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General

Norway (Norge) is located in the W and N parts of the Scandinavian peninsula in NW Europe. It is bordered on the E by Sweden, Finland, and Russia; on the N by the Arctic Ocean; on the W by the North Sea; and on the S by the Skagerrak.

The climate along the S coast of Norway, because of the influence of the North Atlantic Current, has very mild weather for such high latitudes and the harbors are ice free.

The terrain is glaciated in character, being of mostly high plateaus and rugged mountains over fertile valleys. The coastline is deeply indented by fjords.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Mariners are cautioned that few buoys in Norwegian waters carry the topmark as prescribed for the IALA Buoyage System (Region A).

Mariners are cautioned that few buoys will carry the topmark as prescribed for IALA buoyage. Fixed marks placed on the coast close to the fairway consist of beacons, perches, iron pillars, and wood or stone structures.

They are usually fitted with arms indicating the fairway, or when a vessel may pass on either side, with two arms, one on each side.

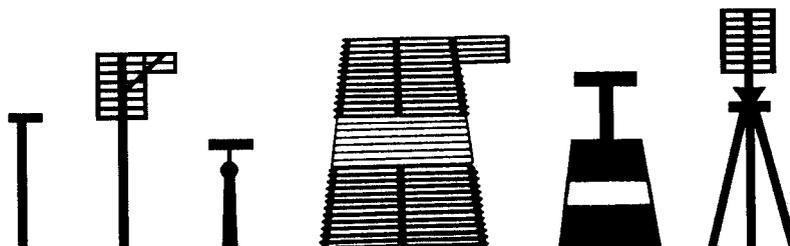
Iron perches and posts may, for the sake of increased visibility, be furnished with topmarks. Marks exposed to the sea carry neither arms nor topmarks.

Due to the large number of fixed marks, mariners are warned that at any one time some of them will be damaged. In particular, iron beacons may become twisted and their arms point in the wrong direction. Defects, or any need for inspection which may be observed when passing, should be reported.

In channels where ice is expected, topmarks are removed in autumn and replaced in the spring. Buoyage is removed for the winter in channels prone to freezing.

Floating marks are removed for the winter in channels where seasonal freeze always takes place. Mariners are advised to give a wide berth to these floating aids (buoys and spars) due to continued damage caused by vessels and ice conditions, and any irregularity discovered relating to the lights and buoyage system should be reported to:

National Coordinator of Navigational Aids
 Tel: 22 422331
 Telex: 76550 NAVCO N (24 hours)
 Telefax: 22 410491 (24 hours)



Examples of Norwegian Fixed Marks

Bridge Markings.—Many bridges may be lighted in accordance with the IALA markings for fixed bridges over navigational waters. The prescribed navigational markings are, as follows:

1. Red and green lights mark the lateral limits of the bridge.
2. White lights indicate the center of the bridge span.
3. Floodlights illuminate the bridge pillars in or adjacent to the channel.
4. A racon indicates the best transit under the bridge.

Oceanographic instruments may be moored off the coast of Norway and are usually marked, although they may not be charted. Mariners are requested to give floating aids as wide a berth as possible.

Cautions

Navigation off the Norwegian coast is difficult and requires great caution. The outlying islands and harbors are also difficult to access; yet, there are nearly always deep-water channels between the rocks. These channels are often very intricate, but they are often well marked by buoys and beacons and pilots are usually available. Generally, depth soundings are of little use in making the coast of Norway.

The movement of swell over this area is mainly from the SW, moderate, with periods of heavier swell in winter. In summer, the dominant swell is light or moderate from NW or N. Waves may be unusually long over the N sector during W winds. Prolonged N or NE gales between Norway and Shetland Isles cause stormy seas and heavy swell. Similar conditions prevail off SW Norway when a deep "low" develops in Skagerrak. Hazardous conditions, with confused sea and swell, are liable to develop near the centers of vigorous depressions. The approaches to the numerous fjords at the more exposed points are particularly disturbed in stormy weather, and sudden changes of wind may increase the hazards.

The sea breaks in heavy gales over ground with depths of up to 37m; especially if the swell comes from the direction of greater depth. A danger may often be detected by noticing a number of sea-birds, particularly gulls, near the surface as they gather over shoals to catch small fish.

During the summer months, navigation is facilitated by the long hours of daylight. In winter, the nights are proportionately long, cloudy, and the landmarks are often obscured by snowstorms and are indistinguishable by their uniform

covering of snow which often renders hazardous and dangerous situations along the coast.

Currency

The official currency of Norway is the krone, consisting of 100 ore.

Firing Areas

Five permanent firing practice areas have been established, in the SW approaches to Bergen, in the following areas:

1. In the SW and W approaches to Selbjornsfjorden.
2. In the SW approaches to Korfsfjorden.

These five areas, which are contiguous to each other, have been designated as 202, 203, 204, 205, and Stolmen. They are collectively bound by lines joining the following positions:

- a. 60°10.0'N., 4°04.9'E.
- b. 60°10.0'N., 4°56.9'E.
- c. 60°05.0'N., 4°56.9'E.
- d. 60°02.9'N., 5°01.3'E. (shore)
- e. 60°01.3'N., 5°01.3'E. (shore)
- f. 59°59.0'N., 4°56.9'E.
- g. 59°55.0'N., 4°56.9'E.
- h. 59°55.0'N., 5°04.9'E. (shore)
- i. 59°51.0'N., 5°04.9'E. (shore)
- j. 59°49.0'N., 4°56.9'E.
- k. 59°40.0'N., 4°56.9'E.
- l. 59°40.0'N., 4°26.9'E.
- m. 59°55.0'N., 4°26.9'E.
- n. 59°55.0'N., 4°04.9'E. and
- o. 60°10.0'N., 4°04.9'E.

