier the right to use another ship than the one agreed and otherwise to use other ships, the carrier can only offer a ship which is as suitable as the agreed ship. The right may be exercised several times.

If the contract is for an entire ship or a full cargo, the carrier may not carry goods for anyone other than the charterer.² This applies even if the ship has to sail in ballast to commence a new voyage.

1 Cf. Sections 350 and 393.

2 Cf. Section 321.

Section 324 *Assignment of a chartering agreement*

If the charterer¹ assigns his right according to a chartering agreement to someone else or subcharterers the ship, the charterer remains responsible for the performance of the contract.

The carrier¹ may not assign the chartering agreement without the consent of the charterer.¹ If the charterer has consented, the liability of the carrier under the contract ceases.

1 Cf. Section 321.

Section 325¹ *Tramp bill of lading*

If the carrier² issues a bill of lading³ for goods carried on the ship, the bill of lading shall govern the conditions for the carriage and delivery of the goods as between the carrier and a third party holder of the bill of lading. Provisions of the chartering agreement which are not included in the bill of lading cannot be invoked against a third party unless the bill of lading includes a reference to them.⁴

The provisions relating to bills of lading³ in Sections 295 to 307 also apply to a bill of lading as mentioned in paragraph one. When it follows from Section 253 that the provisions of Chapter 13 apply to the bill of lading, the liabilities and rights of the carrier in relation to third parties are governed by the provisions of Sections 274 to 290, cf. Section 254.⁵

1 Cf. Section 322.

2 Cf. Section 321.

3 Cf. Section 292.

4 Cf. Section 263 paragraph two, Section 292 paragraph three and Section 310 paragraph three.

5 Cf. Section 338 paragraph two, Section 381 paragraph three and Section 382 paragraph one.

II. Voyage Chartering¹

1 Cf. Section 321.

Introductory Provisions

Section 326 *Freight*

If the freight does not follow from the contract, the freight payable is that which was current at the time of the conclusion of the contract.

If other or more goods have been loaded than agreed, freight is paid for them at the rate current at the time of loading, but not less than the agreed freight.

Section 327¹ *Seaworthiness*

The carrier² shall ensure that the ship is seaworthy, including that it is properly manned and equipped and that the holds, refrigerated and cold-storage storerooms and other parts of the ship in which goods are loaded are in a proper condition for the reception, carriage and preservation of the goods.

1 Cf. Section 131.

2 Cf. Section 321.

Section 328 *Voyage charterer's¹ choice of loading and discharging ports*

If the chartering agreement gives the voyage charterer¹ the right to choose the loading or discharging port, the ship shall go to the port nominated by the charterer provided there is free access and the ship can lie safely afloat and without hindrance enter or depart with the cargo on board. The nomination of the port of discharge is made at the latest on the completion of the loading.

If the voyage charterer has ordered the ship to an unsafe port, the voyage charterer¹ is liable for any damage caused to the ship thereby, unless the damage is not caused by the personal fault or neglect of the voyage charterer or that of anyone for whom the voyage charterer is responsible.

In respect of consecutive voyages,¹ any right to choose which voyages the ship shall perform must be exercised so that the total lengths of laden voyages and ballast voyages are essentially equal. Otherwise the voyage charterer is liable to pay damages for loss of freight.

The voyage charterer¹ may not change his or her choice of port or voyage.

1 Cf. Section 321.

Section 329 *Place of loading*

If no specific place of loading has been agreed, the ship is berthed at the loading place nominated by the voyage charterer,¹ provided there is free access and the ship can lie safely afloat and without hindrance depart with the cargo on board.

If a place of loading has not been nominated in time, the ship may be berthed at any customary loading place. If this is not possible, the voyage carrier¹ shall choose a berth where loading can reasonably take place.

Whether a particular loading place has been agreed or not, the voyage charterer¹ can demand to have the ship shifted from one loading berth to another at his or her own expense.²

1 Cf. Section 321.

2 Cf. Section 333 paragraph two.

Loading time

Section 330 *The loading time*

The voyage carrier¹ is obliged to let the ship lie for loading for a given loading time which includes lay time and time on demurrage. When the chartering is on liner terms (*linjefartsvilkår*),³ no time on demurrage is included in the loading time.²

1 Cf. Section 321.

2 Cf. Section 355.

3 In the original text the English term “liner terms” is included as well as the Norwegian term “linjefartsvilkår”.

Section 331 *Length of lay time*

The lay time is the time which, at the time of the conclusion of the chartering agreement, the loading can reasonably be expected to take. When the lay time is calculated, the nature and size of the ship and cargo, the loading gear on board and in the port, and other similar circumstances shall be taken into consideration.

The lay time is calculated under the clauses¹

- 1) *fac* (fast as can), on the basis of loading being performed as fast as the ship can receive the cargo with undamaged loading gear;
- 2) *faccop* (fast as can custom of the port), on the basis of loading being performed as fast as the normal loading methods of the port permit; or
- 3) *liner terms* (*linjefartsvilkår*),² on the basis of loading being performed as fast as normal for loading in the port in liner trade, plus any time lost due to congestion.

If a total loading and discharge time has been agreed, the lay time does not expire until the total time has expired.

The lay time is calculated in working days and working hours. As a working day is counted weekdays on which the number of hours worked is the normal number for weekdays in that port, and as working hour each hour which can be used for loading on a weekday. For days on which fewer hours are worked than on working days, the number of hours shall be reckoned which are normally used for loading.

1 The names of the clauses are written in English in the original text.

2 In the original text the Norwegian term “linjefartsvilkår” is included as well as the English term “liner terms”.

Section 332 *Commencement of lay time*

The lay time does not begin to run until the ship is at its loading berth,¹ ready to receive cargo, and the voyage carrier² has given notice to that effect.

Notice can be given in advance, but not before the ship has reached the loading port. If it subsequently should appear that the ship was not ready to receive cargo, the time lost due to necessary preparations is not counted as lay time.

Notice is given to the shipper² or, if he or she cannot be found, to the voyage charterer.^d If neither the shipper nor the voyage charterer can be found, notice is regarded as given when sent in an appropriate manner.

The time is calculated either from the time when work in the port normally begins in the morning, or from the end of the mid-day break. Notice must have been given in the former case no later than one hour before the end of office hours on the previous working day, and in the latter case by ten o'clock in the morning of the same day.

1 Cf. Section 329.

2 Cf. Section 321.

Section 333 *Hindrances*

If the ship cannot be berthed at the loading place¹ owing to a hindrance on the part of the voyage charterer,² notice of readiness can nevertheless be given with the effect that the lay time commences to run. The same applies in the event of congestion and also in the event of other hindrances which the voyage carrier² could not reasonably have taken into account at the time when the contract was concluded.

The lay time does not include time lost owing to a hindrance on the part of the voyage carrier.² The same applies to time lost because the ship, owing to circumstances which the voyage carrier could reasonably have taken into account at the time when the contract was concluded, has been berthed in a loading place which is not customary. On the other hand, time lost in shifting the ship is included.³

1 Cf. Section 329.

2 Cf. Section 321.

3 Cf. Section 329 paragraph three.

Section 334¹ *Time on demurrage*

Time on demurrage is the time after the expiry of the lay time which the ship has to remain berthed in order to be loaded, unless the length of the time on demurrage has been specified in the contract.

Demurrage is calculated in running days and hours from the expiry of the lay time. Section 333 paragraph two apply correspondingly.

1 Cf. Section 355.

Section 335¹ *Compensation for time on demurrage*

The voyage carrier² is entitled to special compensation for the time on demurrage. The amount is determined with regard to the freight and the increase or reduction in the voyage costs of the carrier which follows from the ship being at rest.

Payment is due on demand.

If the compensation is not paid or security provided, the voyage carrier² is entitled to make a note of the claim in the bill of lading.³ If the voyage carrier does not do so, he or she may set a reasonable time limit for payment. If the amount is not paid within the time limit, the voyage carrier² is entitled to cancel the chartering agreement and claim damages under ordinary contractual rules for losses resulting from the termination of the voyage.

1 Cf. Sections 356 and 370.

2 Cf. Section 321.

3 Cf. Sections 292 and 299 paragraph two.

Loading

Section 336 *Loading and stowage*

If nothing else follows from any custom of the port, the voyage charterer¹ shall deliver the goods at the ship's side and the voyage carrier¹ shall take it on board. Under the clauses

- 1) *fi* (free in and out), the voyage charterer shall provide for the loading;
- 2) *b* (linjefarsvilkår),³ the voyage carrier shall provide for the loading.

The voyage carrier¹ provides ceiling and other necessities for stowage, and carries out the stowage.

With respect to deck cargo, Section 263 applies correspondingly.

If, because of circumstances which the voyage carrier¹ could reasonably have taken into account at the time when the contract was concluded, the ship is placed in a berth which is not customary,^d the voyage carrier is liable for the increased expenses in consequence thereof.

1 Cf. Section 321.

2 Cf. Section 329.

3 In the original text the Norwegian term "linjefartsvilkår" is included as well as the English term "liner terms".

Section 337 *Delivery of the goods*

The goods shall be delivered and loaded with due dispatch. They shall be delivered in such a manner and condition that they can easily and safely be taken on board, stowed, carried and discharged.

The provisions of Sections 256 to 259 apply correspondingly.

Section 338¹ *Shipped bill of lading²*

When the goods have been loaded, the voyage carrier³ or the master⁴ or the person otherwise authorized by the voyage carrier shall, at the request of the shipper, issue a shipped bill of lading,² provided the necessary documents and information have been made available.

The shipper³ is entitled to request separate bills of lading² for various parts of the goods unless this entails a significant inconvenience.

If a bill of lading² is issued containing other terms than those stated in the chartering agreement, and this increases the voyage liability of the carrier,⁵ the voyage charterer³ shall hold the voyage carrier³ harmless.

1 Cf. Sections 294 and 322 paragraph three.

2 Cf. Section 292.

3 Cf. Section 321.

4 Cf. Section 295.

5 Cf. Sections 321 and 325.

The Voyage

Section 339 *The voyage carrier's¹ duty of care*

The voyage shall be performed with due dispatch and otherwise with due care. The provisions of Sections 262, 266 and 267 apply correspondingly.

1 Cf. Section 321.

Section 340 *Deviation. Substitute port*

Deviation is only permitted for the purpose of rescuing persons or salvaging¹ ships or cargo or on other reasonable grounds.

If hindrances arise which prevents the ship from reaching its port of discharge and discharging the cargo, or from doing so without unreasonable delay, the voyage carrier² may instead choose another reasonable port of discharge.

1 Cf. Chapter 16.

2 Cf. Section 321.

Section 341¹ *Distance freight*

If part of the voyage has been performed when the chartering agreement is cancelled or ceases or when for some other reason the goods are discharged in a port other than the agreed port of discharge, the voyage carrier² is entitled to distance freight. Section 344 shall apply correspondingly.

Distance freight is the agreed freight less an amount calculated on the basis of the proportion of the remaining distance to the length of the agreed voyage. Consideration is also made to the duration and the special costs of such voyages. Distance freight cannot exceed the value of the goods.

Either party can demand to have the distance freight calculated by an average adjuster.³ A dispute as to the correctness of the decision of the average adjuster can be brought before the Courts of law.

1 Cf. Section 265.

2 Cf. Section 321.

3 Cf. Section 467.

Section 342 *Dangerous goods*

If dangerous goods have been loaded and the voyage carrier¹ was not aware of their dangerous properties,² the voyage carrier may, according to the circumstances, discharge the goods, render them innocuous or destroy them with no obligation to pay damages. The same applies even if

the voyage carrier was aware of the dangerous properties of the goods, if danger to any person or property subsequently arises which makes it unjustifiable to keep the goods on board.

1 Cf. Section 321.

2 Cf. Section 257.

Discharge and Delivery of the Goods, etc.

Section 343 *Discharge*

With regard to the discharge berth, discharge time and the discharge of the goods, the provisions of Sections 329 to 337 apply correspondingly. What is stated there concerning the voyage charterer¹ shall apply to the receiver of the goods.

The person who demonstrates authority as receiver² is entitled to inspect the goods before taking reception of them.³

If there are more than one receiver for goods carried under the same chartering agreement, they may not nominate a discharge berth or demand that the ship be shifted unless they all agree.⁴

Increased costs resulting from damage to the goods or the need to dispose of them because of damage shall be paid by the voyage charterer¹ if the damage is due to the nature of the goods or to the fault or neglect on the part of the voyage charterer. Under *fio* (free in and out) terms, the voyage charterer carries the costs unless the voyage carrier¹ is liable for the damage according to the provisions of Section 347.

1 Cf. Section 321.

2 Cf. Section 302.

3 Cf. Section 268.

4 Cf. Section 329.

Section 344 *Freight for goods no longer in existence*

Freight cannot be claimed in respect of goods which no longer exist at the end of the voyage, unless the loss is a consequence of the nature of the goods itself, insufficient packing or fault or neglect on the part of the voyage charterer,¹ or if the voyage carrier¹ has sold them for the account of the owner or has discharged them, rendered them innocuous or destroyed them pursuant to Section 342.

Freight paid in advance shall be repaid if the voyage carrier^d according to paragraph one is not entitled to freight.

1 Cf. Section 321.

Section 345 *The receiver's and the voyage charterer's liability¹ for freight. Right of retention*

By taking delivery of the goods, the receiver becomes liable for freight and other claims according to the provisions of Section 269.

The voyage carrier¹ may in any event demand payment from the voyage charterer according to the provisions of Section 273.

The voyage carrier¹ has a right of retention according to the provisions of Section 270.

