

Regulations relating to use of vessel traffic service areas and use of specific waters (Maritime Traffic Regulations)

Statutory authority: Laid down by the Ministry of Transport and Communications on 10 February 2021 pursuant to sections 2, 7, 11 and 13, of Act no. 70 of 21 June 2019 relating to harbours and fairways, etc. (the Harbour and fairways Act), cf. Royal Decree of 17 December 2010 no. 1607.

Although all efforts have been made to produce an English version authentic to the original, this English translation is not an official version of the Regulations. In case of inconsistencies or errors the official Norwegian version shall prevail. For the Norwegian version, please refer to: <https://lovdata.no/dokument/SF/forskrift/2021-02-10-523>

Chapter 1. Introductory provisions

Section 1. (Definitions)

For the purposes of these regulations, the following definitions shall apply:

- a) *particularly hazardous or noxious cargo:*
- cargo as mentioned in chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
 - cargo in pollution category X, cf. the International Convention for the Prevention of Pollution from Ships, 1973, as modified by Annex II of the Protocol of 1978 relating thereto (MARPOL). This also applies to cargoes that are provisionally categorised as such substances.
 - cargo that requires vessel type 1 or vessel type 2, cf. chapter 17 of the International Chemical Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) or the Code of Safe Practice for Solid Bulk Cargoes (BC Code)
- b) *hazardous or noxious cargo:*
- cargo defined as particularly hazardous or noxious in letter a), provided stricter rules have not been stipulated for these cargoes
 - oil cargoes as mentioned in MARPOL, Annex I. This also applies to cargoes that are provisionally categorised as such substances.
 - cargo that requires vessel type 3, cf. the IBC Code or BC Code
 - liquids with a flash point below 23 degrees Celsius
- regular service:* a series of voyages between the same two or more ports, either in
- c) accordance with a published timetable or with such regularity and frequency that the voyages are perceived as a systematic series of voyages
- d) *transit:* that the vessel does not call to port, moor or anchor in the waters
- e) *position coordinates:* position coordinates are given in accordance with the World Geodetic System 1984 (WGS-84)
- f) *daylight:* when the centre of the sun is higher than 6 degrees below the horizon
- g) *escort vessel:* a tugboat that is classified as an escort vessel

- h) *traffic separation scheme*: a geographically defined area in the sea consisting of traffic lanes for traffic flows in opposite directions, separated by a separation zone
- i) *two-way fairway*: a geographically defined area in the sea established for two-way traffic.
- j) *passing*: when a vessel passes another vessel it meets or catches up with.

Section 2. (Dispensations)

The Norwegian Coastal Administration may, on application from the master of the vessel, grant dispensation from the provisions laid down in chapter 3 of these regulations when it is safe and there are special grounds for doing so.

Section 3. (Exceptions from the Public Administration Act)

Section 24 of the Public Administration Act relating to grounds and section 28 relating to appeals do not apply to individual decisions made by the vessel traffic service centres, provided the individual decision is not particularly burdensome or intrusive. This exception does not apply to individual decisions that vessels must use a tugboat.

Section 4. (Relation to municipal regulations pursuant to section 8 of the Harbour and Fairways Act)

The provisions of these regulations take precedence over provisions of municipal regulations regarding the use of recreational crafts pursuant to section 8 of the Harbour and Fairways Act.

Section 5. (National coordinator for navigational warnings)

The Norwegian Coastal Administration is the national coordinator for navigational warnings and must be notified of any hazards of significance to safe navigation or passage.

Chapter 2. Use of the waters in vessel traffic service areas (VTS areas)

Section 6. (Vessel traffic service areas – VTS areas)

The geographical areas regulated by the vessel traffic service centres – vessel traffic service (VTS) areas – are defined in the Norwegian Coastal Administration's electronic navigational charts, which are available online at "Kystinfo" and are part of these regulations:

- a) [Horten VTS area](#)
- b) [Brevik VTS area](#)
- c) [Kvitsøy VTS area](#)
- d) [Fedje VTS area](#)
- e) [Melkøya VTS area](#)

Section 7. *(Substantive scope)*

The provisions in this chapter apply to the following vessels:

- a) vessels with a maximum length of 24 metres or more
- b) vessels that push a vessel and vessels that are pushed, with a total combined length of 24 metres or more
- c) vessels that tow an object with a length of 24 metres or more
- d) vessels that tow one or more objects with a total combined length of the vessel and the objects of 35 metres or more
- e) vessels that tow one or more objects with a total combined width of the vessel and the objects of 24 metres or more
- f) vessels carrying particularly hazardous or noxious cargo.

The provisions in sections 8 and 12 also apply to fishing and hunting vessels when they are engaged in commercial fishing, hunting or seaweed and kelp trawling. Similarly, the provisions in section 9 apply when such vessels are engaged in commercial fishing, hunting or seaweed and kelp trawling in a traffic separation scheme.

Section 8. *(Communication in the VTS area)*

Communication between a vessel traffic service centre and a vessel must take place over the VTS centre's VHF working channels.

Communication between vessels concerning passing or other coordination of voyages must take place over the VTS centres' VHF working channels.

The master of the vessel or whoever is in command in his place must be able to communicate in a Scandinavian language or English if the vessel is not using a pilot.

Vessels under military command may communicate with the VTS centre via mobile telephone when necessary.

Section 9. *(Requirement for clearance)*

Use of the VTS area requires clearance from the vessel traffic service centre. Vessels pushing or towing a vessel that has clearance to use the VTS area do not need separate clearance.

For use of the Melkøya VTS area, clearance is only required for vessels carrying hazardous or noxious cargo and vessels with a length greater than 150 metres.

For use of the Kvitsøy VTS area, clearance is not required for vessels with a length less than 100 metres if the vessel is only using the waters east of a line from the Toftøy beacon–Storholmen lantern–Plentingrunnen lantern directly south to shore at Ryfylkekaaien. This exception does not apply to vessels that are going to use the waters inside a straight line between Vardneset lantern and Holneset (59°20,28'N 006°01,31'E).

Section 10. *(Requests for clearance)*

Clearance must be requested via the VTS centre's VHF working channels or through SafeSeaNet Norway before entrance into the VTS area or when leaving a dock or anchorage site and must include the vessel's international call sign, name and intended sailing route.

Requests for clearance from vessels with a length greater than 100 metres or vessels carrying hazardous or noxious cargo must be made at least one hour before expected departure from the port, mooring site or anchorage site. Such requests may be made via telephone.

The second paragraph does not apply to passenger vessels in regular service.

Section 11. *(Conditions for clearance)*

When necessary to ensure safe passage and safe use of the waters, conditions may be set for clearance, including:

- a) that the voyage takes place at a specified time
- b) that a specific route must be followed
- c) that other vessels must be passed in a specified order
- d) that a specified distance must be kept from other vessels
- e) that a tugboat must be used
- f) that machinery must be ready when anchoring
- g) that the anchorage site must be left if strong winds are forecast.

Section 12. *(Duty to listen and duty of disclosure)*

Vessels that use a VTS area have a duty to listen to the VTS centre's VHF working channels.

Vessels that use a VTS area must inform the VTS centre about any matters that may be of significance to safe passage and efficient traffic flow, including that the vessel is departing from the dock or anchorage site or is making changes to its cleared sailing route.

Chapter 3. Navigation rules in specific waters

Section 13. *(Geographic scope)*

The provisions in chapter 3 apply in those specific waters indicated in the chapter.