Fishing Areas

Fisheries

Fishing is throughout the year with seasonal concentrations in various localities. A considerable part of fishing occurs in coastal and fjord waters, but in the 1960s a greater part extended seaward. Seasonal concentrations are most marked in coastal waters where large gatherings of vessels are seen with much fishing gear. Other vessels should pass through these areas with care and avoid congested fishing harbors. Fishing grounds on the edge of the continental shelf are mentioned below in the accompanying tables.

Winter herring fishery, known as the "large and spring herring fishery," takes place by day and at night from January to March along the coast from Kristiansund to the N.

Purse nets, also known as ring nets, are marked by floats and are laid from the starboard side. The vessel then circles and usually occupies a considerable area; there may be a workboat with a towline up to 90m long. A purse-net vessel exhibits, in addition to the lights prescribed by COLREGS-72, two yellow lights disposed vertically and flashing alternately. The "fat and

small herring fishery" is carried on throughout the year, mostly by purse net as already described.

Mackerel fishery may be encountered along the coast from the end of April until late summer, by drift net, purse net, or trolling. Drift nets, as long as 2 miles, are set at sundown and hauled early in the morning. They are marked by floats, and the end of the net lengths are marked by buoys with flags and lights. Drift net vessels often illuminate the net lengths with a searchlight.

Banks and Fishing Grounds N of Storegga		
Name	Position	Remarks
Nordegga	63°27'N, 5°40'E	Depth of 270m; fine sand
Perjohanneset	63°35'N, 5°38'E	Depths of 600 to 800m; sand and clay
Nyegga	63°15'N, 5°53'E	Depths 250m; sand
Storneset	63°45'N, 5°35'E	Depths of 400 to 600m; sand and clay

Deeps and Banks on the Continental Shelf		
Name	Position	Remarks
Stadhavet	62°12'N, 4°40'E	Depths of 100 to 200m.
Sildestobotnen	62°17'N, 5°05'E	Depths of 40 to 100m.
Nylandsbotnen	62°21'N, 5°05'E	Depths of 100 to 200m.
Breidsunddjupet	62°32'N, 5°24'E	Depths of 200 to 300m.
Mebotnen	62°38'N, 5°30'E	Depths of 70 to 100m.
Stordjupet	62°38'N, 5°40'E	Depth of 215m.
Langgrunnssoyla	62°44'N, 5°07'E	Depths of 110 to 140m.
Langgrynna	62°52'N, 5°25'E	Depths of 90 to 100m.
Fjortoftgrynna	62°53'N, 5°57'E	Depths of 100 to 150m.
Onadjupet	63°04'N, 6°07'E	Depths of 100 to 180m.
Onaskallen	63°10'N, 6°07'E	Depths of 100 to 150m.
Onagrunnen	63°14'N, 6°04'E	Depths of 100 to 150m.
Buagrunnen	63°07'N, 6°32'E	Depths of 50 to 100m.
Froyabanken	63°47'N, 7°25'E	Depths of 160 to 200m.
Haltenbanken	64°44'N, 8°50'E	Depths of 100 to 200m.
Caution. —The depths on Froyabanken and Haltenbanken are considered to give limited warning of approach to the coast.		

Banks and Fishing Grounds SW of Egga (66°N, 6°E)		
Name	Position	Remarks
Aktivneset	62°30'N, 3°40'E	Uniform depths of 185m; sand and stones.

Banks and Fishing Grounds SW of Egga (66°N, 6°E)		
Name	Position	Remarks
Korallneset	62°45'N, 4°10'E	Depths of 320 to 450m; irregular bottom, with coral, avoided by fishermen.
Svatangane	62°50'N., 5°00'E	Seldom used for fishing.
Gnausen	62°44'N., 4°54'E	Seldom used.

Banks on Storegga (62°50'N, 4°30'E)		
Name	Position	Remarks
Sormannseset	63°03'N, 5°10'E	On the line with Hildrehesten (62°34'N., 6°24'E.) touching the W edge of Hararnsoy, bearing 130°; fishing is in depths of 170 to 470m; uneven bottom partly rock.
Brattegga	63°05'N, 5°17'E	On a line with Hildrehesten open N of Mannen, bearing 135°; sand and shingle; fishing is in depths of 170 to 470m.
Fjortoftneset	63°07'N, 5°18'E	About 3 miles NW of Remma on a line with Bjorlagstinden, touching the SW edge of Bergsnakken, bearing 135°; sand and stones, with clay in the deeper parts; fishing is in depths of 170 to 470m.
Kalvhola	63°08'N, 5°25'E	The S part of Bukta, on a line with Bjorlagstinden, touching Bergsnakken, bearing 138°.
Skallen	63°12'N, 5°18'E	Depth of 320m; sand.
Skateneset	63°14'N, 5°24'E	The N part of Bukta, on the line with Bjorlagstinden touching the N edge of Skulen, bearing 142°; sand and stones; fishing is in depths of 185 to 560m.
Steinmaren	63°18'N, 5°30'E	Fishing is in depths of 185 to 560m.
Kalvhola	63°23'N, 5°41'E	On the line with Hildrehesten, touching the W edge of Skulen, bearing 158°; fishing is in depths of 185 to 560m.

Coal-fish and tunny fisheries take place off the coast from May until autumn. Purse nets are used and may extend up to 150m. Cod fishery takes place off the coast from Statlandet to Nordkapp in the N of Norway. The main area is near the Lofoten Islands, but concentrations of vessels may be met in other areas, such as Borgundfjorden or off Vikna.

Trawling occurs mainly to a distance of 12 miles offshore, but shrimp and float trawlers may be met nearer the coast. When working in pairs at night, each trawler uses a searchlight trained in the direction of the other vessel.

The area or location of the larger fishing fleets are announced every day over the national radio network, immediately after the news transmittal at 1230.