1 Cf. Section 321.

Section 346 *Warehousing of the goods*

If the receiver fails to satisfy the conditions for delivery of the goods, or delays the discharge so that it cannot be completed by the agreed time or otherwise without unreasonable delay, the voyage carrier¹ has the right to discharge the goods and warehouse them in safe custody on the account of the receiver. The receiver shall be notified of the warehousing.

If the receiver refuses to take delivery of the goods or is not known or cannot be found, the voyage carrier¹ shall notify the voyage charterer¹ as quickly as possible. If the receiver does not appear soon enough to permit completion of discharge in time, the voyage carrier shall discharge and warehouse the goods. The receiver and the voyage charterer shall be notified of the warehousing.

A notification according to paragraphs one and two shall state a reasonable time limit after the expiry of which the voyage carrier¹ may sell or otherwise dispose of warehoused goods. Section 272 apply to the sale of or other measures adopted in respect of the goods.

1 Cf. Section 321.

Section 347¹ *Cargo damage. Delayed delivery*

The voyage carrier² is liable according to the provisions of Sections 274 to 285 and 287 to 289 for losses resulting from goods being lost, damaged or delayed while in the custody of the voyage carrier.³ The provisions relating to domestic trade in Norway in Section 276 paragraph three and 280 paragraph two do not apply. The provisions of Section 286 apply correspondingly.

A receiver who is not the voyage charterer² is entitled to damages according to paragraph one.⁴ If the receiver holds a bill of lading⁵ issued by the voyage carrier,⁶ the receiver can also invoke the provisions of Section 325.

1 Amended by Act 2 August 1996 no. 61 (in force 1 January 1997).

2 Cf. Section 322 paragraph two.

3 Cf. Section 321.

4 Cf. Section 351.

5 Cf. Section 286.

6 Cf. Section 292.

7 Cf. Section 295.

Breach of Contract and Hindrances on the Part of the Voyage Carrier¹

1 Cf. Section 321.

Section 348 *Cancellation time*

If a ship is to be ready to load¹ by a certain time (the cancellation time), the voyage charterer² is entitled to cancel the chartering agreement if the ship is not ready to load or notice of readiness to load has not been given before that time.

If the voyage carrier² gives notice that the ship will arrive after the cancellation time, and states when it will be ready for loading, the voyage charterer² must cancel the contract without undue delay. If the contract is not cancelled, the stated time will be the new cancellation time.

1 Cf. Section 332.

2 Cf. Section 321.

Section 349 *Delay and other breach of contract*

The voyage charterer¹ is entitled to cancel the chartering agreement because of delay or other breach of contract on the part of the voyage carrier¹ provided that the breach of contract is substantial.

Once loading has been carried out, the voyage charterer¹ is not entitled to cancel the contract in so far as discharging the goods would entail significant loss or inconvenience to other charterers. In the case of consecutive voyages,¹ the voyage charterer is not entitled to cancel in respect of a single voyage unless its performance is insignificant for the voyage carrier¹ in relation to the remaining voyages.

If the voyage charterer¹ wishes to cancel the contract, he or she must give notice thereof without undue delay after he or she must be assumed to have learned of the breach of contract. If the voyage charterer fails to do this, the right of cancellation is lost.

1 Cf. Section 321.

Section 350¹ *Loss of the ship*

If the chartering agreement is for a named ship and it is lost or damaged beyond repair,² the voyage carrier^x is not obliged to perform the voyage. In such cases, the voyage carrier is not entitled to perform the voyage with another ship, even if the contract permits him or her to use another ship than the contracted one.

1 Cf. Section 323.

2 Cf. Section 10.

3 Cf. Section 321.

Section 351 *The voyage carrier's liability for damages*

If, as a result of delay or other breach of contract on the part of the voyage carrier, losses occur which are not covered by Section 347, Sections 275 and 276 apply correspondingly. The provision relating to domestic trade in Norway in Section 276 paragraph three does not apply.

1 Amended by Act 2 August 1996 no. 61 (in force 1 January 1997).

Breach of Contract and Hindrances on the Part of the Voyage Charterer¹

1 Cf. Section 321.

Section 352 *Renunciation prior to loading*

If the voyage charterer¹ renounces the chartering agreement before loading has commenced, or has failed on the completion of loading to deliver all the goods covered by the contract, the voyage carrier¹ is entitled to damages for loss of freight and other damage. In the case of consecutive voyages,¹ renunciation in respect of a single voyage is allowed only if its performance is insignificant for the voyage carrier in relation to the remaining voyages.

When the amount of damages is to be fixed, whether the carrier failed without due cause to bring other goods is taken into consideration.

Damages cannot be claimed if delivery or carriage of the goods or its importation into its destination must be considered precluded because of circumstances which the voyage charterer¹ ought not to have taken into account at the time when the contract was concluded, such as export or import bans or other measures adopted by public authorities, accidental destruction of all goods of the kind covered by the contract, or similar circumstances. The same applies if the contract relates to specific goods which are accidentally destroyed.

If the voyage charterer¹ wishes to invoke a circumstance as mentioned in paragraph three, he or she must give notice of this without undue delay. If the voyage charterer fails to do so, the voyage charterer is obliged to compensate the losses caused thereby.

1 Cf. Section 321.

Section 353 *Right of cancellation*

If the voyage charterer¹ can renounce the chartering agreement without incurring liability for damages, cf. Section 352 paragraph three, the voyage carrier is entitled to cancel the contract provided the voyage charterer¹ gives notice thereof without undue delay.

If the voyage charterer¹ does not deliver all the goods covered by the contract, the voyage carrier¹ may set a reasonable time limit within which the voyage charterer shall pay damages or provide security. If this is not done within the time limit, the voyage carrier is entitled to cancel the contract. The voyage carrier is moreover entitled to damages according to Section 352 unless the voyage charterer is not liable for not having delivered the missing goods.

1 Cf. Section 321.

Section 354 *Renunciation after loading*

After loading has been performed, the voyage charterer¹ cannot demand that the goods be discharged or the voyage interrupted if that would entail significant loss or inconvenience to the voyage carrier or other charterers. The provisions of Sections 352 and 353 apply correspondingly.

1 Cf. Section 321.

Section 355¹ *Delays in loading*

If the time on demurrage has been agreed and on the expiry of the loading time the voyage charterer² has not delivered the goods or only delivered part of them, the provisions of Sections 352 and 353 apply correspondingly. The same applies when the contract contains a liner terms clause and the lay time has expired.³

If the time on demurrage has not been agreed, but loading is so delayed as to cause the voyage carrier² significant loss or inconvenience even though demurrage is paid, the voyage carrier is entitled to cancel the contract or, if some goods have already been delivered, declare the loading completed. In such a case, the provisions of Sections 352 and 353 apply correspondingly.

1 Cf. Section 334.

2 Cf. Section 321.

3 Cf. Section 330.

Section 356 *Other delays*

If the ship is delayed after loading or during the voyage as a consequence of circumstances on the part of the voyage charterer,¹ the voyage carrier¹ is entitled to damages unless the delay is not due to the fault or neglect of the voyage charterer or anyone for whom the voyage charterer is responsible. The same applies correspondingly if the ship is delayed during discharge because it is impossible for the voyage carrier to warehouse the goods in accordance with Section 346.

If, in the case of consecutive voyages,¹ freight, demurrage² or other claims according to the chartering agreement are not paid when due, the voyage carrier¹ may set a reasonable time limit for payment. If the claim is not paid by the time limit, the voyage carrier is entitled to suspend the performance or cancel the contract. The voyage carrier is entitled to damages under ordinary

contractual rules for losses sustained because of the suspension or, if the contract is cancelled, because the remaining voyages cease.

1 Cf. Section 321.

2 Cf. Section 335.

Section 357¹ *Damage caused by the goods*

If the goods have caused losses to the voyage carrier² or damage to the ship, the voyage charterer² is obliged to pay damages if the damage is caused by the personal fault or neglect of the voyage charterer or that of anyone for whom the voyage charterer is responsible. The same applies in the event of damage to other goods on board the ship.³

1 Cf. Section 257.

2 Cf. Section 321.

3 Cf. Section 282.

Termination of Chartering Agreements

Section 358¹ *War risk*

If, after the conclusion of a chartering agreement, it appears that the voyage will entail danger to the ship, persons on board or the cargo because of war, blockade, insurrection, civil commotion or piracy or other armed violence, or that such a risk is significantly increased, both the voyage carrier² and the voyage charterer² is entitled to cancel the contract without liability for damages, even if the voyage has commenced. The party intending to cancel must give notice of this without undue delay. Failing this, that party is liable to damages for the losses caused thereby.

If the risk can be averted by leaving behind or discharging part of the goods, the contract can only be cancelled in respect of that part. Provided it does not cause significant loss or inconvenience to other charterers,² the voyage carrier² may nevertheless cancel the entire contract if damages is not paid or security provided at his or her request for loss of freight and other losses.

1 Cf. Section 265.

2 Cf. Section 321.

Section 359 *Consecutive voyages¹*

In the case of consecutive voyages,¹ cancellation according to Section 358 in respect of a single voyage is allowed only if its performance is insignificant in relation to the remaining voyages.

If the chartering agreement entitles the voyage charterer¹ to choose which voyages the ship is to perform, cancellation according to Section 358 can only take place if the danger has a significant bearing on the fulfilment of the contract.

1 Cf. Section 321.

Section 360¹ *Costs of delay*

If, after loading has commenced, the ship is delayed because of danger as mentioned in Section 358, either in the loading port or in another port on the voyage, the costs of the delay are regarded as general average costs and apportioned among the ship, the freight and the cargo according to the rules governing general average.² If the chartering agreement is cancelled, however, this shall not apply to costs accruing after that time.

1 Cf. Section 265.

2 Cf. Chapter 17.

Section 361 *Expiration of the contract period for consecutive voyages¹*

If the ship has been chartered for as many voyages as it can perform within a stated period, and if, prior to the expiration of that period, the voyage charterer¹ has been notified that the ship is ready to take on cargo, the voyage shall be performed even if this entails performance entirely or partly after the expiration of the contract period.

If it is evident that the ship cannot reach the port of loading and be ready for loading prior to the expiration of the contract period, the voyage carrier¹ is not obliged to send the ship to the port of loading.

If the voyage carrier¹ gives notice that the ship may reach the loading port too late and requests instructions, the voyage charterer¹ can decide either that the voyage shall be performed under the chartering agreement, or that the contract shall expire. The contract expires if the voyage charterer fails to order the completion of the voyage without undue delay after receiving the notification.

1 Cf. Section 321.

III. Quantity Contracts

Section 362 *Scope of application*

The provisions relating to quantity contracts apply to carriage by ship of a definite quantity of goods divided into several voyages within a given period.

If it has been agreed that the voyages are to be performed consecutively by a specific ship, the provisions does, however, not apply.¹

1 Cf. Section 321.

Section 363 *Right to choose quantities*

If the contract allows latitude as to the total quantity of goods to be carried, the charterer¹ has the right to choose.

If the contract allows latitude as to the quantity to be carried on each voyage, the carrier¹ has the right to choose.

1 Cf. Section 321.

Section 364 *Shipment schedules*

The charterer¹ shall draw up shipment schedules for periods of reasonable length in relation to the period to which the contract applies, and inform the carrier of the schedule in good time.

The charterer¹ shall see that the quantity covered by the contract is reasonably divided over the contract period. The size of the ship to be used shall be taken into consideration.

1 Cf. Section 321.

Section 365 *Notice of shipment*

The charterer¹ shall give reasonable advance notice of shipments. The notice shall state when, at the latest, the goods will be ready for shipment.

1 Cf. Section 321.

Section 366 *Nomination of ships*

When notice of a shipment has been given, the carrier¹ is obliged to provide a ship suitable for the timely performance of the voyage. The carrier shall give the charterer¹ reasonable notice of which ship is to perform the voyage, and of its cargo capacity and expected time of arrival at the loading port.

The carrier¹ is not obliged to provide a ship for goods which are not ready for loading by the expiration of the contract period, unless the delay is caused by circumstances beyond the control of the charterer¹ and is not significant.

1 Cf. Section 321.

Section 367 *Performance of voyages*

When the carrier¹ has given notice according to Section 366, the provisions relating to voyage chartering² or carriage of general cargo³ apply to the carriage to be performed.⁴

If the carrier¹ no longer has an obligation to perform a single voyage because of circumstances for which the carrier is responsible, the charterer¹ is entitled to demand carriage of the goods or of a corresponding quantity of new goods.

If the termination of the voyage gives grounds for assuming that subsequent voyages will not be performed without significant delay, the charterer¹ is entitled to cancel the contract for the remaining period.

1 Cf. Section 321.

2 Cf. Chapter 14 II.

3 Cf. Chapter 13.

4 Cf. Section 253.

Section 368 *Delayed notice of shipments and of the schedule of shipments*

If the charterer¹ fails to give timely notice of a shipment, the carrier¹ may set a reasonable additional time limit. If the time limit is exceeded, the carrier is entitled to either give notice of a ship according to Section 366 and in accordance with the current shipment schedule, or cancel the contract for the voyage in question.

If the delay gives reason to expect significant delays in notices of subsequent shipments, the carrier¹ is entitled to cancel the contract for the remaining period.

The carrier¹ is entitled to damages unless the delay was due to circumstances as mentioned in Section 352 paragraph three.

If the charterer¹ fails to give the carrier¹ timely notice of the shipment schedule, the carrier may set a reasonable additional time limit. If the time limit is exceeded, the carrier is entitled to cancel the contract for the remaining part. Paragraph three applies correspondingly.