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Section 14. *(Obligation to use the traffic separation scheme in the Oslo fjord)*

Vessels with a length of 24 metres or more must use the traffic lanes defined in the Norwegian Coastal Administration's electronic charts, which are available online at "[Kystinfo](#)" and are part of these regulations.

Section 15. *(Ban on use of the waters on the stretch Singlefjorden–Svinesund–Ringdalsfjorden)*

Vessels with a length greater than 160 metres, a width greater than 20 metres or a draught greater than 7.3 metres must not use the waters east of Sponvikskansen beacon.

Section 16. *(Requirement that voyages on the stretch Singlefjorden–Svinesund–Ringdalsfjorden take place in daylight)*

Vessels with a length greater than 125 metres, a width greater than 19 metres or a draught greater than 6.5 metres shall only use the waters east of Sponvikskansen beacon in daylight.

Section 17. *(Visibility requirements on the stretch Singlefjorden–Svinesund–Ringdalsfjorden)*

Vessels with a length greater than 80 metres, a width greater than 15 metres, a draught greater than 5 metres and vessels carrying particularly hazardous or noxious cargo must not use the waters east of Sponvikskansen beacon when visibility is less than 0.5 nautical mile.

Section 18. *(Ban on passing on the stretch Singlefjorden–Svinesund–Ringdalsfjorden)*

Vessels must not pass other vessels in the waters between Sponvikskansen beacon and Kråkenebbet lantern or in the sound south of Knivsøyholmen beacon.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 19. *(Ban on passing in Løperen, Østerelva and Glomma)*

In the waters inside a straight line drawn from the southern brink of Vikertangen via the Vidgrunnen lantern to Rødshuet, vessels must only pass other vessels in the following areas:

- a) between Kvernskjærgrunnen beacon and Lubbegrunden beacon
- b) at Løperungen beacon, when the vessels are sailing on either side of Løperungen
- c) at Vestre Fugleskjærgrunnen beacon, when the vessels are sailing on either side of Vestre Fugleskjærgrunnen
- d) between Vestre Fugleskjærgrunnen beacon and Belgen lantern
- e) in the waters between Kallera beacon in the south and Møllerodden lantern in the north
- f) on Glomma, north of Fredrikstad bridge to Tangen and from Greåker to Vestenodden lantern.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 20. *(Ban on use of the waters in Løperen and Østerelva)*

Vessels with a draught greater than 10.5 metres must not use the waters on the stretch between Vidgrunnen lantern in the south and Flyndregrunnen lantern in the north.

Section 21. *(Ban on use of the waters in Østerelva)*

Vessels with a draught greater than 9.2 metres must not use the waters at Titanbrygga north of 59° 11,15' N.

The Vessel traffic centre may, when the water level is sufficiently high and it is considered safe, give clearance for vessels with a draught up to 9.9 meters to use the waters north of Titanbrygga.

Section 22. *(Visibility requirements on Løperen and Østerelva)*

Vessels carrying particularly hazardous or noxious cargo and vessels with a length greater than 125 metres or a draught greater than 7 metres must not use the waters north of Vidgrunnen lantern when visibility is less than 1 nautical mile.

Section 23. *(Requirement that voyages on Løperen and Østerelva take place in daylight)*

Vessels with a length greater than 170 metres or a draught greater than 9 metres shall only use the waters north of Vidgrunnen lantern in daylight.

Section 24. *(Ban on use of the waters in Østerelva and Glomma)*

Vessels with a length greater than 150 metres must not use the waters north of Møllerodden lantern.

Section 25. *(Visibility requirements in the waters on Østerelva and Glomma)*

Vessels carrying particularly hazardous or noxious cargo and vessels with a length greater than 80 metres must not use the waters north of Møllerodden lantern when visibility is less than 0.5 nautical mile.

Section 26. *(Requirement that voyages on Østerelva and Glomma take place in daylight)*

Vessels with a length greater than 135 metres, a draught greater than 7 metres or with particularly hazardous or noxious cargo shall only use the waters north of Møllerodden lantern in daylight.

The calculation of the vessel's draught must take into account the fact that this stretch is freshwater.

Section 27. *(Ban on use of the waters at Melløs)*

Vessels with a length greater than 100 metres or a draught greater than 5.65 metres must not use the waters at Berggrenodden north of Spinnerodden lantern (59°16,17'N 011°05,35'E).

Vessels with a draught greater than 4.6 metres must not use the waters at Melløs south of a straight line drawn from the beacon under Sannesund bridge (59° 16,23'N 011° 05,74' Ø) and Tømmerkaia (59° 16,19' N 011° 06,02' Ø).

When the water level is below the 0 mark at the Borg Port Authority's water level meter, the permitted draught is reduced by the number of centimetres that the water level is below 0. The

calculation of the vessel's draught must take the fact that this stretch is freshwater into account.

Section 28. *(Visibility requirements at Melløs)*

Vessels must not use the waters north of Berggrenodden (59°16,17'N 011°05,35'E) when visibility is less than 0.5 nautical mile.

Section 29. *(Obligation to use a tugboat at Melløs)*

Vessels must have a tugboat attached in the waters between Berggrenodden (59°16,17'N 011°05,35'E) and Melløs (59°16,21'N 011°05,99'E).

Section 30. *(Ban on use of the waters in Rauerfjorden–Krokstadleira–Larkollsundet)*

Vessels with a draught greater than 7 metres must not use the waters east of Rauer and Eldøya, from Garnholmen beacon in the south to the northern brink of Kollen (59°20,17'N 010°38,96'E) in the north.

Section 31. *(Visibility requirements in Søsterløpet–Lera–Rauerfjorden–Larkollsundet)*

Vessels carrying hazardous or noxious cargo and vessels with a length greater than 90 metres must not use the waters from the southern brink of Guttormstangen on Vesterøy via the 3.5 metre shallows at Seikrakk, the western edge of Struten, the western edge of southern Missingen, the western edge of Eldøya and the northern brink of Kollen to Brentetangen when visibility is less than 1 nautical mile.

Section 32. *(Ban on use of the waters on the stretch Tenneskjæret–Kjøkøysundet)*

Vessels with a length greater than 100 metres, a width greater than 16 metres or a draught greater than 5.2 metres must not use the waters between Tenneskjær beacon and Tømmerhella lantern.

Section 33. *(Ban on passing on the stretch Tenneskjæret–Kjøkøysundet)*

Vessels must not pass other vessels on the stretch between Stangeskjær lantern and Flyndregrunnen lantern.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 34. *(Visibility requirements on the stretch Tenneskjæret–Kjøkøysundet)*

Vessels must not use the waters on the stretch between Stangeskjær lantern and Tømmerhella lantern when visibility is less than 1 nautical mile.

Section 35. *(Ban on passing on the stretch Lera and Vesterelva to Fredrikstad)*

Vessels must not pass other vessels on the stretch from the Vesterelva river to Fredrikstad, north of Gåsungane beacon.

The first paragraph does not apply to vessels that agree to pass one another on either side of Huthholmen and Kjerringholmen.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 36. *(Ban on use of the waters on the stretch Lera–Vesterelva)*

Vessels with a draught greater than 7.3 metres must not use the waters in the Vesterelva river, north of Gåsungane beacon.

Section 37. *(Requirement that voyages on the stretch Lera–Vesterelva take place in daylight)*

Vessels with a length greater than 100 metres or a draught greater than 6 metres shall only use the waters in the Vesterelva river, north of Gåsungane beacon, in daylight.