Norwegian fishery protection vessels, when on duty, exhibit a fixed blue light from the highest masthead.

Drift Net Fishing

Drift net fishing takes place from May to September. The fish are concentrated in the area from W of Maloy to SW of Utsira, and from NW of Egersund to Oslo Fjord.

Mackerel fishing usually takes place in the stretch from 7 to 8 miles, and 25 to 30 miles offshore. The mackerel nets usually run parallel to the coast and stretch from 1 to 3 miles.

Salmon fishing area marks from the baseline out to 4 to 5 miles offshore, and the nets are usually placed at right angles to the coast stretching from 0.5 to 1 mile long.

The nets are marked by lighted buoys with flag and radar reflector at each end. Mariners can normally make radio contact with fishing fleets.

Government

The Kingdom of Norway is a constitutional monarchy comprised of 19 provinces. Executive power rests with the crown, but is exercised by the cabinet and prime minister.

Legislative power is exercised jointly by the crown and parliament, the members of which are elected by universal popular suffrage.

Oslo, the capital, is also the principal city and main port of Norway.

Holidays

The following holidays are observed:

New Year's Day	January 1
Good Friday	Variable
Easter Monday	Variable
Norwegian Labor Day	May 1
Norwegian Constitution Day	May 17
Ascension Day	Variable
Whit Monday	Variable
Christmas Day	December 25
Boxing Day	December 26

Ice

Norway does not maintain government-owned icebreakers.

Certain harbors provide their own ice-breaking service; the harbor authorities should be contacted for details of relevant information.

Industries

Norway is mostly barren and mountainous. Arable soil is found in narrow strips in deep valleys and around fjords and lakes. Of the total area, 80 per cent is unproductive, 18 per cent is productive forest, and only 2 per cent is cultivated.

The major natural sources of wealth are forestry, fisheries, minerals, and offshore oil and gas. The most important sea fisheries in order of value were cod, mackerel, coal-fish (saithe), deep-water prawn, haddock, herring, and dogfish. The principal mineral products are iron ore, aluminum, and copper.

Industry is based mainly on raw materials produced within the country (wood, fish, oil, etc.) and is aided by great resources of hydro-electric power. The most important

manufactures in order of value are food canning, transport equipment, pulp and paper, machinery and equipment, wood, metal products, petroleum (crude and refined), printing, and publishing.

Languages

Norwegian is the official language. There are however, small areas of Lapp and Finnish-speaking minorities.

Offshore Islands

Jan Mayen

Jan Mayen is a bleak, desolate, and mountainous island lying 300 miles NNE of Iceland. It is formed of volcanic origin and is partly covered by glaciers. The total area of the island is 380 sq. km. Beerenberg, its tallest peak, attains a height of 2,277m.

Volcanic activity had been dormant, but reactivated in September 1970. The island was possibly discovered in 1608. It was rediscovered time and again and renamed. Its present name derives from the Dutch whaling captain Jan Jacobszoon May, who indisputably discovered the island in 1614. It was uninhabited, but occasionally visited by seal hunters and trappers until 1921, when Norway established a radio and meteorological station.

On 8 May 1929, Jan Mayen was officially proclaimed and was incorporated in the Kingdom of Norway. Its relation to Norway was finally settled by law on 27 February 1930.

Svalbard

Svalbard is an archipelago located between 10° and 35°E and between 74° and 81°N. The main islands are Spitsbergen, Nordaustlandet, Edgeoya, Barentsoya, Prins Karls Forland, Bjornoya, Hopen, Kong Karls Land, and Kvitoya. The Arctic climate is tempered by mild winds from the Atlantic. The archipelago was probably discovered by Norsemen in 1194 and rediscovered by the Dutch navigator Barents in 1596. In the 17th century, whale-hunting gave rise to rival Dutch, British, and Danish-Norwegian claims to sovereignty. In the 18th century the whale-hunting ended, and the issue of the sovereignty of Svalbard lost its significance, but was again raised in the 20th century with the discovery and exploitation of coalfields.

A treaty was signed on 9 February 1920 in Paris, recognizing Norway's sovereignty over the archipelago. On 14 August 1925, the archipelago was officially incorporated in Norway. The total population on 31 December 1994, was 2,906; 1,218 were Norwegians, 1,679 citizens of the former USSR, and 9 Poles. Coal is the principal product. There are two Norwegian and two Russian mining camps. There are research and radio stations, and an airport near Longyearbyen (Svalbard Lufthavn.)

Pilotage

New regulations came into force on 1 May 1995, for compulsory pilotage, Pilot Exemption Certificates (PECs), and pilotage dues.

The regulations apply, with minor exemptions, to all coastal waters within the baseline. The baseline consists of a straight line drawn from one outermost point to the next along the entire Norwegian coast.



State Pilotage is controlled by the Ministry of Fisheries. Although pilotage is a function of State Pilots (Statslos), certain vessels are allowed to use company employed "line" pilots (rutelos).

The Norwegian coast is divided into five pilotage districts, which are best seen on the accompanying graphic.

Pilotage procedures are, as follows:

1. Pilotage is compulsory for the following:

a. Vessels over 500 gross tons, as stated in the vessel's international certificate of registered tonnage pursuant to the 1969 International Convention on Tonnage Measurement. Where a vessel is pushing or towing another, the sum of the tonnages shall apply.

b. Vessels pushing or towing one or more objects exceeding a total length of 50m.

c. Vessels, irrespective of size, carrying particularly hazardous and/or polluting bulk cargo.

d. Vessels over 100 gross tons, with a single bottom, and vessels exceeding 300 gross tons, with a double bottom, that are carrying hazardous and/or polluting cargo.

e. Nuclear-powered vessels.

f. Vessels with a maximum length of 24m or more, not holding a valid international certificate of registered tonnage pursuant to the 1969 Convention on Tonnage Measurement.

