Regulations of dd.mm.yy concerning radiocommunication equipment for Norwegian ships and mobile offshore units

Legal basis: Laid down by the Norwegian Maritime Authority on dd.mm.yy under the Act of 16 February 2007 No. 9 relating to Ship Safety and Security (Ship Safety and Security Act) sections 6, 9, 11, 15, 19 and 20, cf. Royal Decree of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590 by the Ministry of Trade, Industry and Fisheries.

Section 1 *Scope of application*

These Regulations apply to Norwegian:

a) cargo ships, including recreational craft of 24 metres in overall length and upwards;
b) ships with Passenger Certificate;
c) ships with Passenger Ship Safety Certificate engaged on foreign voyages; and
d) mobile offshore units.

Section 2 *Required radiocommunication equipment for cargo ships and passenger ships*

The International Convention for the Safety of Life at Sea, 1974 (SOLAS) consolidated edition 2009 chapter IV, as amended by MSC.201(81) and MSC.256(84) shall apply as regulation.

The first paragraph shall apply correspondingly to cargo ships of less than 300 gross tonnage engaged on foreign voyages and ships engaged on domestic voyages.

Section 3 *Exemption for cargo ships operating in trade area 2 or more restricted trade area*

Cargo ships operating in trade area 2 or a more restricted trade area need not comply with the requirements for radio equipment of section 2, cf. SOLAS regulation IV/7 and IV/8, when the ship is:

a) provided with a VHF radio installation;
b) capable of transmitting and receiving DSC (Digital Selective Calling) on the frequency 156.525 MHz (channel 70);
c) capable of initiating transmission of distress alerts on channel 70 from the position from which the vessel is normally navigated;
d) capable of transmitting and receiving radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13) and 156.800 MHz (channel 16); and
e) provided with a free-float emergency position-indicating radio beacon (EPIRB).

Cargo ships operating in trade areas 1 and 2 may have a hand-held VHF as a back-up arrangement for distress communication, cf. SOLAS regulation IV/4.1.1, cf. section 2 second paragraph.

Section 4 *Additional requirements for cargo ships operating in trade area 3 or greater*

Cargo ships operating in trade area 3 or a greater trade area shall, in addition to the requirements of section 2, have a manual EPIRB operating in the 406 MHz band in the COSPAR-SARSAT system. The EPIRB shall be installed in the wheelhouse so that it can easily be activated and carried into a survival craft.

The first paragraph does not apply if the ship has a free-float EPIRB capable of being:

a) remotely activated from the wheel house;
b) manually activated; and
c) carried by one person into a survival craft without endangering that person.

Section 5 *Exemptions for passenger ships engaged on domestic voyages*

Passenger ships engaged in trade on lakes and rivers are exempt from the requirements of section 2 second paragraph.

Passenger ships operating in trade areas 1, 2 and 3 need not comply with the requirements for radio equipment pursuant to SOLAS regulation IV/8, cf. section 2 second paragraph, when the ship is:

a) provided with a VHF radio installation;
b) capable of transmitting and receiving DSC on the frequency 156.525 MHz (channel 70);
c) capable of initiating transmission of distress alerts on channel 70 from the position from which the vessel is normally navigated; and
d) capable of transmitting and receiving radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13) and 156.800 MHz (channel 16).

Passenger ships operating in trade area 4 need not comply with the requirements of section 2 if the ship satisfies the requirements of the second paragraph and is provided with a free-float EPIRB.

Passenger ships operating in trade area small coasting need not comply with the requirements of section 2 if the ship satisfies the requirements of the second and third paragraphs, and has additional fixed or portable maritime VHF equipment.

Section 6 *Additional requirements for passenger ships with arrangements for helicopter operations*

Passenger ships with arrangements for helicopter operations shall, in addition to the requirements of section 2:

a) be capable of communicating with helicopters from the ship's wheel house, bridge or the ship's radio station. The communication shall take place on maritime VHF or aeronautical VHF if permission has been granted for the use of aeronautical frequencies;
b) be capable of operating in three-way communication between the helicopter, the helideck watch and the radio operator; and
c) have a hand-held VHF with headset available for the helideck watch.