Section 38. *(Ban on use of the waters Vesterelva–Fredrikstad)*

Vessels with a draught greater than 5.5 metres must not use the waters north of the southern brink of Huthholmen (59°12,26'N 010°54,08'E).

Vessels with a length greater than 85 metres, a width greater than 15 metres or a draught greater than 5 metres must not use the waters north of Åsgårdsøra (59°12,70'N 010°54,78'E).

Section 39. *(Visibility requirements on the stretch Vesterelva–Fredrikstad)*

Vessels must not use the waters in the Vesterelva river, north of the Gåsungane beacon, when visibility is less than 0.5 nautical mile.

Section 40. *(Visibility requirements in the waters around Tønsberg)*

Vessels with a length greater than 90 metres and vessels carrying particularly hazardous or noxious cargo must not use the waters inside a straight line from the eastern brink of Slagentangen via the Fulehuk lighthouse, Færder lighthouse and Tjømeboen to the southern brink of land at Tønsberg Tønne when visibility is less than 0.5 nautical mile.

Section 41. *(Ban on use of the waters on the stretch Sydostgrunnen–Tjømekjæla–Tønsbergfjorden and Vestfjorden to Tønsberg)*

Vessels with a width greater than 40 metres or a draught greater than 7 metres must not use the fairway through Tjømekjæla or the waters north of Kausen beacon.

Vessels with a width greater than 40 metres or a draught greater than 9 metres must not use the fairway west of Veierland.

Section 42. *(Requirement that voyages on the stretch Sydostgrunnen–Tjømekjæla–Tønsbergfjorden and Vestfjorden to Tønsberg take place in daylight)*

Vessels with a length greater than 100 metres, a width greater than 16 metres or a draught greater than 5.5 metres shall only use the fairway through Tjømekjæla and the waters north of Kausen beacon in daylight.

Vessels shall only use the fairway west of Veierland in daylight.

Section 43. *(Ban on passing on the stretch Sydostgrunnen–Tjømekjæla–Tønsbergfjorden and Vestfjorden to Tønsberg)*

Vessels must not pass other vessels in the waters north of Kausen beacon.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 44. *(Ban on use of the waters in Leisteinsløpet)*

Vessels with a length greater than 150 metres, a width greater than 20 metres or a draught greater than 5.5 metres must not use the waters in Leisteinsløpet north of latitude 59°06,50'N and west of Leistein beacon.

Section 45. *(Requirement that voyages on Leisteinsløpet take place in daylight)*

Vessels with a length greater than 100 metres, a width greater than 16.5 metres or a draught greater than 5 metres shall only use the waters in Leisteinsløpet, north of latitude 59°06,50'N and west of Leistein beacon, in daylight.

Section 46. *(Requirement that voyages on the waters near Drillen take place in daylight)*

Vessels shall only use the waters on the stretch between Svarten marker in the east and Galiotbåen in the west in daylight.

Section 47. *(Ban on use of the waters on the stretch Granabåsundet–Måkerøyflaket)*

Vessels with a length greater than 150 metres, a width greater than 20 metres or a draught greater than 5.5 metres must not use the waters from the beacon on Tørgersøy in the north to Årøybåen in the south.

Section 48. *(Requirement that voyages on the stretch Granabåsundet–Måkerøyflaket take place in daylight)*

Vessels with a length greater than 100 metres, a width greater than 16.5 metres or a draught greater than 5 metres shall only use the waters from the beacon on Tørgersøy in the north to Årøybåen in the south in daylight.

Section 49. *(Ban on use of the waters on the stretch Måkerøyflaket–Tjømekjæla)*

Vessels with a length greater than 125 metres, a width greater than 20 metres or a draught greater than 5.5 metres must not use the waters from Mågerøtangen beacon in the east to Saltbuflua lantern in the west.

Section 50. *(Requirement that voyages on the stretch Måkerøyflaket–Tjømekjæla take place in daylight)*

Vessels with a length greater than 100 metres, a width greater than 16.5 metres or a draught greater than 5 metres shall only use the waters from Mågerøtangen beacon in the east to Saltbuflua lantern in the west in daylight.

Section 51. *(Ban on use of the waters in Torgersøygapet)*

Vessels with a draught greater than 5.5 metres must not use the waters between Torgersøya and Valløy.

Section 52. *(Ban on passing on the stretch Torgersøygapet–Valløbukta–Jersøy)*

Vessels must not pass other vessels on the stretch from Batteriet at Valløy (59°15,32'N 010°30,21'E) in the east to the northern brink of Ormøya (59°14,78'N 010°29,52'E) in the south.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 53. *(Ban on use of the waters on the stretch Jersøy beacon–Tønsberg canal)*

Vessels with a length greater than 110 metres, a width greater than 17 metres or a draught greater than 5 metres must not use the waters from Jersøy beacon in the east to Brua lantern in the west.

Section 54. *(Ban on use of the waters in the Tønsberg canal)*

Vessels with a width greater than 17 metres or a draught greater than 5 metres must not use the waters under Kanalbrua bridge in Tønsberg.

Vessels with a draught greater than 5.7 metres must not use the waters between Kalnes beacon in the west and Kanalbrua bridge in Tønsberg in the east.

Section 55. *(Ban on passing on the stretch Jersøy beacon–Tønsberg canal)*

Vessels on this stretch shall only pass other vessels in the waters between Kalvetangen beacon in the east and the southernmost point of Teigen (59°15, 31'N 010°26,79'E) in the north.

In the instances mentioned in the first paragraph, where vessels are not going to pass other vessels, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 56. *(Ban on use of the waters near Slagentangen oil refinery)*

Vessels must not pass within a 500 metre radius measured from the northernmost point of the docking pier at Slagentangen oil refinery. This does not apply to vessels that are calling at

Slagentangen oil refinery and vessels that are assisting other vessels during arrival at or departure from Slagentangen oil refinery.

Section 57. *(Ban on use of the waters in Vealøsrenna and Horten inner harbour)*

Vessels with a draught greater than 6.4 metres must not use the waters between Østøya and Vealøs, south of the Østøybåen lantern.

Vessels with a length greater than 130 metres and with a draught greater than 5.8 metres must not use the waters between Østøya and Vealøs, south of the Østøybåen lantern.

Section 58. *(Visibility requirements in Vealøsrenna and Horten inner harbour)*

Vessels must not use the waters between Østøya and Vealøs, south of the Østøybåen lantern, when visibility is less than 1 nautical mile.

Section 59. *(Ban on use of the waters on the stretch Rødtangen–Drammen)*

The following vessels must not use the waters through Svelvikstrømmen, north of Rødtangen beacon:

- a) vessels with a length greater than 250 metres, a width greater than 40 metres or a draught greater than 9,5 metres
- b) vessels with a length greater than 225 metres and a draught greater than 9 metres

The calculation of the vessel's draught must take the fact that this stretch is freshwater into account.

Section 60. *(Visibility requirements in Svelvikstrømmen)*

Vessels carrying particularly hazardous or noxious cargo, vessels carrying hazardous or noxious cargo that have a length greater than 90 metres, and vessels with a length greater than 125 metres or a draught greater than 7 metres must not use the waters on the stretch between Rødtangen beacon in the south and Blindeskjæra beacon in the north when visibility is less than 0.5 nautical mile.

Outside of daylight hours, restrictions corresponding to those in the first paragraph apply when visibility is less than 1 nautical mile.

Section 61. *(Ban on passing on the stretch Svelvikstrømmen–Drammen)*

Vessels must not pass one another in the waters on the stretch between Bjørneskjær beacon in the south and Blindeskjær beacon in the north or in Tangenrenna west of Risgarden molo lantern.