2. Vessels should send requests for pilots 24 hours, 5 hours, and 2 hours in advance to the appropriate Sea Pilot Station or Pilot Booking Center through the nearest Norwegian Coast Radio Station (CRS) by telephone, fax, or telex. Requests should include:

a. Vessel name

b. Call sign.

c. Nationality.

d. LOA, beam, and grt.

e. Draft.

f. Nature of cargo.

g. Destination.

h. Purpose of call.

i. ETA at pilot boarding area, or ETD from harbor.

j. Whether one or two pilots are required.

k. Vessel's IMO number (if any).

l. Crew and passengers (Master's name and nationality, size of crew, etc.).

m. Cargo and bunker fuel (UN number and quantity of hazardous or polluting cargo, type and quantity of bunker fuel, etc.).

n. Details of passage (last port of call, next port of call, etc.).

o. Details related to pilotage requests and pilotage exemption certificates (PECs).

p. Agent or Operator (the Norwegian contact).

q. Shipping company (name and address).

3. Duty pilots are located at all pilot offices and undertake outward pilotage, through (transit) pilotage, and coastal pilotage.

4. Inquiries about compulsory pilotage, pilotage exemption certificates (PEC), pilotage service dues, and

transitional arrangements should be sent to the following Pilot Booking Centers:

Booking Center	Pilot Station
Oslofjorden	Hvasser (59°05'N., 10°27'E.)
Grenland	Brevik (59°02'N., 9°42'E.)
Agder	Kristiansand (58°09'N., 8°00'E.)
	Sokndal (58°19'N., 6°17'E.)
Rogaland	Kvitsoy (59°04'N., 5°24'E.)
Vestlandet	Kvitsoy (59°04'N., 5°24'E.)
	Fedje (60°47'N., 4°43'E.)
More og Trondelag	Kristiansund (63°07'N., 7°44'E.)
Nordland	Lodingen (68°25'N., 16°00'E.)
Troms og Finnmark	Lodingen (68°25'N., 16°00'E.)

5. Indreleia (Internal Waters Pilotage).—Pilotage is compulsory. Pilots may be obtained at Kopervik, Korsfjorden, Rundoy, Asvaer, Lodingen, Andenes (pilot from Lodingen), Fugloy (pilot from Tromsø), and Honningsvåg.

Vessels should send requests for pilots 24 hours in advance to the appropriate pilot station stating the following:

a. ETA.

b. Draft.

c. GRT.

d. Destination.

e. How far pilotage is required.

6. Pilots may be contacted on VHF channel 16 or 2182 kHz.

7. Between June 15 and August 20, a pleasure craft escort service is available and can be arranged through the Lifeboat Service by telephone or VHF. Emergency situations and assistance to distressed vessels can affect the lifeboats ability to meet its escort service commitments. Thick fog and bad weather can also be a hindrance. For information on the escort service, weather conditions, requests for assistance, contact the Lifeboat Service on VHF channel 16.

Regulations

Regulations are in force requiring vessels carrying dangerous or polluting cargo to submit departure and arrival reports and to complete a checklist. Departure reports are made prior to leaving port. Arrival reports are made by vessels arriving from countries other than Iceland or countries in the EEC.

The regulations, forms, and checklists are available from the Norwegian Coast Directorate, as follows:

1. Via the Internet at <http://www.kystdir.no>

2. Via surface mail from:

Kystverket/HAZMAT

Moleveien 7

3187 Norten

Norway

Regulations for Norwegian Internal Waters

The following regulations apply to internal Norwegian waters and differ from the rules in the International Regulations for Preventing Collisions at Sea (1972):

1. A vessel towing floating timber, oil containers, plastic hoses, etc. carries a white lantern with an additional white lantern for every 100m of tow, or, by day, a black flag or rectangular black shape.

2. **Marking of Objects Other Than Vessels.**—Dracons, herring and fish locknets, etc., lying wholly or partly submerged and under tow shall have a raft or float in tow. To mark the after end of the tow, the raft or the float shall exhibit an all around white light or a diamond shape.

Power cables and similar constructions being kept afloat by means of floats, etc., and which while being extended across waters, may result in blocking or restrictions of the general traffic, shall be marked by lights prescribed in Rule 24(g). The floats shall be light reflective.

3. Dredges show the lights and shapes prescribed by the International Regulations except that only one shape is displayed by day. In fog, the sound signal for a vessel at anchor is followed by:

- At least six single strokes of the bell if the dredge is to be passed as if it were a red spar buoy.
- At least six double strokes of the bell if the dredge is to be passed as if it were a green spar buoy.

4. **Patrol Vessels—Channel Closure.**—A vessel patrolling for the purpose of warning approaching shipping of the temporary closure or restriction of a channel will show:

- By day—International flag U.
- By night—one green light above two red lights disposed vertically.
- The vessel may transmit the letter U (.-) in the Morse code by light or signal.

5. **Bend in Channel.**—A power driven vessel approaching a bend in the channel must sound a 10 second blast when 0.5 mile short of the bend. On hearing this signal a meeting vessel must wait.

6. **Narrow Passage.**—A power driven vessel approaching a passage so narrow that meeting vessels cannot pass must sound at least 5 short blasts. On hearing this signal a meeting vessel must wait.

7. **Speed Limits.**—Speed is limited to 5 knots when less than 100m from the shore, boat harbors, anchored boats, etc. and within 50m of bathing places. Public bathing places are marked by buoys (orange with orange spherical topmark) and passing inside these is prohibited.

