

## **SAFETY REGULATIONS FOR VESSELS NAVIGATING IN ICE-CONGESTED WATERS**

### **1. Scope of the Regulations**

The Regulations apply to vessels navigating in ice-congested waters in the areas specified in no. 2.

Ice-congested waters are defined as waters with open/scattered drift ice concentration (4/10-6/10 or higher).

### **2. Geographical scope of the Regulations**

The Regulations apply to the waters and fishing grounds around Svalbard and Bjørnøya north of 74 degrees and to the east coast of Greenland to the Danish Straits.

### **3. Requirements relating to the master or navigator**

A vessel that enters ice-congested waters shall be manned by a master or a navigator who has sailed as navigator for *at least two catch seasons between 15 November and 15 May in the waters to which these Regulations apply.*

### **4. Requirements relating to the vessel's equipment for obtaining information on weather and ice conditions**

The vessel shall have equipment that enables it to obtain information on weather and ice conditions when it enters and navigates in ice-congested waters.

Equipment such as mentioned in the first paragraph shall be fully maintained and operational at all times. Prior to each voyage to ice-congested waters, the owner or master of the vessel shall verify that the equipment functions, thereby making it possible to obtain information on weather and ice conditions in the waters for which the vessel is bound.

The vessel must not enter ice-congested waters if the equipment is not functioning in a way that makes it possible to obtain information on weather and ice conditions.

The equipment shall be inspected every year by an authorised electrician who shall give the owner written documentation of the fact that the equipment has been inspected and found to be in working order or, if necessary, repaired. The insurer may demand a copy of such documentation.

### **5. Obtaining information on weather and ice conditions**

The owner shall subscribe to ice charts and ice warnings for Svalbard and the east coast of Greenland issued by the Norwegian Meteorological Institute (DNMI).

Prior to and while navigating in ice-congested waters, the vessel's navigator shall continuously listen to reports on weather, wave and ice conditions, which includes receiving the DNMI's ice chart and ice warning for Svalbard and the east coast of Greenland whenever these are available.

The vessel's navigator shall log the times at which he listened to the weather reports for the waters for which the vessel is bound or in which it is sailing. He shall also file the DNMI ice charts and ice warnings that he receives during the voyage. In the event of a casualty or damage to the vessel, the charts and a copy of the log shall be sent to the insurer.

### **6. Precautionary measures when sailing in ice-congested waters**

A vessel must not enter waters with a higher concentration of ice than that for which the vessel is certified or that which the insurer has specified in the policy, if applicable. If the ice in waters grows denser and reaches a higher concentration of ice than that which the insurer has specified in the policy or for which the vessel is certified or *if, based on the weather information received, the ice is likely to reach such density*, the vessel must immediately proceed to leave the waters.

A vessel must not enter ice-congested waters if the wind force is fresh gale or stronger. A vessel that is already in ice-congested waters where the wind has reached such forces must immediately attempt to leave the waters or seek a port of refuge along coastal stretches where experience has shown that the ice does not pack.

The vessel must immediately send out a signal to other vessels if it is in waters where the ice is packing and there is reason to believe that the vessel may have difficulty making its way out.