Vessels must not pass one another on the stretch between Rødtangen beacon in the south and Bjørneskjær beacon in the north when visibility is less than 0.5 nautical mile.

In the instances mentioned in the first and second paragraphs, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 62. *(Obligation to use a tugboat in Svelvikstrømmen)*

Vessels with a length greater than 170 metres or a draught greater than 8.5 metres must have a tugboat attached in the waters between Bjørneskjær beacon in the south and Blindeskjæra beacon in the north.

Vessels with a length greater than 200 metres or a draught greater than 9.5 metres must have two tugboats attached in the waters mentioned in the first paragraph.

Section 63. *(Ban on use of Drøbaksundet)*

Vessels with a draught greater than 12 metres must not use the waters north of Storskjær (59°39,50'N 010°36,58'E).

Section 64. *(Ban on passing on the stretch Drøbaksundet–Oslo)*

Vessels must not pass other vessels on the stretch between Småskjærene beacon in the south and Aspond beacon in the north if:

- a) visibility is less than 1 nautical mile,
- b) the vessel has a draught greater than 7 metres,
- c) the vessel is carrying hazardous or noxious cargo, or
- d) the vessel is using the fairway west of Askholmgrunnen lantern and west of Torskekrakken lantern.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 65. *(Visibility requirements on the stretch Kaholmen–Engene)*

Vessels carrying hazardous or noxious cargo must not use the waters between Kaholmen and Håøya or the waters in Håøyfjorden between Håøya and Engene when visibility is less than 0.5 nautical mile.

Section 66. *(Ban on use of the waters on the stretch Steilene–Sandvika)*

Vessels with a draught greater than 5 metres must not use the waters north of Haraholmen lantern.

Section 67. *(Visibility requirements on the stretch Steilene–Sandvika)*

Vessels carrying hazardous or noxious cargo must not use the waters north of Haraholmen lantern when visibility is less than 0.5 nautical mile.

Section 68. *(Ban on use of Dynaløpet)*

Vessels with a draught greater than 10.5 metres must not use the waters between Bygdøy and Nakholmen.

Section 69. *(Ban on use of Heggholmløpet)*

Vessels with a draught greater than 5.5 metres must not use the waters between Heggholmen and Lindøya.

Section 70. *(Ban on use of Sjursøyløpet and Springeren)*

Vessels with a length greater than 200 metres or a width greater than 33 metres must not use the waters between Sjursøya and Bleikøya or the waters between Lindøya and Hovedøya and between Gressholmen and Bleikøya.

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Section 71. *(Ban on use of the waters on the stretch Fugløya–Porsgrunn–Skien)*

Vessels with a length greater than 300 metres or a draught greater than 11 metres must not use the waters north of Fugløyskjær lantern.

Section 72. *(Visibility requirements on the stretch Fugløya–Porsgrunn–Skien)*

Vessels carrying particularly hazardous or noxious cargo or vessels with a length greater than 160 metres must not use the waters north of Fugløyskjær lantern when visibility is less than 1 nautical mile.

This does not apply to vessels calling at Langesund or vessels manoeuvring between an anchorage site, mooring installation or dock that have an uninterrupted view of the destination site.

Section 73. *(Ban on passing on the stretch Fugløya–Porsgrunn–Skien)*

Vessels carrying hazardous or noxious cargo must not pass other vessels in the waters between Fugløyskjær lantern in the south and Øvre Ringsholmen lantern in the north.

The first paragraph does not apply in the waters between Bjørkøybåen lantern in the east and Gjermundsholmen beacon in the west.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 74. *(Obligation to use an escort vessel on the stretch Fugløya–Porsgrunn–Skien)*

Vessels carrying particularly hazardous or noxious cargo with a gross tonnage in excess of 500 tonnes and vessels carrying hazardous or noxious cargo with a gross tonnage in excess of 5,000 tonnes must have an escort vessel attached on the stretch from Fugløyskjær lantern in

the south to Øvre Ringsholmen lantern in the north. These vessels must be assisted by an escort vessel north of Øvre Ringsholmen lantern.

The obligation to use escort vessel assistance in the first paragraph does not apply to vessels that receive assistance from a tugboat when moving between the dock and anchorage site or mooring installation north of Øvre Ringsholmen lantern.

Vessels with a length greater than 195 metres, a width greater than 30 metres or a draught greater than 10 metres must have an escort vessel attached in the waters from Gjermundsholmen beacon in the east to Midtfjordskjær beacon in the west.

The first paragraph does not apply to approaching vessels that are going to use the waters in Helgerofjorden south of Åmlirogn beacon or to departing vessels that have passed Kjørtingløpet and are on course out of Dypingen.

Section 75. *(Requirement that voyages on Helgeroffjorden, Håøyfjorden and Kalvsundet take place in daylight)*

Vessels with a length greater than 205 metres shall only use the waters east of Fugløyskjær lantern in the south and Bjørkøybåen lantern in the north in daylight.

The first paragraph does not apply to vessels in regular service.

Section 76. *(Ban on transit in the waters between Langesund town and Langøya)*

Vessels carrying hazardous or noxious cargo or with a width greater than 14 metres or a draught greater than 5 metres must not use the waters between Langesund town and Langøya for transit.

Vessels mentioned in the first paragraph that are calling at or departing from Langesund must use the southern entrance. This does not apply to tugboats, barges or crane barges.

Section 77. *(Visibility requirements in the waters between Langesund town and Langøya)*

Vessels carrying hazardous or noxious cargo must not use the waters between Langesund town and Langøya north of Tangenskjær lantern when visibility is less than 0.5 nautical mile.

Section 78. *(Ban on passing on the stretch Langesund town and Langøya)*

Vessels with a gross tonnage in excess of 2,000 tonnes must not pass other vessels in the waters between Langesund town and Langøya north of Tangenskjær lantern.

Section 79. *(Ban on transit in the waters between Langøya and Geiterøya)*

Vessels must not use the waters between Langøya and Geiterøya for transit.

Section 80. *(Ban on use of Kjørtingen)*

Vessels with a length greater than 200 metres, a width greater than 30 metres or a draught greater than 10.5 metres must not use the waters between Arøy beacon in the south and Råholmbåen lantern in the north.

Section 81. *(Visibility requirements in Kjørtingen)*

Vessels must not use the waters between Arøy beacon in the south and Råholmbåen lantern in the north when visibility is less than 0.5 nautical mile.

Section 82. *(Ban on passing in Kjørtingen)*

Vessels with a length greater than 100 metres must not pass other vessels in the waters between Arøy beacon in the south and Råholmbåen lantern in the north. Vessels must not pass one another in the waters between Kjørtingen NW beacon and Kjørtingen SE beacon.

Section 83. *(Ban on passing in Kalvsundet)*

Vessels with a length greater than 70 metres or a width greater than 20 metres must not pass other vessels in the waters between Kisteholmen lantern in the east and Bjørkøybåen lantern in the west.

Section 84. *(Ban on use of Brevikstrømmen)*

Vessels with a length greater than 235 metres or width greater than 33 metres must not use the waters between Gjermundsholmen beacon in the east and Midt fjordskjær beacon in the west.

Section 85. *(Requirement that voyages on Brevikstrømmen take place in daylight)*

Vessels carrying hazardous or noxious cargo with a draught greater than 10.2 metres and vessels with a length greater than 205 metres shall only use the waters between Gjermundsholmen beacon in the east and Midt fjordskjær beacon in the west in daylight.