8. Cable ferries or chain ferries carry a ball and three red lights, disposed in a triangle apex up.

Entry Regulations

See [Appendix I](#), [Appendix II](#), and [Appendix III](#) for details of regulations concerning the entry into and passage through Norwegian Territorial Waters in peacetime, of foreign non-military vessels. Vessels should contact the appropriate naval operations center for permission to enter Norwegian waters and when passing specified reporting points in the fairway. All notifications in connection with entry and sailing in Norwegian Territorial Waters are to be routed through a Norwegian Coast

Radio Station who will distribute the information to the appropriate Norwegian authorities.

Seaplane Moorings

The alighting and taking-off of aircraft must in no way be interfered or endangered.

No vessel shall pass within 50m of an aircraft, moored or at stationary; and must pass at a reduced speed so as to avoid causing damage by its wake.

Vessels in the vicinity of aircraft alighting or taking-off areas shall keep a sharp lookout, and to be responsive to instructions given by the patrol boat at the scene.

When seaplanes are operating in the area, a black and yellow checkered flag or a ball is displayed from the shore side; and a patrol boat displays signals indicating the area is closed to shipping.

During this period, vessels and small craft must keep a distance of at least 200m off from the patrol boat, even if they are outside the operating area.

The patrol boat is easily recognizable by its black and yellow checkered hull; it displays a flag or ball with similar colors and may call the attention of a vessel by siren or green and red visual signals and, at night, by flares.

Search and Rescue

The Norwegian Rescue Services for sea, air, and land are regarded as one organization under the common heading of life-saving service. The sea rescue service combines a number of public and private institutions, coordinated through the police, who have general responsibility and authority for the saving of lives. Among these institutions are the pilotage, light, and harbor authorities; civil defense and fishery organizations; and the Norwegian Lifeboat Society (Norwegian Society for Rescue of Shipwrecked Mariners). The Norwegian Naval Defense Force has vessels in readiness for distress calls at all times.

The Norwegian Lifeboat Society operates a fleet of over 30 rescue vessels of various sizes and a chain of rescue stations along the coast. The vessels have an operational radius of 400 to 5,000 miles and are fitted with VHF, SSB, and mobile telephone communications. The vessels have white hulls, with a wide red band along the deck, and a red Maltese cross in a blue ring on the bow. About 20 of the rescue stations are operated year round, with the remaining stations operating during the fishing and pleasure-boating season.

Norwegian Chart Q6356 shows the location of coastguard stations, lifeboat stations, coast radio stations, and other details of the search and rescue organization in British and North European waters.

A fleet of about 50 vessels is run by the pilotage authority; many of these vessels operate within a radius of 175 to 360 miles. Vessels are equipped for rescue missions. Many shore pilot stations maintain a listening watch on VHF channel 16.

Other vessels, such as those used for harbor works and buoy maintenance, as well as fishing vessels and merchant vessels, can be called upon for rescue service.

The Norwegian Air Force has ten Sea King helicopters, with an operating radius of 220 miles, available for search and rescue duty. The helicopters are based at Stavanger (Sola), Vigra, Orlandet, Bodo, and Banak. Long-range transport and

maritime aircraft can be called on for more extensive searches and for the dropping of rescue equipment.

A civilian helicopter, with a range of 150 miles, is based at Svalbard.

The main rescue centers are:

1. SSR South Norway (Stavanger)—South of 65°N.
2. SSR North Norway (Bodo)—North of 65°N.

These centers receive all distress calls and assign the appropriate local rescue center to each incident.

Submarine Operating Areas

Norwegian submarines may be met underway on the surface, at night, in channels within the skerries. At night, they show an amber quick flashing light showing about 90 flashes every minute.

Submarines which are entirely submerged or showing only their periscopes are required to keep clear of all surface vessels. Surface vessels must keep a sharp lookout, and exercise caution.

Time Zone

The time zone description, including Jan Mayen and Svalbard, is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

World Time Zone Chart

<http://www.odci.gov/cia/publications/factbook/ref/pdf/802801.pdf>

U.S. Embassy

Location:

Drammensveien 18
0244 Oslo
Norway

Mailing Address:

PSC 69, Box 1000
APO AE 09707

Vessel Traffic Service

Oil Fields and Installations Surveillance Service

Statoil Traffic Control performs a radar surveillance service for the oil fields and installations listed in the table below. All vessels passing within 3 miles or less of these installations must contact Statoil Traffic Control at least 1 hour prior to doing so, using the VHF channel listed in the table below.

Vessels must state their name and call sign. In order to take into account maritime operations and safe navigation, vessels may be asked to alter course.

This service may also be contacted via E-mail at trafikk@statoil.com.

Oil field/ installation	Position	VHF channel
Heidrun	65°19.5'N, 7°19.0'E	9

Oil field/ installation	Position	VHF channel
Asgard A	65°03.5'N, 6°43.4'E	6
Asgard B	65°06.6'N, 6°47.4'E	6
Asgard C	65°07.8'N, 6°51.9'E	6
Visund	61°22.2'N, 2°27.4'E	10
Snorre B	61°31.5'N, 2°12.5'E	10
Huldra	60°51.3'N, 2°39.1'E	71
Troll A	60°38.7'N, 3°43.7'E	68
Oseberg East	60°42.0'N, 2°56.1'E	10
Oseberg South	60°23.5'N, 2°47.7'E	10
Sleipner A	58°22.0'N, 1°54.3'E	14
Sleipner B	58°25.0'N, 1°42.9'E	14

Traffic Reporting—Entry into or passage through Norwegian Territorial Waters (NTW)

All foreign non-military vessels are to keep Norwegian Authorities informed when sailing in Norwegian Territorial Waters (NTW). This is to be done by sending an Arrival Notification and a Reporting Point Notification through the nearest Norwegian Coast Radio Station (CRS).