1 Cf. Section 321.

Section 369 *Delayed nomination of a ship*

If the carrier¹ fails to give timely notice of the ship, the charterer¹ may set a reasonable new time limit. If the time limit is exceeded, the charterer is entitled to cancel the contract for the voyage in question.

If the delay gives reason to expect significant delays in notices of ships for subsequent shipments, the charterer¹ is entitled to cancel the contract for the remaining period.

The charterer¹ is entitled to damages unless the delay was due to a hindrance beyond the control of the carrier¹ which the carrier could not reasonably be expected to have taken into account at the time when the contract was concluded, or the consequences of which he or she could not reasonably have prevented or overcome.

1 Cf. Section 321.

Section 370 *Overdue payment of freight, etc.*

If freight, demurrage¹ or other claims according to the contract are not paid when due, the carrier² may set a reasonable time limit for payment. If the claim has not been met by the expiration of the time limit, the carrier is entitled to suspend the performance of the contract or, if the delay constitutes a substantial breach of contract, cancel the contract.

The carrier² is entitled to damages according to ordinary contractual rules for losses following from the suspension of the performance or, if the contract is cancelled, from the termination of the remaining voyages.

On completing a voyage under the contract, the carrier² has a right of retention of cargo for the amounts outstanding according to the contract. In relation to a third party who holds a bill of lading issued by the carrier, this only applies if the claim has been entered on the bill of lading, cf. Section 325.

1 Cf. Section 335.

2 Cf. Section 321.

Section 371 *War risk*

If, during the contract period, war breaks out or warlike conditions or a significant increase in the risk of war arise, and this has a significant bearing on the performance of the contract, both the voyage carrier¹ and the voyage charterer¹ are entitled to cancel the contract without liability for damages.

The party intending to cancel the contract must give notice of this without undue delay. Failing this, that party shall be liable to damages for the losses caused thereby.

1 Cf. Section 321.

IV. Time Chartering¹

1 Cf. Section 321.

Delivery of the Ship

Section 372¹ *Condition and equipment of the ship*

The time carrier² shall place the ship at the time charterer's disposal at the agreed place and time.

The time carrier² shall, when delivering the ship, ensure that its condition, mandatory certificates, manning, provisions and other equipment satisfy the requirements of ordinary trade in the trading area stipulated in the chartering agreement.

The ship shall moreover carry enough fuel to enable it to reach the nearest convenient bunkering port. The time charterer² shall take over the bunker fuel and pay for it at the price current at that port.

1 Cf. Section 131.

2 Cf. Section 321.

Section 373 *Survey*

On delivery of the ship, both the time carrier¹ and the time charterer¹ may request a normal survey of the ship, its equipment, and its fuel supply.

Each of the parties shall pay half the costs, including time lost in connection with the survey.

Unless the contrary is shown, the survey report is evidence of the condition of the ship and its equipment and fuel supply.

1 Cf. Section 321.

Section 374 *Delivery of the ship at sea*

If the parties have agreed that the ship is to be delivered at sea, the time carrier¹ shall notify the time charterer¹ of the delivery, stating the position of the ship and the time of the delivery.

Survey as mentioned in Section 373 shall be carried out at the first port of call of the ship after delivery. If defects are shown, freight shall not be paid for the time lost in making the defects good.² If the chartering agreement is cancelled by the time charterer¹ according to Section 376, the time carrier¹ loses his claim for hire from the time of delivery.

1 Cf. Section 321.

2 Cf. Section 392.

Section 375 *Cancellation Time. Delayed delivery*

If, according to the chartering agreement, a ship is to be ready for loading by a certain time (the cancellation time), the time charterer¹ is entitled to cancel the chartering agreement if the ship is not ready for loading or notice of readiness to load has not been given before that time. The same applies correspondingly if the ship is otherwise to be delivered by a date specified in the contract.

If the time carrier¹ gives notice that the ship will arrive late and states when it will be ready for loading or delivery, the time charterer¹ must cancel without undue delay. If the contract is not cancelled, the stated time will be the new cancelling time.

If, in other cases, the ship is delivered too late, the time charterer¹ is entitled to cancel the contract if the delay constitutes a substantial breach of contract.

1 Cf. Section 321.

Section 376 *Defects in the ship*

If, on delivery, there are defects in the ship or its equipment, the time charterer¹ is entitled to claim a reduction of freight or, if the breach of contract is substantial, to cancel the contract. This does not apply if the defect is made good by the time carrier¹ without such delay as would entitle the time charterer to cancel the contract according to Section 375.

1 Cf. Section 321.

Section 377 *Liability for damages*

The time charterer¹ is entitled to damages in respect of losses resulting from late delivery or defects on delivery unless the delay or defect is not due to the fault or neglect of the time carrier¹ or anyone for whom the time charterer is responsible. The time charterer is also entitled to

damages for losses resulting from the ship's lack of characteristics or equipment at the time of the conclusion of the contract which must be regarded as having been guaranteed.

1 Cf. Section 321.

Performance of the Voyages

Section 378 *The time charterer's¹ right of disposal*

During the period of the charter the time carrier¹ shall perform the voyages ordered by the time charterer in accordance with the chartering agreement. Section 372 paragraph two apply correspondingly.

The time carrier¹ shall, however, not be obliged to perform a voyage which exposes the ship, persons on board or the cargo to danger in consequence of war, warlike conditions, ice or other danger or significant inconvenience which the time carrier could not reasonably have foreseen at the time when the contract was concluded.²

The time carrier¹ is not obliged to carry easily flammable, combustible, corrosive or other dangerous goods unless they are delivered in such a condition that they can be carried and delivered in accordance with the requirements and recommendations of the authorities of the country where the ship is registered, the country where the owner has his or her principal place of business, and the ports of call included in the voyage.³ Nor is the time carrier obliged to carry live animals.

1 Cf. Section 321.

2 Cf. Section 394.

3 Cf. Section 131.

Section 379 *Duty to inform*

The time carrier¹ shall keep the time charterer¹ informed of all matters of importance to the time charterer relating to the ship and the voyages. The time charterer shall inform the time carrier of planned voyages.

1 Cf. Section 321.

Section 380 *Fuel*

The time charterer¹ shall keep the ship supplied with fuel and water for its engines. The time charterer is responsible for supplying fuel which meets the agreed specifications.

1 Cf. Section 321.

Section 381 *Loading and discharging, etc.*

The time charterer¹ shall provide and pay for the reception, loading, stowing, trimming, securing, discharging and delivery of the cargo. The cargo must be stowed so as to ensure that the ship is stable and the cargo is secure. To the extent required for the safety and stability of the ship, the time charterer¹ shall follow the instructions of the time carrier as to the allocation of the cargo.

The time charterer¹ can request such assistance from the master and crew as is usual in the trade in question.² Overtime and other special expenses in connection with such assistance is paid by the time charterer.

If the time carrier¹ incurs liability for damages as a result of the loading, stowing, trimming, securing, discharging or delivery of the cargo,³ the time charterer¹ shall indemnify the time

carrier unless the loss was due to the participation of the master or crew or to other circumstances for which the time carrier is responsible.

1 Cf. Section 321.

2 Cf. Section 131.

3 Cf. Section 325.

Section 382¹ *Bill of lading²*

The time carrier³ shall issue a bill of lading for the goods loaded for the voyage the ship is to perform, with the conditions usual in the trade in question. If the time carrier thereby incurs liability to the holder of the bill of lading in excess of the liability according to the chartering agreement, the time charterer⁴ shall hold the time carrier harmless.

The time carrier⁴ is not obliged to obey instructions from the time charterer⁴ to deliver the goods to a non-authorized receiver,⁵ or otherwise contrary to the bill of lading,² if to do so would be contrary to upright dealing and good faith. The time carrier can in any event demand security for any liability which such delivery may entail.

1 Cf. Sections 294 and 391 paragraph two.

2 Cf. Section 292.

3 Cf. Sections 295 and 321.

4 Cf. Section 321.

5 Cf. Section 302.

Section 383¹ *Cargo damage. Delayed delivery*

The time carrier² is liable to the time charterer² according to the provisions of Sections 274 to 285 and 287 to 289 for losses resulting from the goods being lost, damaged or delayed while in the custody of the time carrier. The provisions relating to domestic trade in Norway in Section 276 paragraph three and Section 280 paragraph two do not apply. The provisions of Section 286 apply correspondingly.

A receiver who is not the time charterer² is also entitled to damages according to paragraph one.³ If the receiver holds a bill of lading⁴ issued by the time carrier,⁵ the receiver may also invoke the provisions of Section 325.

1 Amended by Act 2 August 1996 no. 61 (in force 1 January 1997).

2 Cf. Section 322 paragraph four.

3 Cf. Section 321.

4 Cf. Section 286.

5 Cf. Section 292.

6 Cf. Sections 295 and 321.

Section 384 *Delay and other breach of contract on the part of the time carrier¹*

If the ship is not kept seaworthy² or otherwise in the condition as stipulated in the contract, or if the voyages are not timely performed, or if there are other breaches of contract on the part of the time carrier,¹ the time charterer¹ is entitled to cancel the chartering agreement if, as a result of the breach, the purpose of the contract will be essentially frustrated. If the time charterer wishes to cancel the contract, he or she must give notice of this without undue delay after the time when he or she learned or must be assumed to have learned of the breach of contract. If the time charterer does not do so, the right of cancellation is lost.

The time charterer¹ is entitled to damages for losses caused by the ship being lost or damaged beyond repair³ or failure to keep it seaworthy² and otherwise in the condition stipulated in the

contract, if this is due to fault or neglect of the time carrier¹ or anyone for whom the time carrier is responsible. The same applies to losses due to fault or neglect in connection with assistance as mentioned in Section 381 paragraph two, with carrying out the time charterer's orders, or with other breaches of contract.

1 Cf. Section 321.

2 Cf. Section 372.

3 Cf. Section 10.

Section 385¹ *Damage to the ship*

The time carrier² is entitled to damages for damage to the ship caused by the fault or neglect of the time charterer² or anyone for whom the time charterer is responsible.

If the damage arises because the time charterer² has ordered the ship to an unsafe port, the time charterer is liable unless the damage is not caused by the personal fault or neglect of the time charterer or that of anyone for whom the time charterer is responsible.

1 Cf. Sections 257 and 392.

2 Cf. Section 321.

Section 386 *General average. Salvage*

The general average¹ contribution in respect of the freight is paid by the time charterer.² The same applies to contributions apportioned to bunker fuel and other equipment on board belonging to the time charterer. If, in a general average, contribution is made in respect of expenses or loss suffered by the time charterer, the time charterer is entitled to the compensation.

The time carrier² may rescue persons without the consent of the time charterer. The time carrier may also salvage³ ships and other property provided this does not unreasonably affect the time charterer.² Of the time carrier's portion of the net salvage reward or net special compensation, cf. Section 456 paragraph two, the time charterer is entitled to one third.⁴

1 Amended by Act 2 August 1996 no. 61 (in force 1 January 1997).

2 Cf. Chapter 17.

3 Cf. Section 321.

4 Cf. Chapter 16.

5 Cf. Section 392.

Section 387¹ *Voyage expenses*

The time charterer² shall meet all the expenses for the performing of voyages that shall not, according to the provisions of this Chapter, be met by the time carrier.²

1 Cf. Section 392.

2 Cf. Section 321.

Redelivery of the Ship

Section 388 *Redelivery. Survey*

The time charterer¹ shall redeliver the ship to the time carrier¹ at the agreed place and time.

The provisions of Section 372 paragraph three, Section 373, and Section 374 paragraph one and paragraph two first sentence apply correspondingly to redelivery of the ship. This also applies

when the chartering agreement has been cancelled or has been terminated prior to the expiration of the charter period.

¹ Cf. Section 321.

Section 389 *Exceeding the charter period*

Unless a fixed period has been agreed for redelivery, the time carrier¹ is obliged to commence a new voyage although this may exceed the agreed time for redelivery. This does not apply if the overlap is longer than what can be considered reasonable.

For excess of time as is permissible according to paragraph one, the time charterer¹ shall pay the agreed hire. For other excess of time, the time charterer shall pay the current hire, but not less than the agreed hire, plus damages according to ordinary contractual rules for other losses incurred by the time carrier¹ as a result of the delay.

¹ Cf. Section 321.

Time Charter Hire

Section 390 *Payment of hire*

Hire is payable in advance for thirty days at a time.

If the time charterer¹ requests that the hire be offset against a disputed claim, the time charterer shall nevertheless pay the hire if the time carrier¹ provides security for the claim. The time charterer can however not demand security for a larger amount than the hire he or she pays.

¹ Cf. Section 321.

Section 391 *Delayed payment of time charter hire*

If hire is not paid when due, the time charterer¹ shall pay default interest from the due date together with the next payment of hire.

The time carrier¹ shall notify the time charterer if hire is not paid when due. When the notification has been sent, the time carrier is entitled to suspend performance of the chartering agreement, including refusing to load the goods or to issue a bill of lading.² If payment is not received within 72 hours after the sending of the notification, the time carrier is entitled to cancel the contract.

If the time carrier¹ has suspended performance of the contract or cancelled it, he or she is entitled to damages unless the time charterer¹ shows that the delay in the payment was due to an interruption of communications or transfers of payment or some other hindrance beyond the control of the time charterer and which the time charterer could not reasonably have been expected to foresee at the time of the conclusion of the contract or the consequences of which he or she could not reasonably have been expected to avoid or overcome.

If the time charterer¹ fails to pay hire which has fallen due, the time carrier¹ can demand that the time charterer assigns to the time carrier any freight claims which the time charterer may have in connection with subchartering of the ship.