Section 86. *(Ban on passing in Brevikstrømmen)*

Vessels with a length greater than 100 metres must not pass other vessels in the waters between Gjermundsholmen beacon in the east and Midt fjordskjær beacon in the west.

Section 87. *(Visibility requirements on the stretch Torsbergrenna–Skien)*

Vessels must not use Torsbergrenna or the Skienselva river when visibility is less than 0.5 nautical mile.

Section 88. *(Ban on use of Torsbergrenna)*

Vessels with a width greater than 28.5 metres must not use the waters in Torsbergrenna.

Section 89. *(Ban on use of the waters north of Frednesbrua bridge)*

Vessels with a length greater than 110 metres, a width greater than 16 metres or a draught greater than 5.5 metres must not use the waters north of Frednesbrua bridge.

Section 90. *(Ban on use of Gråtenløpet)*

Vessels with a length greater than 85 metres, a width greater than 14 metres or a draught greater than 5 metres must not use the waters in Gråtenløpet.

III Navigation rules in Rogaland

Section 91. *(Obligation to use the traffic separation schemes in Rogaland)*

Vessels with a length of 24 metres or more must use the traffic separation schemes in Rogaland defined in the Norwegian Coastal Administration's electronic charts, which are available online at "[Kystinfo](#)" and are part of these regulations.

Section 92. *(Obligation for vessels carrying hazardous or noxious cargo to use Skudenesfjorden)*

Vessels carrying hazardous or noxious cargo that are to call at or depart from the gas terminal at Kårstø must use the traffic separation scheme in Skudenesfjorden/Boknafjorden on voyages between the gas terminal and the sea boundary.

The first paragraph applies regardless of whether the vessel is calling at a dock, mooring installation or anchorage site en route.

Section 93. *(Ban on use of the fairway north of Arsgrunnen)*

Vessels carrying hazardous or noxious cargo must not use the waters between Arsgrunnen lantern and Drivsund beacon on voyages between the gas terminal at Kårstø and the sea boundary.

Section 94. *(Ban on use of the waters on the stretch Feistein–Sveinane)*

Vessels with a draught greater than 10 metres must not use waters east of Midtfjæra lantern in the waters between Fladholmen beacon in the south and Tananger beacon in the north.

Section 95. *(Ban on transit on the stretch Feistein–Sveinane)*

The following vessels must not use the fairway through Rottsfjorden, from Feistein beacon in the south to Sveinane lantern in the north, for transit:

- a) vessels carrying hazardous or noxious cargo with a length greater than 140 metres or a draught greater than 8 metres
- b) vessels with a length greater than 180 metres or a draught greater than 8.5 metres
- c) passenger vessels with a length greater than 210 metres or a draught greater than 8.5 metres.

Calling at or departing from docks, anchorage sites or mooring sites in any of the waters between the Jæren navigation mark in the south and Sveinane lantern in the north is not considered transit traffic.

Section 96. *(Visibility requirements on the stretch Feistein–Sveinane)*

Vessels with a draught greater than 10 metres must not use Rottsfjorden between Kolnesholmane beacon and Oksafotskjær beacon when visibility is less than 0.5 nautical mile.

The first paragraph does not apply to vessels that are calling at or departing from the dock in Risavika.

Section 97. *(Ban on use of the waters in Risavika)*

Vessels with a draught greater than 15.8 metres must not use the waters in Risavika east of Laksholmbåen lantern.

Section 98. *(Ban on passing in the approach to Risavika)*

Vessels must not pass other vessels in the waters between Laksholmboen lantern in the west and Melingholmen lantern in the east if:

- a) visibility is less than 0.5 nautical mile
- b) the vessel has a length greater than 120 metres or a draught greater than 7 metres

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 99. *(Ban on use of the waters on the stretch Tungeneset–Byfjorden–Stavanger)*

Vessels with a draught greater than 7 metres must not use the waters between Søre Plentingrunnen lantern and Bybrua bridge.

Section 100. *(Ban on use of Straumsteinsundet)*

Vessels with a length greater than 70 metres must not use the waters under Bybrua bridge. This does not apply to vessels in regular service or passenger vessels with a length less than 90 metres.

Section 101. *(Ban on transit on the stretch Dusaviga - Bybrua)*

Vessels carrying hazardous or noxious cargo and vessels with a length greater than 50 metres must not use the waters between Dusaviga beacon in the north and Bybrua bridge in the south for transit.

The first paragraph does not apply to vessels in regular service.

Section 102. *(Ban on passing on the stretch Ulsneset–Bybrua)*

Vessels must not pass other vessels in the waters between Ulsneset (58°59,45'N 005°42,70'E) in the north and Bybrua bridge in the east if:

- a) the vessel is carrying hazardous or noxious cargo
- b) the vessel has a length greater than 120 metres or a draught greater than 7 metres.

The first paragraph does not apply when passing a vessel of a length less than 50 metres when the vessel traffic service centre has given permission for such a passage.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 103. *(Requirement that voyages on the stretch Ulsneset–Bybrua take place in daylight)*

Vessels with a length greater than 180 metres or a draught greater than 10 metres shall only use the waters between Ulsneset (58°59,45'N 005°42,70'E) in the north and Bybrua bridge in the east in daylight.

The first paragraph does not apply to passenger vessels.

Section 104. *(Visibility requirements on the stretch Ulsneset–Bybrua)*

Vessels must not use the waters between Ulsneset (58°59,45'N 005°42,70'E) in the north and Bybrua bridge in the east when visibility is less than 0.5 nautical mile if:

- a) the vessel is carrying particularly hazardous or noxious cargo
- b) the vessel is carrying hazardous or noxious cargo and has a length greater than 90 metres
- c) the vessel has a length greater than 180 metres or a draught greater than 10 metres.

Section 105. *(Ban on passing in Vågholmsundet)*

Vessels carrying hazardous or noxious cargo and vessels with a length greater than 120 metres or a draught greater than 7 metres must not pass other vessels in the waters between a straight line directly south from the western edge of Vågholmen and a straight line directly south from Galten marker

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 106. *(Ban on passing in Lindøysundet)*

Vessels carrying hazardous or noxious cargo and vessels with a length greater than 120 metres or a draught greater than 7 metres must not pass other vessels in the waters between a straight line directly west from Lindøysund beacon to shore at Vassøy and a straight line from the western brink of Lindøy to the southern brink of Vassøykalven.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 107. *(Ban on passing in the waters west of Marøyane)*

Vessels carrying hazardous or noxious cargo and vessels with a length greater than 120 metres or a draught greater than 7 metres must not pass other vessels in the waters between a straight line from the northern brink of Lille Marøy to shore at Sirigrunnen and a straight line from the southern brink of Store Marøy via Gansflu beacon and directly west to shore at Hillevågneset.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 108. *(Ban on use of the waters in Klovningløpet)*

Vessels carrying hazardous or noxious cargo, vessels with a length greater than 100 metres and vessels with a draught greater than 6 metres must not use the waters between Kuppholmen and Klovningen.

Section 109. *(Ban on use of the waters in Langøyosen)*

Vessels carrying hazardous or noxious cargo, vessels with a length greater than 100 metres and vessels with a draught greater than 5.5 metres must not use the waters between a straight line from Sandnes (59°00,69'N 005°45,19'E) to the western brink of Langøy (59°00,59'N 005°45,77'E) and a straight line from the southern brink of Vassøy (58°59,35'N 005°47,24'E) to Kobbstein (58°59,37'N 005°46,23'E).