Arrival Notification.—The Arrival Notification should be sent at least 24 hours in advance of entering NTW. In need for dispensation to enter NTW earlier than 24 hours, vessels should contact the Norwegian Authorities through a CRS (by facsimile or E-mail) or by telephone to Defense Command North Norway for vessels in positions N of 65°08'N (telephone: +47 75 53 60 00) or Defense Command South Norway for vessels in positions S of 65°08'N (telephone: +47 51 57 24 56).

The Arrival Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. Accounting Authority Identification Code (AAIC).
4. IMO identity.
5. Maritime Mobile Selective-call Identify Code.
6. Flag (nationality).
7. Type of vessel.
8. Type and quantity of cargo.
9. LOA (feet or meters), beam (feet or meters), draft (feet or meters), and grt.
10. Last port/place before entering NTW.
11. Next port after leaving NTW.
12. Date, time (GMT), and position on entering Norwegian baseline.
13. Date, time (GMT), and position on leaving Norwegian baseline.
14. Port (name, ETA, ETD, and purpose).
15. Norwegian agent's name, address, and telephone.
16. Communication (INMARSAT, MF, VHF, telephone).
17. Master's name and nationality.

Vessels calling at more than one port of call within Norwegian Territorial Waters should repeat the above details of

14 and 15 for the additional ports. Arrival notifications from vessels without a valid AAIC are not accepted.

Contacting Norwegian Coast Radio Stations		
Station	E-mail Address	Facsimile Number
Tjoeme	tjome.radio@telenor.com	4733390700
Farsund	farsund.radio@telenor.com	4738391847
Rogaland	rogaland.radio@telenor.com	4751683620
Bergen	bergen.radio@telenor.com	4755310389
Floroe	floro.radio@telenor.com	4757743444
Oerlandet	orlandet.radio@telenor.com	4772523556
Bodoe	bodo.radio@telenor.com	4775525896
Vardoe	vardo.radio@telenor.com	4778988331
Svalbard	svalbard.radio@telenor.com	4779021685

Reporting Point Notification.—This should be sent when crossing the Norwegian baseline upon entering and leaving NTW, and when passing the Reporting Points, listed below.

The Reporting Point Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Position (when sending the message).
8. Destination.
9. Name or number of Reporting Point or next Norwegian port.
10. ETA of passing Reporting Point or next Norwegian port (UTC/GMT).

11. Master's name and nationality.

Reporting Point Notification from vessels without a valid AAIC will not be accepted.

Reporting Points		
No.	Name	Reporting Line
1	Kvitsoy	59°05'N
2	Stad	62°10'N
3	Rorvik	64°52'N
4	Landegode	67°27'N
5	Tromso	69°41'N
6	Honningsvag	71°N, 26°00'E
7	Passing the base line	When entering or leaving NTW

For further details on reporting, contact the nearest Coast Radio Station or the following Naval Operation Centers:

1. For vessels N of 65°08'N:
 - Defense Command North Norway
 - Naval Operations Center
 - N-8002 Bodo
 - Norway
 - Telephone: +47 75 53 60 00
 - Fax: +47 75 53 63 54
2. For vessels S of 65°08'N:
 - Defense Command South Norway
 - Naval Operations Center
 - P.O. Box 8080
 - N-4003 Stavanger
 - Norway
 - Telephone: +47 51 57 24 56
 - Fax: +47 51 57 24 59

Appendix I**LAWS AND REGULATIONS APPERTAINING TO NAVIGATION****Regulations concerning foreign non-military vessels entering and making passage through Norwegian territorial waters in peacetime.—Laid down by Royal Decree and put forward by Ministry of Defense.****Introductory Provisions**

Section 1.—These regulations only apply when Norway and the State whose flag the vessel is entitled to fly are at peace, or until contingency measures have been implemented.

Section 2.—The regulations do not apply to Norwegian territorial waters off Svalbard, Jan Mayen or dependencies unless otherwise prescribed by statute.

Section 3.—For the purpose of these regulations, foreign, non-military vessel means any foreign vessel, or Norwegian vessel the master of which is a foreign national, to which current Norwegian regulations concerning the admission of foreign warships and military aircraft to Norwegian territorial waters in peacetime do not apply.

In these regulations, foreign, non-military vessel also means equipment belonging to the vessel (lifeboats, landing craft, aircraft, etc.).

Section 4.—Nuclear-powered vessels are subject to special licensing pursuant to section 4 of Act No. 28 of 12 May 1972. Vessels carrying nuclear substances are required to hold a permit pursuant to section 5 of the said Act.

Section 5.—Sections 13, 15 and 16 of these regulations apply subject to any restrictions established by agreements with foreign States.

Section 6.—Pleasure craft carrying foreign nationals who are required to hold a visa shall be subject to the regulations concerning the admission of foreigners to the Kingdom and their stay there pursuant to sections 83 and 111 of the Crown Prince Regent's Decree of 21 December 1990.

Pleasure craft over 24m in length or 50 grt shall use prescribed sea lanes and are required to give notification pursuant to section 17 and may be ordered to report pursuant to section 19.

Pleasure craft are otherwise exempted from the restrictions set out in sections 16, 17, 18, and 19.

Section 7.—Norwegian territorial waters and sea limits:

(a) For the purpose of these regulations, baselines means straight lines drawn between the base points.

(b) For the purpose of these regulations, Norwegian territorial waters means all waters within the territorial limit.

(c) For the purpose of these regulations, internal waters means all waters that lie within the baselines.

(d) For the purpose of these regulations, the territorial sea means the waters between the baselines and the territorial limit.

Section 8.—Responsibility of the shipmaster.—Masters of all foreign, non-military vessels are required to familiarize themselves with the substance of these regulations before entering Norwegian territorial waters.