¹ Cf. Section 321.

Section 392¹ *Off hire*

Hire is not paid for time lost to the time charterer in connection with salvage,² maintenance of the ship, or the repair of damage for which the time charterer bears no responsibility,³ or otherwise because of matters pertaining to the time carrier.⁴

The same applies correspondingly to the obligation of the time charterer to cover expenses relating to the operation of the ship.⁵

1 Cf. Section 393.

2 Cf. Section 386.

3 Cf. Section 385.

4 Cf. Section 374.

5 Cf. Section 387.

Termination, etc.

Section 393¹ *Loss of the ship*

If the ship is lost or damaged beyond repair, the chartering agreement terminates even if the time carrier² is entitled under the contract to substitute another ship for the one agreed. The same applies in the event of a requisition or similar intervention if it has a significant impact on the fulfilment of the contract.

If the ship is lost and the time of the accident cannot be ascertained, time charter hire shall be paid for 24 hours after the ship was last heard of.

1 Cf. Section 323.

2 Cf. Section 321.

Section 394¹ *War, etc.*

If a ship is in a port or other area where war breaks out, warlike conditions arise, or there is a significant increase in the risk of war, the time carrier² may immediately remove the ship from the area into safety.

In addition to the time charter hire, the time charterer² shall cover any increase in the ship's war insurance premium occasioned by voyages ordered by the time charterer. The same applies to war risk bonuses to the crew.³

If, during the contract period, war breaks out, warlike conditions arise, or there is a significant increase in the risk of war, and this has a significant bearing on the fulfilment of the chartering agreement, both the time carrier² and the time charterer² are entitled to cancel the contract without incurring liability for damages.

The party intending to cancel the contract must give notice of this without undue delay. Failing this, that party shall be liable to damages for the losses caused thereby.

1 Cf. Section 378 paragraph two.

2 Cf. Section 321.

3 Cf. Act 30 May 1975 no. 18 Section 12.

Chapter 15. Carriage of Passengers and their Luggage¹

1 Cf. General Civil Penal Code of 22 May 1902 no. 10 Sections 306 to 308.

II. Introductory Provisions

Section 401 *Definitions*

By the term carrier,¹ in this Chapter, is meant a person who by contract, commercially or for remuneration, undertakes to carry passengers or passengers and their luggage by ship. The carrier can be a reder,⁷ a charterer (sub-carrier) or other person.

By the term passenger² is meant the person who is to be carried or is being carried by ship pursuant to a contract of carriage, and a person who with the consent of the carrier is accompanying a vehicle or live animals covered by a contract for the carriage of goods.³

By the term luggage is meant any article, including a vehicle, which is carried in connection with a contract for the carriage of passengers. The provisions regarding luggage do not apply if the goods are carried pursuant to a charterparty,⁴ bill of lading⁵ or other document commonly used in connection with the carriage of goods.⁶ Cabin luggage comprises luggage which the passenger has in his or her cabin, in his or her custody, or in his or her vehicle.

1 Cf. Sections 426 and 427.

2 Cf. Sections 407 and 428.

3 Cf. Section 404.

4 Cf. Chapter 14.

5 Cf. Section 292.

6 Cf. Section 308.

7 The use of the term “reder” has been explained in the preface.

Section 402 *Dispensability*

Except for Section 408 and what follows from Sections 430 to 432, the provisions of this Chapter apply only in so far as nothing to the contrary has been agreed or follows from custom.

Section 403 *Carriage by other means of transport*

The provisions of this Chapter do not apply in so far as the carriage is subject to any international convention on carriage by other means of transport.¹

1 Cf. Acts 20 December 1974 no. 68 Section 4, 15 June 1984 no. 74 and 75 and 11 June 1993 no. 101 Chapter X.

Section 404¹ *Liability towards others on board the ship*

In the event that someone travelling on board a ship without being a passenger² or a member of the crew is killed or suffers damage as mentioned in Sections 418 and 419, the provisions relating to the carrier's² objections and limitation of liability apply correspondingly for the benefit of anyone on the part of the reder³ against whom a claim for damages is made.

1 Cf. Section 427.

2 Cf. Section 401.

3 Cf. Section 151. The use of the term “reder” has been explained in the preface.

III. The Carriage

Section 405¹ *Duties of the carrier²*

The carrier² shall ensure that the ship is seaworthy at the commencement of the voyage and at all times during the voyage, including that it is sufficiently equipped, manned and provisioned. The

carrier shall also in all other respects safeguard the carriage of the passengers² and their luggage² and otherwise take due care of the interests of the passengers.

Luggage must not be carried on deck except as authorized by agreement or custom.

The voyage shall be performed with due despatch. Deviation is permissible only for the purpose of saving human life or the salvage³ of ships or goods or for any other reasonable purpose.

1 Cf. Section 131.

2 Cf. Section 401.

3 Cf. Chapter 16.

Section 406 *Performance by a ship other than that agreed*

If the contract of carriage is for a named ship, the carrier¹ cannot perform the contract with another ship.

1 Cf. Section 401.

Section 407 *Assignment of a passenger's¹ rights*

If a person has been named as the passenger¹ in the contract, he or she cannot assign his or her rights under the contract to anyone else. After the commencement of the voyage the passenger can in no event assign his or her rights.²

If the carriage is part of a package tour, cf. the Package Tour Act³ Section 2-1, paragraph one does not prevent a passenger from assigning his or her rights according to the Package Tour Act Section 4-4.

1 Amended by Act 25 August 1995 no. 57 (in force 1 January 1996).

2 Cf. Section 401.

3 Cf. Section 428.

4 Cf. Act 25 August 1995 no. 57.

Section 408¹ *The passenger's² duties, etc.*

The passenger² is obliged to comply with regulations relating to good order and safety on board.³

The provisions contained in the Ship Safety Act⁵ section 40 second and third paragraph apply to the use of force. For taking testimony of passengers section 49 in the Seamen's Act⁴ Sections apply correspondingly.

1 Cf. Section 402.

2 Cf. Section 401.

3 Cf. the General Civil Penal Code Section 312.

4 Cf. Act 30 May 1975 no. 18.

5 Cf. Act 16 Feb 2007 no. 9

Section 409 *Luggage.¹ Passengers'¹ duty of disclosure*

A passenger¹ can bring a reasonable amount of luggage.

If the passenger¹ knows that the luggage is of a nature that might make it dangerous or a significant inconvenience to people, ships or other goods, the passenger is obliged to inform the carrier¹ thereof before the commencement of the voyage. The same applies if luggage other than cabin luggage¹ must be handled with special care.² Luggage of the nature mentioned in this paragraph shall as far as possible be specially marked before the voyage begins.

1 Cf. Section 401.

2 Cf. Section 419.

Section 410¹ *Dangerous luggage*

The carrier¹ can forbid the passenger¹ to bring luggage which may cause damage or significant inconvenience to people, ships or other goods.

If such luggage¹ has been taken on board and the carrier did not know its nature, the carrier may, according to the circumstances, discharge, render innocuous or destroy the luggage without liability to compensate the loss caused thereby. The same applies even if the carrier knew the nature of the luggage, if at a later time such danger or inconvenience to people, ships or other goods arises that it is not justifiable to keep the luggage on board.

1 Cf. Section 401.

Section 411¹ *Damage caused by luggage²*

If damage has been caused to the carrier² by luggage,² the passenger² is liable if the damage is due to fault or neglect on the part of the passenger or someone for whom he or she is responsible.

1 Cf. Section 430.

2 Cf. Section 401.

Section 412¹ *Carrier's² right of retention in luggage²*

The carrier² is not bound to deliver luggage² other than cabin luggage, until the passenger² has paid the fare and for the board and any outlays during the voyage.³ If the passenger does not pay, the luggage can be placed in safe custody for his or her account, and the carrier may, in a proper manner, sell so much of the luggage that the claims of the carrier including costs are covered.

1 Cf. Sections 61 and 430.

2 Cf. Section 401.

3 Cf. Sections 448 and 465.

Section 413¹ *Hindrances on the ship's part prior to departure*

If the contract is for a named ship and that ship prior to the commencement of the voyage is lost or damaged beyond repair, the carrier² is not obliged to perform the carriage.

If the departure of the ship from the place where the voyage commences is considerably delayed, the passenger² is entitled to cancel the contract.

1 Cf. Section 430.

2 Cf. Section 401.

Section 414¹ *Delay during the voyage*

If, during the voyage, such a delay occurs which makes it unreasonable to require the passenger² to wait, or if the ship is lost or damaged beyond repair³ after part of the voyage has been performed, the carrier² is bound to provide for suitable carriage of the passenger² and his or her luggage to his or her destination, and to bear the resulting expenses. If the carrier does not fulfil such duties within a reasonable time, the passenger is entitled to cancel the contract.

If, at a port of call, the passenger² must stay ashore by reason of breakdown or other hindrances on the ship's part, the carrier shall make provision for suitable board and lodging and bear the resulting expense.

1 Cf. Section 430.

2 Cf. Section 401.

3 Cf. Section 10.

Section 415¹ *Withdrawal by the passenger²*

If the passenger² does not enter upon or discontinues the voyage, the carrier² is entitled to the agreed fare unless the passenger has died or been hindered by illness or for other good reason and notice has been given to the carrier without undue delay. However, any amount which the carrier has saved or ought to have saved is deducted.

1 Cf. Section 430.

2 Cf. Section 401.

Section 416¹ *War risks, etc.*

If, after the contract of carriage was entered into, it appears that the voyage will entail danger to the passenger² or the ship because of war, blockade, insurrection, civil commotion or piracy or other armed violence, or that such a risk is significantly increased, both the carrier² and the passenger are entitled to cancel the contract without liability for damages, even if the voyage has commenced. The party intending to cancel shall give notice of this without undue delay. Failing this, that party is liable to damages for the losses caused thereby.

1 Cf. Section 430.

2 Cf. Section 401.

Section 417¹ *Distance freight*

If the passenger² discontinues the voyage by reason of circumstances beyond his or her control, or if the contract of carriage is cancelled pursuant to Section 414, or, after the commencement of the voyage, cancelled pursuant to Section 416, the carrier² is entitled to a proportionate part of the agreed payment, the provisions of Section 341 paragraphs two and three on calculation of distance freight being correspondingly applicable.

If the carrier has received payment in excess of what is due to him under this Section, he shall repay the surplus.

1 Cf. Section 430.

2 Cf. Section 401.

IV. Liability of the Carrier¹ for Passengers¹ and their Luggage¹

1 Cf. Section 401.

Section 418¹ *Liability for passengers²*

The carrier² is liable for losses³ suffered as a result of the death of or personal injury to a passenger² (“personal injuries”) caused by an incident in the course of the carriage which is due to the personal fault or neglect of the carrier or anyone for whom he or she is responsible.⁴ The same applies to damage caused by delay in the carriage of a passenger.

1 Cf. Sections 430 and 501 paragraph one nos. 5 and 6.

2 Cf. Section 401.

3 Cf. Sections 422 and Section 423 and Act 13 June 1969 no. 26 Chapter 3 and 5.

4 Cf. Section 426.

Section 419¹ *Liability for luggage¹*

The carrier² is liable for losses³ suffered as a result of the loss of or damage to luggage² caused by an incident in the course of the carriage which is due to the personal fault or neglect of the

carrier or anyone for whom he or she is responsible.⁴ The same applies to damage caused by delay in the carriage or delivery of luggage.

The carrier² is not liable in respect of monies, securities and other valuables, such as gold and silverware, jewels, jewellery or works of art, unless they were received by the carrier for safekeeping.⁵

1 Cf. Sections 430 and 501 paragraph one nos. 5 and 6.

2 Cf. Section 401.

3 Cf. Sections 422 and 423 and Act 13 June 1969 no. 26 Chapter 4 and 5.

4 Cf. Section 426.

5 Cf. Section 409 paragraph two and Section 422 paragraph two letter b.

Section 420¹ *Contributory negligence*

If the passenger² by his or her own negligence has contributed to the damage mentioned in Sections 418 and 419, the liability of the carrier can be abated according to the general rules governing damages.³

1 Cf. Section 430.

2 Cf. Section 401.

3 Cf. Act 13 June 1969 no. 26 Section 5-1.

Section 421¹ *Burden of proof*

The burden of proving the extent of the damage² and that it was caused by an event in the course of the carriage lies on the claimant.

In respect of loss resulting from personal injuries, the claimant also has the burden of proving any fault or neglect for which the carrier² is responsible. However, if the damage has arisen from or in connection with shipwreck, collision,⁴ stranding, explosion, fire, or a defect in the ship,⁵ the carrier has the burden of proving that no fault or neglect has occurred.

If cabin luggage³ has been lost or damaged, the provisions of the paragraph two apply correspondingly. If other luggage³ has been lost or damaged, the carrier³ always has the burden of proving that no fault or neglect has occurred.

In the event of delay, the carrier³ has the burden of proving that the loss is not due to any fault or neglect for which he or she is responsible.

1 Cf. Section 430.

2 Cf. Sections 418 and 419.

3 Cf. Section 401.

4 Cf. Chapter 8.

5 Cf. Section 405.

Section 422¹ *Limitation of the carrier's² liability*

The carrier's liability for personal injury shall not exceed 400.000 SDR per passenger. Liability for delay in the carriage of a passenger shall not exceed 4.150 SDR.

The carrier's liability for luggage lost, damaged or delayed shall not exceed:

- a) 1.800 SDR per passenger² for losses relating to cabin luggage;³
- b) 6.750 SDR per passenger² for losses relating to valuables received for safekeeping;³
- c) 10.000 SDR per vehicle;
- d) 2.700 SDR per passenger for damage relating to other luggage.