Section 110. *(Ban on use of the waters on the stretch Fognaffjorden to Årdal)*

Vessels with a length greater than 120 metres or a draught greater than 7 metres must not use the waters east of Skoraneset lantern.

Section 111. *(Ban on passing on the stretch Fognaffjorden to Årdal)*

Vessels must not pass other vessels in the waters on the stretch between Skoraneset lantern in the west and Kvannholmen lantern in the east.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 112. *(Visibility requirements on the stretch Fognaffjorden to Årdal)*

Vessels with a length greater than 90 metres must not use the waters on the stretch between Skoraneset lantern in the west and Kvannholmen lantern in the east when visibility is less than 0.5 nautical mile.

Section 113. *(Ban on use of the waters on the stretch Sandsfjorden–Saudaffjorden to Sauda)*

Vessels with a length greater than 180 metres must not use the waters north of Kvit holmen beacon.

Section 114. *(Requirement that voyages on the stretch Nedstrandsfjorden–Sandsfjorden–Saudafjorden to Sauda take place in daylight)*

Vessels with a gross tonnage in excess of 7,000 tonnes shall only use the waters on the stretch between Kvit holmen beacon in the west and Nevøya beacon in the east in daylight.

Section 115. *(Ban on passing on the stretch Nedstrandsfjorden–Sandsfjorden–Saudafjorden to Sauda)*

In the waters between a straight line drawn from the western brink of Tjørneset to the southern brink of Reiphammarodden and a straight line drawn from Øynestangen in a 310° direction to shore at Brattberg, vessels must only pass other vessels on the following stretches:

- a) in Kallvikhavet on the stretch Skorpeskjæret–Ottøya beacon.
- b) Fureholmen–Åsarøyholmen.
- c) from Hamborgneset to the south-western brink of Nevøyna.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 116. *(Visibility requirements on the stretch Nedstrandsfjorden–Sandsfjorden–Saudafjorden to Sauda)*

Vessels carrying hazardous or noxious cargo and vessels with a gross tonnage in excess of 7,000 tonnes must not use the waters on the stretch between a straight line from the western brink of Tjørneset to the southern brink of Reiphammarodden and a straight line from Øynestangen in a 310° direction to shore at Brattberg if visibility is less than 0.5 nautical mile.

Section 117. *(Ban on use of the waters on the stretch Skudenesfjorden–Karmsundet–Sletta)*

Vessels with a draught greater than 11 metres must not use the waters on the stretch between a line directly east from Bøneset to shore at Moksheim and a line directly west from Nordheimskjær to shore at Karmøy.

Section 118. *(Ban on passing on the stretch Skudenesfjorden–Karmsundet–Sletta)*

Vessels must not pass other vessels under Karmsundbrua bridge, in the waters 300 metres north and south of the bridge or in the strait at Bukkøy on the stretch between a line in a 050° direction from the northern brink of Bukkøy to shore north of Vormedal and a straight line from the south-east brink of Bukkøy to the Snikspynten beacon if:

- a) the vessel is carrying hazardous or noxious cargo and has a length greater than 100 metres

- b) the vessel has a length greater than 120 metres
- c) visibility is less than 0.5 nautical mile.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 119. *(Ban on transit in Karmsundet)*

The following vessels must not use Karmsundet for transit:

- a) vessels carrying hazardous or noxious cargo with a length greater than 140 metres or a draught greater than 8 metres
- b) vessels with a length greater than 180 metres or a draught greater than 8.5 metres
- c) passenger vessels with a length greater than 210 metres or a draught greater than 8.5 metres

Calling at or departing from docks, anchorage sites or mooring sites in any of the waters between Skudenes beacon in the south and Kvalen beacon in the north is not considered transit traffic.

Section 120. *(Visibility requirements in Karmsundet)*

Vessels with a length greater than 120 metres or a draught greater than 7 metres must not use Karmsundet for transit when visibility is less than 0.5 nautical mile.

Calling at or departing from docks, anchorage sites or mooring sites in any of the waters between Skudenes beacon in the south and Kvalen beacon in the north is not considered transit traffic.

Section 121. *(Visibility requirements at Falkeidflæet on the stretch Billingen–Kårstø terminal)*

Vessels carrying hazardous or noxious cargo must not use the waters inside straight lines drawn from Billingen lantern in a direction directly north to shore at Kårstø and from Billingen lantern in a 235° direction to shore at Austre Bokn when visibility is less than 0.5 nautical mile.

Section 122. *(Ban on use of the waters on the stretch Billingen–Kårstø terminal)*

In the waters inside straight lines drawn from Billingen lantern in a direction directly north to shore at Kårstø and from Billingen lantern in a 235° direction to shore at Austre Bokn, vessels carrying hazardous or noxious cargo must obtain clearance from the vessel traffic service centre before they pass other vessels. A safety distance of at least 500 metres must be maintained at all times during passing. This does not apply to tugboats assisting vessels during arrival at or departure from Kårstø terminal.

Section 123. *(Obligation to use a tugboat in Falkeidflæet on the stretch Billingen–Kårstø terminal)*

Vessels carrying hazardous or noxious cargo must have a tugboat attached in the waters inside straight lines drawn from Billingen lantern in a direction directly north to shore at Kårstø and from Billingen lantern in a 235° direction to shore at Austre Bokn.

IV Navigation rules in Vestland

Section 124. *(Obligation to use a tugboat in the Fedje VTS area)*

Vessels carrying hazardous or noxious cargo with a gross tonnage in excess of 20,000 tonnes must use a tugboat when they use the waters within the sea boundary in the Fedje VTS area.

Section 125. *(Obligation to use the two-way fairway)*

Vessels carrying hazardous or noxious cargo must use the two-way fairway at Marstein defined in the Norwegian Coastal Administration's electronic charts, available online at "[Kystinfo](#)", which are part of these regulations.

Vessels carrying hazardous or noxious cargo and vessels with a length greater than 150 metres must use the two-way fairway at Fedjeosen and Holmengrå, which is indicated in the Norwegian Coastal Administration's electronic charts, available online at "[Kystinfo](#)" and which are part of these regulations.

Section 126. *(Ban on transit in Kobbeleia)*

The following vessels must not use the waters from Kjærringskjæret lantern in the west to Vonflua beacon in the east for transit:

- a) vessels carrying hazardous or noxious cargo with a length greater than 120 metres
- b) vessels with a length greater than 150 metres
- c) vessels with a length greater than 120 metres and a draught greater than 7 metres
- d) vessels with a draught greater than 8 metres.

Section 127. *(Obligation to use specific waters in Kobbeleia)*

South-bound vessels must use the waters north of Kjerringholmen and north-bound vessels must use the waters south of Kjerringholmen.

Section 128. *(Ban on passing in Kobbeleia and Vattlestraumen)*

Vessels carrying hazardous or noxious cargo with a length greater than 100 metres and vessels with a length greater than 120 metres must not pass other vessels in the following waters:

- a) from Kjærringskjæret lantern in the south to Håkonshella lantern in the north
- b) from Hilleren beacon in the south to Håkonshella lantern in the north.

If visibility is less than 0.5 nautical mile, vessels with a length greater than 70 metres must not pass other vessels.

In the instances mentioned in the first and second paragraphs, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

The first, second and third paragraph does not apply when passing vessels with a length less than 50 metres when the vessel traffic centre has given permission for such a passage.