Section 9.—Norwegian authorities.—For the purpose of these regulations, the Norwegian authorities means the Ministry of Defense or whosoever the Ministry so authorizes. All inquiries, notifications, reports, applications for clearance etc, to the Norwegian authorities shall be directed to Headquarters Defense Command North Norway (Hq DEFCOMMON) for vessels in positions north of 65°N and to Headquarters Defense Command South Norway (Hq DEFCOMMONOR) for vessels in positions south of 65°N and shall be submitted in Norwegian, Danish, Swedish or English.

Section 10.—Innocent passage through the territorial sea.—Innocent passage through the territorial sea is permitted for foreign, non-military vessels. Innocent passage means navigation through the territorial sea, either in transit or for the purpose of proceeding to or from Norwegian internal waters or ports. Stopping or anchoring while passing through the territorial sea is only permitted when such action is incidental to ordinary navigation or is rendered necessary by force majeure or distress or for the purpose of rendering assistance to persons, ships or aircraft which are in danger of distress.

Section 11.—Any vessel in innocent passage through the territorial sea which for reasons set forth in section 10, second paragraph, must make a temporary stop or remain stationary or enter Norwegian internal waters or call at a Norwegian port facility, shall notify the Norwegian authorities without undue delay.

Section 12.—Admission of foreign, non-military vessels to Norwegian internal waters.—Foreign, non-military vessels to which the list in section 13 does not apply may, subject to the restrictions set out in section 16, enter Norwegian internal waters without obtaining written permission in advance. Foreign, non-military vessels maybe refused admission to Norwegian internal waters when special grounds make this necessary. Such special grounds exist when inter alia fishing vessels plan to enter these waters in connection with fishing or bringing ashore a catch as set out in section 8, first paragraph, of Act No. 19 of 17 June 1966.

Section 13.—Admission to Norwegian internal waters is permitted for the following foreign, non-military vessels only when written permission has been granted in advance by the Norwegian authorities:

- (a) Research vessels.
- (b) Seismic vessels and other vessels carrying equipment for surveying and charting the sea bed.
- (c) Factory ships, repair ships and expedition vessels.
- (d) Vessels for special purposes, including floating and mobile oil platforms, tugboats, dredges, icebreakers and floating cranes, unless entry into Norwegian internal waters is necessary due to a binding agreement with a Norwegian company which requires the vessel to call at a Norwegian port facility.
- (e) Non-military government ships and stand-by and support vessels for naval units.
- (f) Vessels specified in section 4 of these regulations.
- (g) Vessels carrying aircraft.

In cases of doubt, the Norwegian authorities will decide whether a foreign, non-military vessel is subject to this provision.

Section 14.—The vessels specified in section 13 b, c, d and g may be granted admission into Norwegian internal waters without a prior written application in order to be repaired or laid up in a Norwegian port provided a binding agreement with a Norwegian company exists. In such cases, deviations may be made from the deadlines referred to in section 15. The Norwegian authorities shall be notified of such admission as soon as possible. Foreign, non-military vessels which are obliged to seek a port of refuge for the reasons specified in section 10, second paragraph, may enter Norwegian internal waters without a prior written application.

Section 15.—A written application for permission to enter Norwegian internal waters under section 13 a, b, c, d, e and g shall have reached the Norwegian authorities at the latest 7 days before entry is expected to take place. Applications under section 13 f shall have reached the Norwegian authorities at the latest 14 days before entry is expected to take place. All applications shall contain the information specified in section 17 and any other information deemed to be of importance in connection with the planned entry. Notwithstanding these regulations, the Norwegian authorities may require information from foreign, non-military vessels which is considered to be of relevance to the planned entry, including information about catches carried on board and, if the catch is to be delivered in Norway, fishing activities within Norwegian fishery jurisdiction in which the vessel has been engaged.

Section 16.—Entry, passage and notification requirement when navigating through Norwegian internal waters.—For foreign, non-military vessels, entry into and passage through Norwegian internal waters is restricted to the following activities:

- (a) Navigation to and from Norwegian ports in connection with loading, unloading, restocking, bunkering, carrying out necessary repairs or carrying out binding agreements with Norwegian interests. Laytime in a Norwegian port shall be limited to the necessary length of time as dictated by the purpose of the call at the port.
- (b) Navigation in transit via specified sea lanes when the vessel's mission makes this necessary.
- (c) Navigation in order to seek a port of refuge. Stopping or anchoring while passing through internal waters is only permitted when such action is incidental to ordinary navigation

or is rendered necessary by force majeure or distress or for the purpose of rendering assistance to persons, ships or aircraft which are in danger or distress. If the vessel makes a temporary stop or remains stationary, the Norwegian authorities shall be notified without undue delay.

Section 17.—Masters of all foreign, non-military vessels over 24 meters in length or 50 gross tons who intend to navigate their vessel into Norwegian internal waters are required to give notification of such entry and shall notify the Norwegian authorities at the latest 24 hours in advance. Such notification may be made in written or oral form and shall contain:

- (a) Vessel's IMO identification number, if any.
- (b) Vessel's nationality, name, international radio call sign (distinctive letters) and any mobile or satellite telephone numbers.
- (c) Type of vessel, cargo, draft and size in gross tons.
- (d) Purpose of the entry including any information about the entry as specified in section 14 of these regulations.
- (e) Specification in latitude and longitude of the point where the vessel intends to cross the Norwegian baseline when entering and leaving.
- (f) Intended ports of-call with specification of times of arrival and departure.
- (g) Norwegian contact (agent, operator, ship owner, etc).
- (h) The Norwegian authorities shall be informed without delay of any changes in the submitted plan of navigation.

Passenger and car ferries in regular service to and from Norwegian ports are excepted from the notification requirement provided an approved navigation plan has been forwarded to the Norwegian authorities at the latest 14 days before the service is put into operation. The Norwegian authorities are to be informed if the navigation plan is withdrawn or if major changes are introduced.