The amounts in paragraphs one and two apply to every single voyage.

Interest and costs can be awarded in addition to the limitation amounts.

SDR means the unit mentioned in Section 505.⁴

The carrier² and the passenger² may in writing agree on higher limits of liability than those laid down in this Section¹.

1 Cf. Section 430.

2 Cf. Section 401.

3 Cf. Section 419 second paragraph.

4 Cf. the footnote in Section 505.

Section 423¹ *The passenger's² deductible*

From losses which have occurred, the carrier² is entitled to make deductions of up to

- a) 150 SDR³ per vehicle in the case of damage to a vehicle;
- b) 20 SDR³ per passenger in the case of loss of or damage to other luggage;²
- c) 20 SDR³ per passenger in the case of losses due to delay.

Deduction shall be made before limitation of liability takes place pursuant to Section 422.

1 Cf. Section 430.

2 Cf. Section 401.

3 Cf. Section 505 and the footnote in that Section.

Section 424¹ *Loss of the right to limitation*

The carrier² cannot limit his or her liability under Section 422 or make deductions according to Section 423 if it is shown that the he or she personally caused the loss wilfully or through gross negligence and with knowledge that such loss would probably arise.

1 Cf. Section 430.

2 Cf. Section 401.

Section 425¹ *Claims not based on the contract of carriage*

The provisions relating to the carrier's² objections and to the limits of the carrier's liability apply even if the claim against the carrier is not based on the contract of carriage.

1 Cf. Section 430.

2 Cf. Section 401.

Section 426¹ *Carriage performed by someone other than the carrier²*

If a carriage is performed wholly or in part by another than the carrier,² the carrier remains liable according to the provisions of this Chapter as appropriate as if the carrier had performed the entire carriage him- or herself.

In the case of carriage by ship,³ the person performing it is liable for his or her part of the carriage pursuant to the same rules as the carrier.² An agreement whereby the carrier undertakes liability in excess of that laid down in this Chapter⁴ is not binding on the person performing the carriage unless the latter has given written consent.

The carrier² and the person liable according to paragraph two are jointly and severally liable.⁵

1 Cf. Section 430.

2 Cf. Section 401.

3 Cf. Section 403.

4 Cf. Section 501.

5 Cf. Act 13 June 1969 no. 26 Section 5-3.

Section 427¹ *Claims for damages against persons for whom the carrier² is responsible, etc.*

The provisions relating to the carrier's² objections and to the limits of the carrier's liability apply correspondingly in respect of those for whom the carrier is responsible according to Sections 426 or 151.

The total liability that can be imposed on the carrier and persons for whom the carrier² is responsible shall not exceed the limit pursuant to Section 422. Each of them is only liable up to the limit applicable to him or her.

The provisions of this Section cannot be invoked by anyone who personally caused the loss wilfully or through gross negligence and with knowledge that such loss would probably arise.

1 Cf. Section 404, 430 and 431 paragraph three.

2 Cf. Section 401.

Section 428¹ *Who can claim damages*

Claims for damages for personal injury to or delay suffered by a passenger² can be made only by the passenger or a person who has succeeded to the right of the passenger.³

Claims for damages for loss of life can only be made by the successors to the rights of the passenger or by someone for whom the passenger provided for.⁴

1 Cf. Section 430.

2 Cf. Section 401.

3 Cf. Act 13 June 1969 no. 26 Sections 3-7 and 3-10.

4 Cf. Act 13 June 1969 no. 26 Section 3-4.

V. Miscellaneous Provisions

Section 429¹ *Forum, etc.*

Legal action relating to the carriage can only be brought before the Court

- a) in the place of the defendant's permanent residence or principal place of business,
- b) in the place of departure or destination according to the contract of carriage,
- c) of the State of the claimant's place of residence, if the defendant has a place of business in that State and can be sued there, or
- d) of the State in which the contract of carriage was entered into if the defendant has a place of business in that State and can be sued there.

After a dispute has arisen, the parties may agree to have it dealt with by another Court or by arbitration.²

1 Cf. Section 430, the Dispute Act Chapter 2 and Act 8 January 1993 no. 21.

2 Cf. the Dispute Act Chapter 32.

Section 430¹ *Scope of application and indispensability*

The provisions of Sections 411 to 421, 422 paragraph one second sentence and paragraphs two to six, Sections 423 to 429 and Section 501 paragraph one nos. 4 to 6 cannot by advance agreement be derogated from to the passenger's disadvantage

- a) in domestic trade in Norway, Denmark, Finland or Sweden or by carriage to or from any of these states, regardless if the carriage in other respects is subject to foreign law;

- b) by other carriage if the regular Norwegian rules on choice of law entails that the carriage is subject to Norwegian law.

The provisions in Section 422 paragraph one first sentence cannot by advance agreement be derogated from to the passenger's disadvantage in domestic trade in Norway or by carriage to or from Norway, regardless if the carriage in other respects is subject to foreign law, or by carriage as mentioned in paragraph one letter b.

Section 431¹ *Exceptions from indispensability*

Notwithstanding the provisions of Section 430, the carrier² may, in respect of the carriage of passengers,² sign away his responsibility according to this Chapter during the periods before embarkation and after disembarkation, however not in respect of transport by sea between ship and land which is included in the fare or is carried out by means of transport placed at disposal by the carrier.

In respect of cabin luggage,² the carrier² may likewise exempt himself from liability for the period before the luggage is brought on board and after it has been taken ashore, but not in respect of such transport by sea as mentioned in paragraph one, or for the period while such luggage is in the custody of the carrier while the passenger² is on a quay or in a terminal or station or other port installation.

If it has been agreed that a particular part of the carriage shall be performed by a named person other than the carrier,³ the carrier² may moreover exempt himself from liability in respect of any loss resulting from an event occurring during the part of the transport performed by such other person. The same applies if the passenger² according to the contract of carriage has the right to wholly or partly have the transport performed by another carrier.

The carrier² may in any event make reservation exempting him or her from liability in respect of live animals sent as luggage.²

1 Cf. Section 402.

2 Cf. Section 401.

3 Cf. Section 427.

Section 432¹ *Liability insurance*

The King may decide that, for ships used for the carriage of passengers² in Norwegian domestic trade or in trade between Norway and abroad, insurance shall be effected or security given covering the liability for personal injuries which may be incurred by the carrier² according to Section 418, cf. Section 422 paragraph one, Section 171, Section 172 and Section 175 no. 1. The King may issue regulations concerning the types of ship to which this applies, and as to the insurance or security given, including any effect of their not being kept in force.³

The King may make the provisions of this Section applicable to ships with Norwegian Passenger Certificates⁴ which are used for the carriage of passengers in trades other than those mentioned in the first sentence.

1 Cf. Section 402 and Act 9 June 1903 no. 7 Sections 100 and 102.

2 Cf. Section 431.

3 Cf. the General Civil Penal Code Section 419 paragraph one no. 1, Acts 9 June 1903 no. 7 Section 102 paragraph three and 16 June 1989 no. 69 Chapter 7.

4 Cf. Act 9 June 1903 no. 7 Chapter 8.

Marine Accidents

Chapter 16. Salvage¹

1 Cf. Section 501 first paragraph no. 1 and 2 and Acts 20 July 1893 no. 2 Section 10, 3 June 1983 no. 40 Chapter VI, 11 June 1993 no. 101 Chapter XII and 2 August 1996 no. 61.

Section 441 *Definitions*

For the purpose of this Chapter, the following words have the following meanings:

- a) salvage; any act the purpose of which is to render assistance to a ship or other object which has been wrecked or is in danger in any waters;¹
- b) ship; any ship or vessel and also any other construction capable of navigation;
- c) object; any object not permanently attached to the coastline;
- d) environmental damage; significant physical damage to human health, or to life or resources in inland or coastal waters, including adjacent areas, or in the Norwegian economic zone², resulting from pollution, fire, explosions or similar serious incidents.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Act 20 July 1893 no. 2.

3 Cf. Act 17 December 1976 no. 91.

Section 442 *Scope of application*

The provisions of the present Chapter shall apply when cases concerning salvage¹ are brought before a Norwegian court or arbitration tribunal.

The provisions of the present Chapter apply even if the salvaged ship¹ and the ship¹ that performed the salvage are owned by the same person. The provisions also apply if the ship which performed the salvage is owned by a State.²

The provisions of the present Chapter have no limiting effect on rules which otherwise apply to salvage operations carried out by or under the supervision of public authorities.³ Salvors who have taken part in such salvage operations are entitled to salvage reward or special compensation according to the provisions of this Chapter.

The provisions of the present Chapter do not apply to permanent installations or pipelines for petroleum activities,⁴ or to ships or objects¹ covered by Act 9 June 1978 no. 50 Concerning the Cultural Heritage Section 14.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Section 441.

3 Cf. Section 455.

4 Cf. Act 13 March 1981 no. 6 Section 74.

5 Cf. Act 29 November 1996 no. 72.

6 Cf. Act 2 August 1996 no. 61 II.

Section 443¹ *Dispensability, authority of the master, abatement of agreements, etc.*

The provisions of the present Chapter do not apply in so far as an agreement provides otherwise. No agreement can be made limiting the obligation to prevent or limit environmental damage.²

The master has the authority to conclude salvage² agreements on behalf of the owner of the ship. The owner of the ship,² the reder⁵ and the master have authority, independently of each other, to conclude a salvage agreement on behalf of the owners of the objects² which are or were on board the ship.³

A salvage agreement can wholly or partly be set aside or modified if the agreement was concluded under undue influence or under the influence of danger, and it would be unreasonable to rely on it. An agreement concerning the amount of a salvage reward or special compensation can be set aside or modified if the claim is not reasonably proportionate to the salvage work that has been performed.⁴

1 Cf. amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Section 137 and Act 31 May 1918 no. 4 Section 10.

3 Cf. Section 441.

4 Cf. Sections 441 and 452.

5 Cf. Act 31 May 1918 no. 4 Section 36.

6 The use of the term “reder” has been explained in the preface.

Section 444 *The salvor's, owner's and master's duties, etc.*

In relation to the owner and reder³ of the ship,¹ and also the owners of other objects concerned in the salvage,¹ the salvor is duty bound to:

- a) perform the salvage operation with due care;
- b) take due care during the salvage operation to prevent or limit environmental damage;¹
- c) seek the assistance of other salvors when this is reasonable under the circumstances;
and
- d) accept the intervention from other salvors when this is reasonably requested by the reder, master or owner of other objects at risk; the amount of the salvage reward shall nevertheless not be reduced if the request was unreasonable.

In relation to the salvor, the owner, reder and master² of the ship,¹ and also the owners of other objects¹ concerned in the salvage¹ are duty bound to:

- a) co-operate fully with the salvor;
- b) take due care during the salvage operation to prevent or limit environmental damage;¹
and
- c) accept redelivery, when reasonably requested by the salvor after what has been salvaged has been brought to safety.

1 Amended by Act 1996 no. 61 (in force 3 December 1997).

2 Cf. Section 441.

3 Cf. Section 135.

4 The use of the term “reder” has been explained in the preface.

Section 445 *Conditions for salvage award¹*

The salvor is only entitled to a salvage award if the salvage² operation produced a useful result. The salvage award, not including interest³ and legal costs,⁴ can never be fixed at a higher amount than the value of what was salvaged.

The rescue of human life does not as such entitle a salvage award. A person who in the course of a salvage operation has rescued human life is entitled to a reasonable share of the salvage award or special compensation.⁵

The provision of paragraph one does not preclude a claim for special compensation according to Section 449.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Sections 173 and 501 paragraph one.

3 Cf. Section 441.

4 Cf. Act 17 December 1976 no. 100.

5 Cf. the Dispute Act Chapter 13.

6 Cf. Section 449.

Section 446 *Fixing of the salvage award*

The salvage award shall be fixed with a view to encouraging salvage. In the apportionment of salvage award, importance shall be attached to the following circumstances:

- a) the value of what was salvaged;
- b) the skill and effort the salvors put into salvaging the ship, other objects and human lives;
- c) the skill and effort the salvors put into preventing or limiting environmental damage;¹
- d) to what extent the salvor was successful;
- e) the nature and degree of danger;
- f) the time spent and the expenses and losses incurred by the salvors;
- g) how quickly the assistance was given;
- h) the risk that the salvors incur liability for damages, and other risks to which the salvors or their equipment were exposed;²
- i) that ships¹ and other equipment were used or kept on hand during the salvage operation;¹
- j) the degree of preparedness and the effectiveness of the salvors' equipment, and also the value of the equipment.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Section 441.

3 Cf. Sections 171 and 173 paragraph two.

Section 447¹ *Liability for the salvage award*

The salvage award is payable by the shipowner² and the owners of other objects in proportion to the values salvaged for each of them.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Sections 386 and 392.

3 Cf. Section 441.

Section 448 *Several salvors*

In the apportionment of a salvage award among several salvors, the circumstances mentioned in Section 446 shall be taken into account.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

Section 449 *Special compensation*

If the salvor performed a salvage operation for a ship¹ which alone or together with its cargo entailed a risk of environmental damage,¹ the salvor can demand that the owner and reder² of the ship pay special compensation which shall correspond to the expenses incurred by the salvor in the salvage operation. Such special compensation can only be claimed in so far as it exceeds the amount of a salvage award fixed according to Section 446.

If the salvor prevented or limited environmental damage,¹ the special compensation may be increased by up to 30 per cent of the expenses to the salvor. When it is found reasonable,

however, the compensation can be increased by up to 100 per cent of the expenses to the salvor, the circumstances mentioned in Section 446 being taken into consideration.