Section 129. *(Ban on transit in the waters on the stretch Vattlestraumen to Sotra bridge)*

The following vessels must not use the waters from Hilleren beacon in the south to Sotra bridge in the north for transit:

- a) vessels carrying hazardous or noxious cargo with a length greater than 150 metres
- b) vessels with a length greater than 200 metres
- c) passenger vessels with a length greater than 255 metres.

Calling at or departing from docks, anchorage sites or mooring sites in all the waters between Hilleren beacon in the south and Skjeljanger beacon in the north is not considered transit traffic.

Section 130. *(Ban on transit in the waters on the stretch Det naua–Skjeljanger)*

Vessels carrying hazardous or noxious cargo with a length greater than 70 metres and vessels with a draught greater than 6 metres must not use the waters from Det naua lantern in the south to Skjeljanger beacon in the north for transit.

The first paragraph does not apply to passenger vessels in regular service.

Section 131. *(Ban on passing in Det naua)*

Vessels with a length greater than 50 metres must not pass other vessels in the waters between Det naua lantern and Parisholmen lantern.

Section 132. *(Ban on passing in Ringholmsundet)*

Vessels with a length greater than 100 metres must not pass other vessels in the waters from Ringholmen beacon in the south to Skjeljanger beacon in the north.

Section 133. *(Ban on use of the waters near Sture terminal)*

Vessels shall not use the waters within the following positions:

- a) 60°37,49' N 004°51,25' E
- b) 60°37,56' N 004°51,48' E
- c) 60°37,38' N 004°51,78' E
- d) 60°36,69' N 004°52,01' E
- e) 60°36,50' N 004°51,89' E
- f) 60°36,51' N 004°51,85' E

- g) 60°36,53' N 004°51,80' E
- h) 60°36,63' N 004°51,66' E

The first paragraph does not apply to vessels that are to call at or depart from Sture terminal and vessels that assist during arrival and departure.

Section 134. *(Ban on use of the waters near Rongeværosen)*

Vessels carrying hazardous or noxious cargo and vessels with a length greater than 100 metres must not use the waters between Rongevær beacon in the south and Rongeværsund beacon in the north.

Section 135. *(Ban on use of the waters near Rongeværskallen)*

Vessels carrying hazardous or noxious cargo must not use the waters between Rongeværskallen (60°50,08'N 004°45,72'E) and Røvelskjæret marker.

Section 136. *(Ban on use of the waters near Mongstad oil refinery)*

Navigation in the waters that stretch from the shore at Dyrøy and directly north to 200 metres north of the refinery's westernmost point (dock no. 7), and onwards for a distance of 200 metres from the refinery's dock area up to 200 metres east of the easternmost point of the dock area (dock no. 14) is not permitted for any vessel, with the exception of vessels that are to call at or depart from Mongstad oil refinery and vessels that assist during arrival at and departure from the refinery.

Section 137. *(Ban on transit in Hillesøyosen)*

Vessels with a length greater than 120 metres must not use the waters between Hillesøyna and Åra for transit.

Section 138. *(Ban on transit in Brosmeosen)*

The following vessels must not use the waters between Brosmeskjærene lantern and Røytingkalven beacon for transit.

- a) vessels carrying hazardous or noxious cargo with a length greater than 150 metres
- b) vessels with a length greater than 180 metres
- c) passenger vessels with a length greater than 210 metres.

Section 139. *(Ban on passing in Brosmeosen)*

Vessels with a length greater than 120 metres must not pass other vessels in the waters west of Røytingkalven if visibility is less than 0.5 nautical mile.

Section 140. *(Ban on transit in Mjømnesundet and Ånnelandsundet)*

Vessels carrying hazardous or noxious cargo with a length greater than 70 metres and vessels with a length greater than 100 metres must not use these waters for transit.

V Navigation rules in Møre og Romsdal

Section 141. *(Requirements regarding use of the waters in the entrance to Nyhamna harbour)*

Vessels carrying hazardous or noxious cargo with a length greater than 200 metres and that have a draught greater than 9 metres must not use Budadjupet and Harøyfjorden on voyages between Nyhamna and the pilot embarkation area at Ona.

Section 142. *(Requirements regarding use of the waters on the stretch Nyhamna and the anchorage sites in Karlsøyfjorden and Midfjorden)*

Vessels carrying hazardous or noxious cargo that are sailing between Nyhamna and the anchorage sites in Karlsøyfjorden and Midfjorden must use the waters through Julsundet.

Section 143. *(Ban on use of the waters near the terminal at Nyhamna)*

Vessels must not use the waters within an area defined by straight lines drawn between the following positions:

- a) 62°51,50'N 006°56,73'E (Selsneset)
- b) 62°51,20' N 006°58,00' E
- c) 62°51,05'N 006°57,96'E (Steinneset).

The first paragraph does not apply to vessels that have clearance from the terminal at Nyhamna and vessels that assist other vessels that have such clearance.

Section 144. *(Visibility requirements in the waters around Nyhamna)*

Vessels carrying hazardous or noxious cargo with a length greater than 170 metres must not use the caution area indicated on the Norwegian Coastal Administration's electronic charts "[Kystinfo](#)" when visibility is less than 1 nautical mile.

Section 145. *(Obligation to use an escort vessel in the waters at Nyhamna)*

Vessels carrying hazardous or noxious cargo en route to or from Nyhamna must have an escort vessel attached when the vessel is en route in the caution area shown in the Norwegian Coastal Administration's electronic charts "[Kystinfo](#)".

Vessels carrying hazardous or noxious cargo en route to or from Nyhamna that use Harøyfjorden or Midfjorden on voyages between the caution area shown in the Norwegian Coastal Administration's electronic charts "[Kystinfo](#)" and the pilot embarkation area in Breisundet must be assisted by an escort vessel east of Hogsteinen lighthouse.

Section 146. *(Obligation to use anchorage sites for vessels carrying hazardous or noxious cargo en route to or from Nyhamna)*

Vessels carrying hazardous or noxious cargo en route to or from Nyhamna that need to anchor must use one of the following anchorage sites:

- a) the anchorage site in Karlsøyfjorden, which is indicated by straight lines drawn between the following positions:
 - 62°42,61' N 007°22,26' E
 - 62°41,95' N 007°17,40' E
 - 62°42,96' N 007°17,40' E
 - 62°43,66' N 007°22,26' E
- b) the anchorage site in Midfjorden, which is indicated by straight lines drawn between the following positions:
 - 62°39,41' N 006°56,82' E
 - 62°38,83' N 006°53,54' E
 - 62°39,60' N 006°53,20' E
 - 62°39,82' N 006°55,62' E

VI Navigation rules in Nordland

Section 147. *(Obligation to have anchor position allocated before passing the baseline in Vestfjorden)*

Vessels with a length greater than 150 metres that need to anchor in Ofotfjorden, Herjangsfjorden or Narvikbukta, east of Fornes lykt, shall not pass the baseline in Vestfjorden before an anchor position is provided by Vardø vessel traffic centre.

Section 148. *(Obligation to use anchor position in Ofotfjorden, Herjangsfjorden and Narvikbukta)*

Vessels with a greater length than 70 metres that need to anchor in Ofotfjorden, Herjangsfjorden or Narvikbukta, east of Fornes lykt, must not anchor before an anchor position is provided by Vardø vessel traffic centre.

Vardø vessel traffic centre may set conditions for the anchorage when providing an anchor position. When it is necessary due to safety issues the vessel traffic centre may limit how many of the anchor positions that can be used.