The vessels specified in section 13 are required to give notification as described above irrespective of their length or size.

Section 18.—Sea Lanes and Reporting Points in Norwegian internal waters.—When navigating through Norwegian internal waters, foreign non-military vessels shall only use those sea lanes prescribed by the Ministry of Defense.

Section 19.—Foreign, non-military vessels shall report to the Norwegian authorities when entering and leaving Norwegian internal waters and when passing specified geographical positions in the sea lane. Such reports shall include the vessel's name, call-sign, destination and estimated time of passing the next report point or of arrival at the vessel's next port of call. The report points are determined by the Ministry of Defense.

Section 20.—Foreign, non-military vessels which are obliged to enter Norwegian internal waters due to force majeure or distress or to provide assistance to persons, ships or aircraft that are in danger are excepted from the above provisions concerning the requirement to report and the use of sea lanes. Such vessels shall nevertheless and by the fastest possible means contact the Norwegian authorities for specific instructions regarding anchoring or continued navigation.

Section 21.—Vessels lying in Norwegian territorial waters.—No registrations or measurements other than those necessary for safe navigation are permitted without special permission from the Norwegian authorities.

Section 22.—It is prohibited for all persons on board foreign, non-military vessels to make maps or sketched maps of ports, waters, airfields or seaplane ports of the Kingdom. It is also prohibited to make maps, sketches of maps, take photographs or record descriptions of Norwegian military facilities or equipment.

Section 23.—Foreign, non-military vessels shall fly their national flag at all times while navigation through Norwegian territorial waters. When the vessel is at anchor or moored, the flag shall be hoisted during the day.

Section 24.—Officers on Norwegian warships or guard ships and other officers in the Norwegian Armed Forces may inspect any foreign, non-military vessel, including its documents, cargo, equipment and any persons on board. The master of the vessel under inspection shall provide any assistance necessary to facilitate the inspection, including placing the vessel's communications equipment at the disposal of the inspecting officers free of charge. The master shall provide on request any information which is of interest to the Norwegian authorities. He/she is under obligation to comply with instructions regarding the remainder of the voyage.

Section 25.—The master and crew of a foreign, non-military vessel shall comply with current Norwegian legislation including regulations concerning the environment, health, customs, use of pilot, traffic, ports, foreign nationals and rules of conduct. Norwegian regulations governing the use of communications equipment shall be complied with.

Section 26.—Should the master or crew of a foreign, non-military vessel fail to comply with the laws and regulations laid down for the presence and navigation of vessels in Norwegian territorial waters, the Norwegian authorities may order the vessel to leave Norwegian territorial waters immediately or within a specified, reasonable period of time. The vessel may also be brought to the nearest police authority to be charged and prosecuted.

Section 27.—Unless otherwise prescribed by statute, infringement of these regulations is punishable by fines or by imprisonment for a term not exceeding three months pursuant to section 418, subsection 2, of Act No. 10 of 22nd May 1902.

Section 28.—Concluding provisions.—The Ministry of Defense or whosoever the Ministry so authorizes may grant exemption from these regulations and may issue further provisions for the supplementation and implementation of these regulations.

Section 29.—These regulations enter into force on 1st May 1995.

Appendix II

REGULATIONS ON PRESCRIBED CHANNELS FOR FOREIGN NON-MILITARY VESSELS IN NORWEGIAN TERRITORIAL WATERS

Decreed by the Ministry of Defense 4 May 1995 in accordance with Royal Resolution of 23 December 1994 No. 1130 on foreign non-military vessels calling at and traveling in Norwegian territorial waters during peacetime

Prescribed Channels

1. Foreign non-military vessels shall follow prescribed channels which are summarized in the Coast Directorate's fairway system..

2. Foreign non-military vessels wishing to call at places which are not directly connected to the prescribed channels, shall follow prescribed channels as far as possible and then take the shortest safe channel in or out. Where a prescribed channel cannot be followed as in the previous sentence, a vessel shall cross the baseline at a point which allows the shortest safe channel in or out between the baseline and the port of call, and the vessel shall follow that channel.

3. Foreign non-military vessels which, after entering Norwegian internal waters, have a need to follow channels other than those described in paragraphs 1 and 2 above, can obtain special permission from the Norwegian authorities (i.e. Headquarters Defense Command North Norway/South Norway) to follow these channels as long as there is a state pilot on board. In areas regulated by traffic centers, the appropriate pilot master at the traffic center can give dispensation as necessary.

Reporting Points

4. When passing in or out of the Norwegian internal waters and when passing defined geographical points in channels, foreign non-military vessels shall report to the Norwegian authorities. The report shall contain the vessel's name, call sign, and the time for passing the next reporting point in a channel or the next harbor.

5. The reporting points are defined, as follows:

Headquarters Defense Command	
North Norway	Kvitsoy (Rogaland)
	Statt (More and Romsdal)
	Rorvik (Nord Trondelag)
South Norway	Landego (Nordland)
	Tromso (Troms)
	Honningsvag (Finnmark)

Appendix III**Norway—Economic Exploitation Zone**

By act No. 91 of 17 December 1976 and Royal Decree of 17 December 1976, of which the following are extracts, the Norwegian authorities established, from 1 January 1977, an Economic Exploitation Zone, the outer limits of which are set at a distance of 200 nautical miles from the appropriate baselines but not so as to extend beyond the Continental Shelf Boundaries of other States.

The establishment of the Zone does not affect the rights of navigation through or flight over the waters in question.

Except as provided in agreements with other States and in regulations concerning fisheries, aliens may not engage in fishing or hunting within the Zone.

Regulations concerning the protection of the environment, scientific research, artificial installations and port facilities, cables and pipelines, and the exploitation of the Zone for any economic purpose, may be issued.