By the expenses to the salvor in this context is meant out-of-pocket expenses reasonably incurred by the salvor in the course of the salvage operation, plus a fair rate for the equipment and personnel employed in the work. When the amount of such a rate is being fixed, the circumstances mentioned in Section 446 letters g, i and j shall be taken into consideration.

If the salvor has failed through negligence to prevent or limit environmental damage,¹ the salvor may be deprived of the whole or part of the special compensation.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Section 441.

3 The use of the term “reder” has been explained in the preface.

Section 450 *Exceptions*

Persons who carry out services pursuant to a contract entered into before the danger arose, has no right to a salvage award or special compensation,¹ unless the services rendered exceed what can be considered as due performance of the contract.

Persons who, despite the express and reasonable prohibition of the ship's² owner, reder⁴ or master carry out a salvage operation, is not entitled to a salvage award or special compensation. A similar rule applies in case of a prohibition of the owner of other property² in danger which is not and has not been on board a vessel.³

A salvor may be deprived of the whole or a part of a salvage award or special compensation¹ if the salvage operations² have become necessary or more difficult because of fault or neglect on the salvor's part, or if the salvor has been guilty of fraud or other dishonest conduct.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Section 449.

3 Cf. Section 441.

4 Cf. Sections 135 and 193.

5 The use of the term “reder” has been explained in the preface.

Section 451¹ *Apportionment of salvage award between the ship's² reder⁴ and crew*

When a ship² registered in Norway has salvaged something on a voyage, the salvage award shall first compensate any damage that the ship,² cargo or other property on board may have sustained in the salvage operation, and also expenditure for fuel, wages and food for the master and crew incurred in connection with the salvage.²

The remaining, the net salvage award, is apportioned according to the following rules:

- 1) The reder⁴ receives 3/5. Of the remaining, the master receives 1/3 and the genuine crew 2/3. The crew's share is apportioned in proportion to their respective wages. The master's share shall nevertheless always be at least twice that of the most highly paid crew member. A pilot on board a salvaging ship participates in the distribution of the share of the crew even if the pilot is not in the employment of the reder, and receives in the event a share corresponding to the wages of the senior mate.
- 2) If the salvage was carried out by a fishing or catching vessel in use as such, 4/15 is distributed equally between the members of the crew, including a pilot on board, cf. no. 1 sentence five. Of the remaining, one further crew member's share is due to the master seiner, and to the master in total two single crew member shares, but at least 2/15 of

the net salvage award. The rest goes to the reder. The provisions of this number do not apply to vessels in use in pelagic whaling.

- 3) If the salvage was performed by a Norwegian State-owned ship in use for purposes of a public law nature, the State receives 3/5.³ The remaining is distributed among those on board according to rules laid down by the King. The State may refrain from claiming salvage rewards without incurring liability towards those on board.
- 4) When there are particular reasons indicating a different apportionment, exceptions can be made to the apportionment rules of nos. 1, 2 and 3.

A master or crew member cannot waive his or her rights according to this Section unless they have signed on a salvage vessel specially equipped for salvage, or the waiver was made in connection with signing on and relates to a particular salvage operation. In such cases as mentioned in paragraph two no. 2, deviating rules as to apportionment can be agreed by collective agreement.

As soon as the salvage reward has been fixed by agreement or final judgment, the shipowner sends each person entitled to a share of the salvage reward notification of the award amount and a plan for its distribution. Claims according to paragraph two no. 4 or other objections to the distribution must reach the shipowner no later than three months after the notification was sent.

If the ship is not registered in Norway, the laws of the State in which it is registered apply.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Sections 386 and 501 paragraph one.

3 Cf. Section 441.

4 Cf. Section 442 paragraph two.

5 The use of the term “reder” has been explained in the preface.

Section 452 *Provision for financial security*

At the request of the salvor, the person liable for the claims for salvage award or special compensation shall provide security for its payment. The security must also cover interest and the costs of the claim. When such security has been provided, the salvor cannot enforce a maritime lien in respect of the claim for salvage award.¹

The owner and reder⁴ of the salvaged ship² shall do their utmost to ensure that cargo owners provide security for their liability to salvors before the cargo is released.

Before security according to paragraph one has been posted, the salvaged ship¹ or salvaged objects² cannot without the consent of the salvor be moved from the place to which they were brought on completion of the salvage operation.²

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Sections 51 and 61.

3 Cf. Section 441.

4 Cf. Sections 63, 270 and 412.

5 The use of the term “reder” has been explained in the preface.

Section 453 *Advances on salvage awards or special compensation*

The Court or arbitration tribunal which is to adjudicate the salvor’s claim may provisionally decide that a reasonable advance shall be paid on the salvage award or special compensation.¹ If required in view of the circumstances of the case, such advance shall be made conditional on the posting of security or the like by the salvor.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Section 441.

Section 454¹ *Rules of procedure*

An action for the fixing or apportionment of a salvage award or special compensation can be brought at the place where the salvage took place or where the salvaged items were brought ashore. An action for apportionment according to Section 451 must be brought in the jurisdiction where the salvage vessel² has its home port³ or, as the case may be, where the action for the fixing of a salvage reward or special compensation or for apportionment according to Section 448 was brought.

The person who brings an action for the apportionment of a salvage reward or special compensation must sue jointly all those against whom his claims are made. If such an action has been brought, other actions concerning the distribution must be brought at the venue where the first action was brought. The Court consolidates the actions for joint hearing and judgment in so far as this is permitted, cf. the Dispute Act⁴ Section 98.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Act 20 July 1893 no. 2 Section 10.

3 Cf. Section 441.

4 Cf. Section 8.

5 Cf. Act 13 August 1915 no. 6.

Section 455 *State property. Cargoes carried for humanitarian purposes*

The provisions of the present Chapter do not form basis for arrest or other interlocutory measures¹ against a State-owned cargo which is not of a commercial nature. This does not apply if such arrest or other interlocutory measure is in accordance with international law.

With regard to arrest or other interlocutory measures against State-owned ships, the provisions of the Enforcement of Claims Act² Section 1-6 shall apply.³

The provisions of the present Chapter do not form basis for arrest or other interlocutory measures¹ against a cargo intended for humanitarian purpose, provided the State donating the cargo undertakes to pay the salvage award or special compensation⁴ in respect of such cargo.

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. the Enforcement of Claims Act Chapter 14 and 15.

3 Cf. Act 26 June 1992 no. 86.

4 Cf. Section 442 paragraph three.

5 Cf. Section 449.

Chapter 17. General Average¹

1. Cf. *previous* Act 25 July 1908. Cf. *now* § 501 third paragraph.

Section 461 *The York-Antwerp Rules*

Unless otherwise agreed,¹ allowance in general average of damages, losses and expenses and the apportionment thereof are governed by the York-Antwerp Rules 1994.² If the York-Antwerp Rules 1994 are amended, the King may decide that the amended rules apply. The Rules are published by the King in their English wording and in a Norwegian translation.³

1 Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

2 Cf. Sections 254 paragraph two.

3 Cf. Section 360.

4 Cf. Resolution 24 January 1997 no. 36.

Section 462 *General average: location, adjuster and adjustment*

Unless otherwise agreed, general average adjustment is made in the home country of the reder.¹

In Norway, general average adjusters shall determine whether or not the conditions for general average are present, and, as the case may be, draw up a general average statement. Such determination and statement is called a general average adjustment.²

The general average adjuster is appointed by the person authorised by the King.

1 Amended by Act 28 May 1999 no. 34.

2 The use of the term “reder” has been explained in the preface.

3 The term used in the Norwegian text is “dispasje”.

Section 463 *Request for average adjustment.*

A general average adjustment is requested by the reder.² If the reder has not made such a request within 2 weeks of receiving a request to do so from a person having a legal interest¹ in the general average, any such interested person may him- or herself make the request for general average adjustment.

1 Cf. the Dispute Act Section 54.

2 The use of the term “reder” has been explained in the preface.

Section 464 *Duty of disclosure, etc.*

Any person having a legal interest¹ in a general average has a duty to disclose without undue delay any information and produce any documents in his possession which are considered necessary by the adjuster.

1 Cf. the Dispute Act Section 54.

Section 465¹ *Liability for general average contribution*

For the general average contribution of cargo or other goods, the owner’s liability is attached to the goods, not to him/her personally.

After a general average the shipowner shall refuse to deliver the cargo unless the cargo-owner undertakes personal liability for any general average contribution and provides satisfactory security.²

1 Cf. Section 51 paragraph one no. 5, Section 61 no. 1, Section 173 no. 1 and Section 386.

2 Cf. Sections 270 and 412.

Section 466 *Legal action*

An action concerning the correctness of a general average adjustment can be brought in the jurisdiction where the general average adjuster has his or her permanent place of business.

With regards to carriage of general cargo, the proceedings can be instituted by one writ of summons issued to all the cargo-owners jointly. The Court shall have the writ of summons published in Norsk lysningsblad¹, allowing at least two months’ notice. The Court may also publish the writ in one or more other newspapers. In the writ of summons, the Court shall draw attention to the rule that final judgment in the matter is binding upon every participant in the general average, irrespective of whether or not they have appeared in the proceedings.

Proceedings for the collection of contributions to general average can be instituted in the jurisdiction where the general average adjuster has his permanent place of business. If proceedings as to the correctness of a general average adjustment have been instituted in another jurisdiction, and it is desired to have the question of the correctness of the adjustment decided in

such a way that it is binding upon every participant in the general average, any party to the proceedings can require that the proceedings be transferred to the Court in the jurisdiction referred to in paragraph one.

If the general average adjustment is adjudged to be incorrect, the general average adjuster shall be obliged to correct his adjustment in accordance with the judgment.

1 The official gazette, cf. Act 11 October 1946 no. 1.

Section 467¹ *Average Adjusters*

Only those who hold an exam that documents the requisite knowledge of Norwegian and foreign law and foreign languages can be appointed general average adjusters. The person in question should generally also hold a law degree (Cand.jur.).²

The King may give regulations as to what kind of knowledge is required according to paragraph one, and which examinations are considered to satisfy the requirements. The King may also give regulations requiring, in addition to such examinations, experience at a general average adjuster's office.

Without the consent of the Ministry in question, a general average adjuster cannot hold any permanent salaried public office or practice as a lawyer, or, on his own account or as an intermediary, do business in the field of shipping or of marine insurance or be a member of the board or have a permanent position in such business. The provisions of the Act Relating to the Courts of Justice³ Chapter 6 apply correspondingly to general average adjusters.

The general average adjuster shall give an assurance according to the Act Relating to the Courts of Justice³ Section 141 that he will draw up his general average adjustments in accordance with the law, and always conscientiously carry out his duties as a general average adjuster.

The King⁴ may issue more detailed regulations as to the practice of general average adjusters.

1 Amended by Acts 7 April 1995 no. 15 and 28 May 1999 no. 34.

2 Cf. Sections 180 and 341.

3 Cf. Act 12 May 1995 no. 22 Chapter 10.

4 Act 13 August 1915 no. 5.

5 Ministry of Trade and Industry, cf. Resolution of 5 May 1967, 18 December 1987 no. 970 and 20 December 1996 no. 1156.

Section 468 (Repealed by Act 28 May 1999 no. 34.)

Chapter 18. Maritime inquiries of maritime accidents, maritime law assessment

Section 471 (*Repealed by Act of 16 February 2007 no.9*)

II. Maritime inquiries of maritime accidents

Changed by law on January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution of February 23rd 2007 nr. 226).

Section 472. *Scope*

The stipulations in paragraph II applies, when nothing else appears from the stipulation in question with:

- a) Norwegian ships, including fishing vessels and leisure boats¹
- b) Foreign ships, when the incident occurs in the Kingdom, or outside of the Kingdom when the flag state agrees or if, in accordance with international law, Norwegian jurisdiction can be enforced.

Maritime accidents exist when, by operating a ship, people are killed or considerably injured, or if considerable damage has been inflicted to ship, cargo, property outside of the ship or to the environment. As maritime accident

Incidents occurring in connection with operating a ship that has caused immediate danger as mentioned in sentence one or for sea safety is also considered maritime accident.

For maritime accidents with Ro-ro ferries and high-speed passenger vessels running in scheduled traffic to or from a port in an EEA member state, paragraph II applies when the accident occurs outside of Norwegian sea territory if Norway was the last EEA member state the vessel visited before the accident². For ships mentioned in the first sentence sea accidents occur in cases mentioned in section two, and any grounding or collision involving ships, a ship disappearing or being abandoned at sea, environmental damage, and incidents causing immediate danger of events as mentioned above. Ro-ro ferry is to be interpreted as seagoing passenger vessels equipped with devices enabling it to drive road or rail going vessels on and off the vessel, and that can transport more than twelve passengers. High-speed passenger vessels is to be interpreted as high-speed vessels as defined in rule X/1 in the SOLAS convention of 1974, altered May 1st 1999, and that can transport more than 12 passengers.

The stipulations in paragraph II do not apply for maritime accidents where only military vessels are involved.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 according to resolution February 23rd 2007 no. 226)

Cf. Maritime law, section 1, law December 5th 1917 nr. 1 and law 12 June 1987 no. 48.

Directive 95/35/EF article 12.

Section 473. *Investigative authority*

The investigation of maritime accidents¹ shall be done by the authority determined by the King.

The investigative authority shall elucidate course of events and causal factors, investigate circumstances of consequence to preclude maritime accidents and improve maritime safety, and submit and publish a report with its prospective recommendations when investigation is concluded. The authority of investigation shall not consider civil or criminal negligence and liability.