Vessels mentioned in the first paragraph must use one of the following anchor positions:

- a) Herjangen 1 (68° 28,2' N 017° 25,12 Ø)
- b) Herjangen 2 (68° 28,9' N 017° 25,60 Ø)
- c) Herjangen 3 (68° 28,5' N 017° 25,85 Ø)
- d) anchor positions in Regulations 17. 12.2020 nr. 3277 about anchoring, Narvik Municipality, Nordland

VII Navigation rules in Finnmark

Section 149. *(Requirements regarding use of the waters in the entrance to Melkøya)*

Vessels carrying hazardous or noxious cargo, that are to call at or depart from the gas terminal at Melkøya, or anchor or depart from the anchorage site in these waters, must use the waters west of Rolvsøya and east of Sørøya when navigating between Melkøya and the pilot embarkation area west of Fruholmen.

Section 150. *(Ban on use of the waters near the terminal at Melkøya)*

Vessels must not use the waters within a radius of 200 metres around Melkøya. This does not apply to vessels that have clearance from the terminal at Melkøya.

Section 151. *(Ban on use of the waters around the terminal at Melkøya)*

Vessels must not use the waters inside a straight line drawn from Meland (70°40,63'N 023°38,40'E) in a 220° direction to the coordinates 70°39,30'N and 023°34,50'E and then within a radius of 1.5 nautical miles from the south-western brink of Melkøya, when the Vardø VTS centre issues a ban on use of the waters in connection with arrival at or departure from the terminal at Melkøya.

The first paragraph does not apply to vessels that have clearance from the terminal at Melkøya and vessels that assist vessels that have clearance.

Section 152. *(Visibility requirements on the stretch LoppHAVET–Sørøysundet–Fruholmen)*

Vessels carrying hazardous or noxious cargo must not use the waters between Karken beacon in the south and Fruholmen beacon in the north when visibility is less than 1 nautical mile.

Section 153. *(Obligation to use an escort vessel at the terminal at Melkøya)*

Vessels carrying hazardous or noxious cargo must use an escort vessel on arrival at or departure from the terminal at Melkøya.

On voyages in the Vardø VTS area, vessels as mentioned in the first paragraph must have an escort vessel attached in the waters between Karken beacon in the south and Litlenæringen beacon in the north. An escort vessel must be attached before the vessel leaves the dock or anchorage site.

VIII Navigation rules in Svalbard

Section 154. *(Requirements for vessels that use Akselsundet)*

Vessels that use Akselsundet must have their anchors ready for immediate use. Crew must be in position by the anchor.

Section 155. *(Ban on use of Akselsundet)*

Vessels with a length greater than 160 metres must not use the waters in Akselsundet east of Millarodden (77°44,05'N 014°23,76'E) when the speed of the current through the sound is greater than 1.5 knots or the wind speed is in excess of 14 metres per second.

The waters mentioned in the first paragraph must not be used by vessels with a length greater than 250 metres or a draught greater than 15 metres.

Section 156. *(Visibility requirements in Akselsundet)*

Vessels with a length greater than 160 metres must not use the waters in Akselsundet east of Millarodden (77°44,05'N 014°23,76'E) when visibility is less than 1 nautical mile.

Section 157. *(Ban on passing in Akselsundet)*

Vessels with a length greater than 50 metres and vessels carrying hazardous or noxious cargo must not pass other vessels in Akselsundet.

In the instances mentioned in the first paragraph, vessels must maintain a distance of at least 0.5 nautical mile from other vessels sailing in the same direction.

Section 158. *(Obligation to use tugboats in Akselsundet)*

Vessels with a length greater than 160 metres must be assisted by two tugboats when passing Akselsundet, one of which must be attached before the vessel passes Akselsundet and throughout the entire passage through the sound. Vessels must not commence their approach before confirmation has been obtained that the position of the light buoys in the waters has been checked.

Chapter 4. Routeing measures in the Norwegian economic zone

Section 159. *(Geographic scope)*

Chapter 4 applies in Norway's economic zone and the affected parts of Norway's territorial waters with the restrictions that follow from international law. The routeing measures apply to areas specified in the chapter.

Section 160. *(To whom sections 161 and 162 apply)*

Section 161 applies to the following categories of vessels:

- a) oil tankers as defined in MARPOL Consolidated Edition 2011, Annex I,
chemical tankers carrying noxious liquid substances in bulk when the substances are
- b) assessed or provisionally assessed as Category X or Y in accordance with MARPOL Consolidated Edition 2011, Annex II, and
- c) vessels of 5,000 gross tonnes or more that transit or are involved in international voyages to and from Norwegian ports.

Section 161 does not apply to any sizes or categories of vessels in domestic voyages with passengers or cargo between Norwegian ports.

Section 162 applies to all tankers regardless of size, including gas and chemical tankers, as well as all other cargo vessels of 5,000 gross tonnes or more, in international voyages on the stretch from Vardø to Røst, with the exception of vessels that sail outside of Norway's territorial waters and economic zone.

Section 161. *(Use of traffic separation schemes, routes and route systems for the stretch between Egersund–Risør and the stretch between Runde and Utsira)*

Vessels mentioned in section 160, first paragraph, that operate on the stretches [Egersund–Risør](#) and [Runde–Utsira](#) must use the traffic separation schemes described in the Norwegian Coastal Administration's electronic charts "Kystinfo", which are part of these regulations.

Vessels must as far as practicable follow the recommended routes for the stretch between the traffic separation schemes.

Vessels involved in international voyages to Norwegian ports on the stretch from Runde to Utsira must as far as practicable follow the route systems up to the location where a safe course can be set directly to the port. Correspondingly, such vessels should on departing from a Norwegian port set a safe course directly to the closest traffic separation scheme and follow the route systems from there. This applies also to vessels that call at Norwegian harbours for supplies or services.

Section 162. *(Use of traffic separation schemes, routes and route systems for the stretch from Vardø to Røst)*

Vessels mentioned in section 161, third paragraph, that operate on the stretch [Vardø–Røst](#) must use the traffic separation scheme described in the Norwegian Coastal Administration's electronic charts "Kystinfo", which are part of these regulations.

Vessels must as far as practicable follow the recommended routes for the stretch between the traffic separation schemes.

Vessels involved in international voyages to Norwegian ports on the stretch from Vardø to Røst must as far as practicable follow the route systems up to the location where a safe course can be set directly to the port. Correspondingly, such vessels should on departing from a Norwegian port set a safe course directly to the closest traffic separation scheme and follow the route systems from there. This applies also to vessels that call at Norwegian harbours for supplies or services.

Section 163. *(Supervision)*

The Norwegian Coastal Administration supervises that the provisions in this chapter are complied with.

Vessels that do not follow the routing measures will be requested to follow the measures by the Norwegian Coastal Administration. Vessels that nevertheless do not follow the routing measures upon a request will be reported to their flag state.

Chapter 5. Sanctions.

Section 164. (*Sanctions*)

Violation of the provisions in chapters 2 and 3 of the regulations or individual decisions made pursuant to these regulations may be subject to a violation fee pursuant to section 50 of the harbour and fairways Act.

Violation of the provisions in chapters 2 and 3 of the regulations or individual decisions made pursuant to these regulations are punishable pursuant to section 51 of the harbour and fairways Act.

Chapter 6. Entry into force. Repeal of other regulations

Section 165. (*Entry into force*)

These regulations enter into force on 1 April 2021.

Regulation no. 1094 of 23 September 2015 relating to use of vessel traffic service areas and use of specific waters is repealed on the same date.