The King can provide further stipulations regarding the implementation of the investigation and of the organization and composition of the investigative authority.

The King can determine that investigation of sheer industrial accident aboard ships that has caused death or considerable damage to a person, shall be re-directed to another branch of authority than that branch that otherwise is investigative authority in accordance with paragraph one. The King can, by regulation², give supplementary stipulations about the implementation of such investigations.

Altered by law January 7th 2005 no. 2 (effective July 1st in accordance with resolution 23 February 23rd no. 226).

1 See section 472 paragraph two

2 Cf. Law February 10th 1967 section 2 and chapter. VII.

Section 474. *Specially affected states and their right to participate in the inquiries*

The investigative authorities shall give specially affected states the right to participate in the inquiries.

Specially affected state is to be interpreted as:

- a) where the ship is registered,
- b) where the accident happened within the sea territory,
- c) where environment or property has been seriously damaged or exposed to the risk of serious damage.,
- d) that has citizens who died or was considerably damaged as a result of the maritime accident,
- e) that has information that could be of central significance to the investigation, or
- f) that in any other way has a substantial interest in the investigation.

Altered by laws June 17th 2005 no. 90 (effective January 1st 2008 in accordance with resolution January 26th 2007 no. 88), January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226)

Section 475. *Obligation to submit reports*

The shipmaster or the rederi is immediately to give notice to the authority governed by the King¹ of the maritime accident. Such notice shall also be given when the ship has been grounded or collided with another ship, even if the incident is not to be considered a maritime accident in accordance with section 472. The King can with regulations give further stipulations of obligation to report.

Obligation to report in accordance to paragraph one also applies to anyone witnessing such accident, or that notices wreckage or other circumstances that gives reason to fear that a maritime accident has occurred, if the person in question does not have reason to believe that such notice is unnecessary.

The King may establish stipulations³ imposing the shipmaster or the rederi to within reasonable time give a subsequent report to the authority governed by the King with further information associated with the accident.

Accidents that involve an employee onboard the ship shall instead be reported in accordance with the stipulations given in and in agreement with law of ship safety, section 47. Changed by law January 7th 2005 no. 2 (effective July 1st 2008) in accordance with resolution February 23rd 2007 nr. 226) changed by law February 16th no. 9, June 27th June 2008 no. 72 (effective July 1st 2008 according to resolution June 27th 2008 no. 743

1 See section 473.

2 See section 472, paragraph two.

3 Cf. Law February 10 1967 section 2 and chapter VII.

Section 476. *Implementation of inquiry*

When the investigating authority¹ has received report of a maritime accident, ² it is to immediately decide whether to conduct inquiries about the accident, and if so implement such inquiries as soon as possible. The inquiries shall be concluded without unfounded delay. The investigative authorities decides the scope of the investigation and how to carry it out themselves

Inquiries shall² be implemented in the event of:

- a) Maritime accidents² involving Norwegian ships where crew, shipmaster or others accompanied with the ship have, or is presumed to have, lost their life or suffered considerable injury,

b) Maritime accidents with Norwegian passenger ship.

In the occurrence of maritime accidents comprised by section 472 paragraph three the investigative authority can, in agreement with another particularly affected state within EEA hand over the responsibility for the inquiries to the state in question

Maritime accidents² with leisure vessels⁴ is not covered by paragraph two. The King can stipulate that certain maritime accidents that is covered by paragraph two instead shall follow the stipulations in paragraph four.

For other maritime accidents than those covered by paragraph two, the investigative authorities decide whether to conduct investigations. When deciding, emphasis is to be put on the need to elucidate the circumstances concerning the accident, what contribution the inquiries can provide for the work towards safety at sea expected resource use for an investigation, whether necessary inquiries can be conducted any other way, and whether a particularly affected state mean that inquiries should be conducted. Particularly affected states should if possible be given the opportunity to give a statement of whether the accident should be investigated. Emphasize should also be put on that the number of inquiries in general should be to the extent that it can provide a satisfactory foundation for the general the work towards safety at sea .

The investigating authorities can without consideration to previous decisions decide to investigate circumstances concerning one or several marine accidents.

The decision made by the investigating authorities in accordance with this section cannot be appealed. When general considerations apply, the department can instruct the investigating authorities to investigate a maritime accident.

Altered by laws June 23rd 1995 no. 34 (effective August 1st 1995), December 14th no. 98 (effective January 1st 2002 in accordance with resolution December 14th 2001 no. 1416) April 15th 2005 no. 17 (effective January 1st 2006 in accordance with resolution April 15th 2005 no. 339), June 17th 2005 no. 90 (effective January 1st 2008 in accordance with resolution January 26th 2007 no. 88), January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd no. 226).

1 See section 473.

2 See section 472 second paragraph.

3 Cf. Penal code section 414.

4 Cf. Law June 26th 1998 no. 47 section 1 no. 2

5 Cf. Law February 10th 1967 section 2 and chapter VII.

Section 477. *Duty of disclosure*

Anyone has a legal obligation to upon request and without regards to professional secrecy give any information to the investigative authority¹ that may be significant to the investigation of a maritime accident. Anyone giving statement to the investigating authorities has the right to legal assistance from a lawyer or other legal representative.

The shipmaster or the rederi shall produce a transcript of what the ship's log³ contain regarding the accident, and give information about the ship's crew, who could be considered to hold information about the accident and what persons and enterprises affected by it, and shall upon request give a detailed written statement of the accident.

Explanations as mentioned in 1st and 2nd paragraphs can only be used for sea safety purposes. The information put forward during inquiries cannot be given into evidence against the person giving the statement in a future criminal case towards the person in question.

Forklaringer som nevnt i første og annet ledd kan bare brukes til sjøsikkerhetsmessige formål. Opplysninger fremkommet under forklaringene kan ikke brukes som bevis mot den som har avgitt forklaringen i en senere straffesak mot vedkommende.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226).

1 See section 473.

2 See section 472 second paragraph.

3 Law February 16th 2007 no. 9 section 14 second paragraph (c) and section 33 second paragraph (c)

Section 478. *Prohibition from removing wreckage etc.*

Ships that are wrecked, wreckage and other things from the ship must not be removed or touched without consent from the investigating authorities¹ or police, unless it is necessary in order to prevent danger for persons, property or environment or to prevent that something of importance to the investigation is destroyed or disappears.²

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226)

1 See section 473 .

2 Cf. law July 20th 1893 no. 2 section 2.

Section 479. *Measures to obtain information*

The investigative authorities¹ are entitled to use private ground and take into possession ships that are wrecked, wreckage, documents and other things to the extent it is needed in order to do their job. They can order medical examination under the stipulations in section 145. If necessary the authorities can request for assistance from the police.

Witness depositions and other information is gathered to the extent and in the way that the investigative authorities find appropriate.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226).

1 See section 473.

Section 480. *Professional secrecy*

Anyone performing services or labour for the investigative authorities¹ are subject to professional secrecy under the Public Administration Act¹ regarding what they learn when performing their work. When receiving classified information from someone that according to Norwegian law abide to a stricter professional secrecy than what follows from the Public Administration Act, correspondingly strict secrecy shall apply to persons mentioned in the first sentence, unless weighty public interest favours that the information should be eligible to be passed on or the information is necessary to explain the reasons for the accident.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226)

1 See section 473.

2 Law February 10th 1967 sections 13 et seq.

Section 481. *Securing of evidence*

The investigative authorities¹ can demand securing of evidence under the stipulations in section 28-3 third paragraph and section 28-4 in the Civil Procedure Act. Demands for securing evidence can be brought before the magistrate's court for a port where the ship arrives, or the magistrate's court for a port where the crew is staying.

In cases with maritime accidents with ships belonging to Denmark, Finland or Sweden, the authorities in the country in question can demand that the taking of evidence is done in accordance with the stipulations in the first paragraph. If the accident, as mentioned in the first sentence, occurred abroad, the taking of evidence can be undertaken by Norwegian consular authority in accordance with the Act relating to the courts of justice⁴, section 50.

For the shipmaster, the reder, the injured party and other affected, the general terms of the Civil Procedure Act apply for securing of evidence outside of a trial. Taking of evidence abroad can

be undertaken by Norwegian consular authority in accordance with the stipulations in the Act relating to the courts of justice, section 50.

In Denmark, Finland and Sweden maritime declaration for Norwegian vessels is held for the court of justice that is competent according to the legislation there.

Altered by law June 17th 2005 no. 90 (effective January 1st 2008 in accordance with resolution January 26th 2007 no. 88), January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226), as altered by law June 17th 2005 no. 90.

1 See section 473.

2 Law June 17th 2005 no. 90 (Civil Procedure Act).

3 See section 472 second paragraph.

4 Law August 13th 1915 no. 5 (Act relating to the courts of justice).

Section 482. *International inquiries*

If the investigative authority is to investigate a maritime accident that occurred outside of the Kingdom, parts of the investigation can be carried out in cooperation with a Norwegian foreign station.

In case of maritime accident with Norwegian ship occurring within the territory of a foreign state, the investigative authority should, to the extent this is practical, seek to cooperate with the coastal state in investigating. In case of inquiries within foreign state's territory, stipulations in paragraph II apply only to the extent Norwegian authorities' competence allows under international law, and to the extent the coastal state's legislation does not prevent such inquiries.

Unless the investigative authorities¹ under section 476 second paragraph or section 476 sixth paragraph second sentence are obliged to investigate an accident themselves, they can, in part or completely, hand over the responsibility for the investigation to the authorities in another particularly affected state.

The investigative authorities¹ can participate in investigation of maritime accidents outside of the Kingdom that is performed by foreign investigative authority. In case of maritime accident included by section 476 second paragraph, the investigative authorities can hand over the responsibility for the investigation to a special commission established by several affected states jointly in order to investigate the causes for the accident.

The King can establish further stipulations⁴ for the investigation of maritime accidents³ occurring outside of the Kingdom.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226)

1 See section 473.

2 Cf. Law May 3rd 2002 no. 13.

3 See section 472 second paragraph.

4 Cf. law February 10th 1967 section 2 and chap. VII.

Section 483. *Expert assistance etc.*

The investigative authorities can make use of expert assistance when conducting the investigation, and can also ask for assistance from police and other authorities.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226)

1 See section 473.

Section 484. *Rights for who the matter have reference to. Notification to specially affected states*

When the investigative authorities decide to carry out an investigation, it is to as far as possible notify the shipowner, the rederi, the shipmaster, users and insurer of the ship and others affected

by the case about this. Such notification shall be given as soon as possible, and shall notify about the rights following second paragraph in the section here and after section 485 second paragraph.

By the time the investigation is concluded, those mentioned in the first paragraph is to be given access to bring forward information and viewpoints about the maritime accident and its causal factors. They should also be given access to be present at the inquiries, and have the right to familiarize themselves with the documents, to the extent the investigative authorities¹ find that this can happen without obstructing the investigation. Second sentence applies with the limitations set by professional secrecy, cf. section 480.

When investigating maritime accidents¹ where section 472 third paragraph applies, the authorities are also in specially affected states within the EEA to be notified of the inquiries. When investigating other maritime accidents the authorities should, in specially affected states be notified of the inquiries. The notification shall include information about the rights that applies to specially affected states under section 474 and section 485 second paragraph.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226).

1 See section 473.

2 See section 472 second paragraph.

Section 485. *Investigation report*

The investigative authorities shall generate a report that account for the course of events and that contains the investigative authorities' recommendations, if any, of precautions that should be made or considered whith the intention to prevent similar maritime accidents in the future. Before the investigative authorities concludes the report, a draft for a report shall upon request be presented to those mentioned in section 484 paragraph one, and for specially affected states, with reasonable deadline for those in question to make a statement, unless particular circumstances requires otherwise. The right after the first sentence only apply to the parts of the draft for the report that those in question, because of their connection to the case or inquiries, have a postulation to give a statement about.

The investigative authorities' draft for a report is not public.

For marine accidents² included by section 472 third paragraph the report is to be communicated to EFTA's monitoring agency, ESA (EFTA Surveillance Authority).

The decision made by the investigative authorities cannot be appealed.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226).

1 See section 473.

2 See section 472 second paragraph.

Section 486. *The Maritime Directorates investigation of maritime accidents or other events*

The stipulations in paragraph II is to no hindrance for the Maritime Directorate to investigate maritime accidents that the investigative authorities decide not to investigate, or events outside the scope of the investigative authorities' responsibility.

In case of other maritime accidents¹ than those that include paragraph one, the Maritime Directorate can only conduct inquiries about an accident under the investigative authorities' approval. The investigative authorities can limit their approval to measures for gathering information that are further specified.

The King can by regulation³ give further stipulations about the inquiries made by the Maritime Directorate about maritime accidents and other events.

The investigative authorities shall give notice to the Maritime Directorate of all maritime accidents¹ occurring, and of all cases of vessels that has ran aground, cf. section 475 first paragraph third sentence. As soon as the investigative authorities have decided whether they will initiate an investigation of a maritime accident or not, the Maritime Directorate is to be notified of this decision.

Altered by law January 7th 2005 no. 2 (effective July 1st 2008 in accordance with resolution February 23rd 2007 no. 226).

1 See section 472 second paragraph.

2 See section 473.

3 Cf. law February 10th 1967 section 2 and chapter VII.

III. Maritime Assessment¹

1 Cf. Section 492.

Section 487 *Purpose, etc.*

Maritime assessment shall be instituted when requested by the reder² or a charterer, cargo-owner, insurer or other interested party. The Court shall, in so far as requested,

- 1) deliver a statement on the condition of the ship and cargo and the nature, extent and cause of any damage;
- 2) assess the value of ship and cargo;
- 3) deliver a statement on whether the ship can be repaired either where it is or at a place to which it can be moved;
- 4) assess the anticipated costs of moving and repairing the ship, and its estimated value when repaired.¹

The assessment can be relied upon as evidence in legal proceedings, but is not binding.

Amended by Act 30 August 2002 no. 67 (in force 1 January 2003, cf. Resolution of 30 August 2002 no. 938).

1 Cf. Section 10.

2 The use of the term “reder” has been explained in the preface.

Section 488 *Members of the Court of Assessment, etc.*

The number of assessors¹ is two. If the Chairman of the Court considers it desirable, there shall be four assessors.

The assessors are as far as possible given one day’s notice.

In special cases the Chairman of the Court may refrain from taking part in the assessment and leave it to be conducted by the assessors alone, with subsequent conclusion in a Court session.

Amended by Act 30 August 2002 no. 67 (in force 1 January 2003, cf. Resolution of 30 August 2002 no. 938).

1 In the original text the term “skjønsmennene” is used.

Section 489 *Time and place of the maritime inquiry*

The assessment is held as soon as possible after the request is received. The Court gives notice of the place and time set for the hearing to the claimant and the master and, as far as possible, to the reder² as well as charterers, cargo-owners, insurers and other interested parties. If there is probable cause for suspecting a breach of the rules regarding seaworthiness or safety at sea, notice shall also be given to the maritime investigator¹ and chief of police concerned. The assessment can proceed even though some of those who have been or should have been given notice do not attend.

The Court makes provisions for the witnesses to be summoned in the manner considered most suitable. Witnesses that are part of the ship's crew can always be summoned through the master.

Amended by Act 30 August 2002 no. 67 (in force 1 January 2003, cf. Resolution of 30 August 2002 no. 938).

1 Cf. Act 9 June 1903 no. 7 Section 5.

2 The use of the term "reder" has been explained in the preface.

Section 490 *Examination, records and investigation*

The assessors are entitled to ask questions to the persons being examined.

Testimony given in the course of the assessment shall be entered into the Court records in accordance with the provisions of the Dispute Act Section 127 if required by one of the parties or by any other interested person present, or if the Court considers the testimony significant for the assessment of the cause of the damage or its extent or its liability, or if the Court otherwise finds reasons for having it done.

In so far as it is justifiable and not incompatible with the participation of the Chairman in the final assessment, the Chairman can leave the detailed investigation to the assessors alone, provided that it would take inordinately long for the Chairman to take part fully in all the investigation.

Amended by Act 30 August 2002 no. 67 (in force 1 January 2003, cf. Resolution of 30 August 2002 no. 938).

Section 491 *Judicial remedy*

There is no right of review by a superior Court of Assessment, appeal, or re-opening of the case.

If, after the conclusion of the assessment, any new evidence considered to be of substantial relevance has emerged, new assessment proceedings can be instituted at the request of any person referred to in Section 487.

Section 492 *Reference to the Assessments' Act*

In so far as nothing else follows from the provisions laid down here, assessment is conducted according to the provisions of the Assessments' Act.¹

1 Cf. Act 1 June 1917 no. 1.

IV. Regulations

Section 493 *Supplementary regulations*

The King¹ may issue more detailed regulations² supplementing and implementing the provisions of this Chapter. In this connection it can be laid down that a maritime inquiry according to Section 472 is not compulsory for certain types of ships or for ships under a certain size, and what procedure is adopted in such cases.

1 Ministry of Trade and Industry as regards maritime inquiry and Ministry of Justice as regards maritime assessment, cf. Resolutions of 5 May 1967, 18 December 1987 no. 970 and 20 December 1996 no. 1156.

2 Cf. Act 10 February 1967 Section 2 and Chapter VII.

Other Provisions

Chapter 19. Statutory Limitation

Section 501¹ *Time bars*

In respect of the following claims the time bars are:

- 1) for a claim for salvage reward or special compensation, two years from the day on which the salvage operation ended;²
- 2) for a claim for a share of salvage reward or of special compensation according to Section 451 paragraph two, one year from the day on which notice was sent according to Section 451 paragraph four;
- 3) for a claim for damages arising from collision, two years from the day on which the damage was done;³
- 4) for a claim for damages for a passenger's loss of life or personal injury, two years from the day on which the passenger should have disembarked or did disembark; if the death took place after disembarkation, the limit shall be two years from the day of death but not more than three years from disembarkation;⁴
- 5) for a claim for damages for loss of or damage to luggage, two years from the date of disembarkation or from the date when disembarkation should have taken place if that is later;⁴
- 6) for a claim for damages for delay in the carriage of passengers or luggage or in the delivery of luggage, two years from the day on which the passenger disembarked or the luggage was brought ashore or delivered;⁴
- 7) for a claim for damages for loss of or damage to or in connection with goods or for incorrect or incomplete statements in a bill of lading, one year from the day on which the goods should have been delivered or were delivered;⁵
- 8) for a claim for damages for loss suffered by cargo being delivered without presentation of a bill of lading or to the wrong person, one year from the day on which the goods should have been delivered, or from the day on which they were delivered if this was done later;⁵
- 9) for a claim for compensation for damage, loss or expense in general average, one year from the day on which the ship reached port after the average, or, if the ship was lost, from the day of the average;⁶
- 10) for a claim for general average contribution, one year from the date of the average adjustment;⁶
- 11) for a claim against any person who has become personally liable according to Section 53 paragraph two or Section 63 paragraph two or according to the Act Relating to Enforcement of Claims⁷ Section 11-16 paragraph two, the time limit for maritime liens⁸ applies.

With regards to recourse claims in connection with a claim referred to in paragraph one nos. 7 and 8, the time limit is one year counting from the day on which the claim was paid or on which an action for the claim was brought. The same time limit applies to recourse claims in connection with such claim as referred to in paragraph one no. 3, nevertheless so that in respect of recourse in connection with a claim for personal injury the time limit for the recourse claim is always counted from the day on which the claim for damages was paid.

Amended by Act 2 August 1996 no. 61 (in force 3 December 1997).

- 1 Cf. Sections 254, 322 and 430.
- 2 Cf. Chapter 16.
- 3 Cf. Chapter 8.
- 4 Cf. Section 502 second paragraph and Chapter 15.
- 5 Cf. Chapter 13.
- 6 Cf. Chapter 17.
- 7 Cf. Act 26 June 1992 no. 86.
- 8 Cf. Sections 55 and 64.

Section 502 *Reference to the general rules of statutory limitation, etc.*

Except as otherwise provided here, the general rules governing statutory limitation apply, cf. Act 18 May 1979 no. 18 Relating to the Limitation Period for Claims.

An action in respect of a claim referred to in Section 501 paragraph one nos. 4, 5 or 6 can however not be brought later than three years after the date of disembarkation or the date when disembarkation should have taken place if this is later.

If a general average is to be adjusted in Norway, time limitation of a claim referred to in Section 501 paragraph one no. 9 can be prevented by notice to the average adjuster making the adjustment. If an average adjustment has not yet been requested, such notice can be given to any one of the Norwegian average adjusters.

- 1 Cf. Chapter 17.

Section 503 *Statutory limitation according to Chapter 10*

Claims for damages for any pollution damage as mentioned in Sections 183, 191, 207 or 208 or for compensation from the International Oil Pollution Compensation Fund (1992)¹ are lifted unless proceedings commence within 3 years from the date on which the damage, loss or expense arose. In no event can claims be made when 6 years have passed from the incident upon which the liability is based. Where the damage, loss or expense arose from a series of occurrences resulting from the same cause, the 6 years' period is calculated from the first occurrence.²

Time-barring of claims against the International Oil Pollution Compensation Fund (1992) can be lifted not only by proceedings but also by a notification of proceedings to the Fund in accordance with Section 204 paragraph four.

Claims against the International Supplementary Fund (2003) are lifted when claims for compensation against the International Oil Pollution Compensation Fund (1992) is lifted pursuant to paragraph one. Claims brought against the International Oil Pollution Compensation Fund are also considered to be brought against the International Supplementary Fund (2003).

Amended by Acts 17 March 1995 no. 13 (in force 30 May 1996) and 15 May 1998 no. 26.

- 1 Cf. Section 201.
- 2 Cf. Section 191 paragraph six.

Section 504 *Choice of law*

Questions concerning statutory limitation are decided under Norwegian law in all cases where action for a claim as mentioned in Section 501 is brought in this Kingdom.

Chapter 20. Miscellaneous Provisions

I. Definition of SDR

Section 505 *Definition of SDR*

For the purposes of the present Code, SDR means the special drawing rights established by the International Monetary Fund.¹ It shall be translated into Norwegian currency according to the value of the krone expressed in SDR on the day when payment is made or a limitation fund is established according to Chapter 9 or 10.

¹ The SDR value is assessed on account of an number of single currencies. It can e.g. be found in the newspaper "Dagens Næringsliv". End October 2008 the value of an SDR was NOK 9,951.

Section 506¹ *(Repealed by Act of 16 February 2007. no.9)*

Chapter 21. Mobile Platforms, etc.

Section 507 *Drilling platforms and similar mobile constructions*

Drilling platforms and similar mobile constructions which are not regarded as ships and are intended for use in exploration for or exploitation, storage or transportation of subsea natural resources or in support of such activities, are considered Norwegian if they are owned by any person as mentioned in Section 4 paragraph one and have not been entered into the register of another country. The owner shall request entry of the ship into the Ship Register¹ in accordance with the provisions of Section 12, which apply as appropriate. The provisions of Sections 5, 7, 8 and 9 also apply correspondingly in so far as they are relevant to these constructions. The Ministry² can in special cases make exceptions to the obligation to register.

The constructions are regarded as ships and their operation as ship owning activities in relation to the provisions of Chapters 2, 3, 4, 5, 6, 7, 8, 9, 16, 18, 19 and 20, subject to the following special provisions and exceptions:

- 1) What is laid down regarding the master and the first mate applies correspondingly to the person with the highest authority on board the construction and to his or her permanent deputy.
- 2) The limits of liability shall, irrespective of the size of the construction, be 36 million SDR³ according to Section 175 no. 2 and 60 million SDR according to Section 175 no. 3 and Section 175a.
- 3) Maritime liens according to Section 51 confer no claim for damages in respect of pollution damage arising in connection with activities as mentioned in this Section.
- 4) The provisions in Section 45 do not apply.
- 5) Maritime inquiries according to Section 472 are only compulsory if no other provision has been issued in a statute⁴ or in pursuance of a statute concerning inquiries. Maritime inquiries are in case heard as soon as possible after the event in question, even if the platform does not go to port. The Maritime Directorate⁵ can decide where a maritime inquiry shall be heard.

Amended by Act 8 December 1995 no. 65 (in force 1 January 1996).

¹ Cf. Chapter 2.

² The Ministry of Trade and Industry according to Resolution 18 December 1987 no. 970 and 20 December 1996 no. 1156.

3 Cf. Section 505.

4 Cf. Act 29 November 1996 no. 72 Section 10-10.

5 Cf. Act 9 June 1903 no. 7 Section 3.

Concluding Provisions

Chapter 22. Concluding Provisions

Section 511 *Entry into force. Repeal of the Maritime Code 1893*

The present Code enters into force from such date as the King decides.¹ The various parts of the Code can be put into force at different times.

From the date when the present Code enters into force, the Maritime Code 20 July 1893 no. 1 is repealed.

¹ From 1 October 1994 according to Resolution 24 June 1994 no. 509.

Section 512 *Transitional provisions*

Regulations issued pursuant to the Maritime Code 20 July 1893 no. 1 remains in force also after the entry into force of the present Code.

Chapter 13 on Carriage of General Cargo and Chapter 14 on Chartering of Ships apply to contracts for general cargo carriage and ship chartering concluded after the entry into force of the present Code. If a bill of lading has been issued after the entry into force of the present Code, Chapter 13 and 14 apply in so far as the bill of lading governs the legal relation to third parties, even if the bill of lading was issued in pursuance of a contract for general cargo carriage or ship chartering concluded before the Code entered into force.

The provisions of Section 422 relating to limitation of the carrier's liability in respect of the carriage of passengers and their luggage apply in all cases where the event on which the carrier's liability is based occurred after the entry into force of the present Code.

Section 513 *Amendments to other acts*

From the date when the present Code enters into force, the following other Acts are amended as follows: ---

Editions:

The translation was originally made by Peter Bilton at the request of the Ministry of Justice.

- The original translation was further elaborated in a 1997 edition (MarIus 236) by Trond Solvang and Erik Røsæg: *The Norwegian Maritime Code of 24 June, 1994, No. 39 - with later amendments up to and including act of 2 August 1996, No. 2.*
- The 2006 unofficial student edition was made by Eivind Killengreen, Cornelius Sogn Ness and Herman Steen with invaluable help from Sissel Aastorp. *The Norwegian Maritime Code, 24 June 1994 no. 39, with later amendments up to and including, Act 7 April 2006 no. 9, but only as far as these amendments are in force by 1 December 2006.*
- The 2008 update of the unofficial student edition was made by Henrik Valderhaug Heussche and Lisbeth Bremnes. *The Norwegian Maritime Code, 24 June 1994 no. 39, with later amendments up to and including, Act 27 June 2008 no. 72.*
- The 2010 update of the unofficial student edition was made by Henrik Valderhaug Heussche. *The Norwegian Maritime Code, 24 June 1994 no. 39, with later amendments up to and including, Act 26 March 2010 no. 10.*

The translators are indebted to the authors of previous translations.