Section 7 *Required radiocommunication equipment on mobile offshore units*

Mobile offshore units shall follow the requirements for cargo ships of section 2.

Section 8 *Exemptions for non-self-propelled mobile offshore units*

Non-self-propelled mobile offshore units need not comply with the requirements for radio equipment of section 7, cf. SOLAS regulation IV/8, /9, /10 and /11, when the unit satisfies the requirements of the MODU Code (Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009) No. 11.4 and 11.5.

Section 9 *Additional requirements for mobile offshore units with helideck*

Mobile offshore units with helidecks shall, in addition to the requirements of section 7, cf. section 2, be provided with:

a) two fixed VHF/AM radiotelephony stations and a portable VHF/AM radiotelephone apparatus for each member of the helideck crew for communication with helicopters within the frequency range 118-137 MHz. One of the fixed stations shall be connected to batteries having a capacity to operate the station for at least 6 hours, or batteries for equipment connected to the Global Maritime Distress and Safety System (GMDSS) when the batteries have sufficient capacity to operate both types of equipment at the same time;
b) aeromobile radio beacon for the transmission of position-finding signals. The radio beacon shall satisfy the International Civil Aviation Organization's (ICAO) provisions concerning the operation and service of non-directional radio beacons (NDB), as well as the provisions and guidelines of the Civil Aviation Authority Norway concerning the use of NDB. On/off switch for the radio beacon shall be located in a room satisfying the requirements of SOLAS regulations IV/6.2.

Section 10 *Requirements for duplication of equipment and maintenance of radio equipment*

The radio equipment on board ships and mobile offshore units shall have shore-based maintenance in accordance with the manufacturer's instructions.

The maintenance of EPIRBs on ships and mobile offshore units shall be performed by the equipment manufacturer or a service station approved by the manufacturer. The battery shall be disconnected before the EPIRB is sent for service or periodical maintenance.

EPIRBs shall be marked with the date of the most recent periodical maintenance.

Ships and mobile offshore units in sea areas A3 or A4 shall have duplicated equipment. On mobile offshore drilling units the radio equipment required pursuant to the first sentence shall be placed as far away as possible from the primary radio equipment required by section 7.

The batteries used as a reserve source of energy, cf. SOLAS regulation IV/13, cf. section 2, shall be replaced at the first sign of reduced capacity. Lead accumulators shall nonetheless be replaced every five year at the latest.

Section 11 *Documentation*

The company shall be able to document compliance with the requirements of the Regulations for equipment and placement thereof. At the request of the Norwegian Maritime Authority, the company shall present the information necessary in order to decide whether the requirements of the Regulations are satisfied.

Section 12 *Radio records*

Radio records shall be made in a dedicated radio log book or in the ship’s deck log book.

Ships and mobile offshore units shall comply with the rules regarding the keeping of radio records pursuant to the Regulations of 27 April 1999 No. 537 concerning watchkeeping on passenger ships and cargo ships, Appendix A No. 87-89.

Section 13 *Exemptions*

The Norwegian Maritime Authority may upon written application permit other solutions than those required by these Regulations when it is established that such solutions are equivalent to the requirements of the Regulations.

The Norwegian Maritime Authority may exempt a ship engaged on domestic voyages, a cargo ship of less than 300 gross tonnage engaged on foreign voyages or a mobile offshore unit from one or more or the requirements of these Regulations if the company applies in writing for such exemption and one of the following conditions is met:

a) it is established that the requirement is not essential and that the exemption is justifiable in terms of safety;
b) it is established that compensating measures will maintain the same level of safety as the requirement of these Regulations.

Section 14 *Entry into force*

These Regulations enter into force on .....

Section 15 *Transitional provisions*

Passenger ships engaged on domestic voyages shall comply with the requirements of section 5 second paragraph (b) of these Regulations by 1 July 2015.

Mobile offshore units may as an alternative to the requirements of sections 7 to 10 comply with Appendix I until the next certificate issue, if one of the following conditions is met:

a) the unit is certified before 15 September 2014;
b) contract for construction of unit is placed before 15 September 2014.

Section 16 *Repeal of and amendments to other regulations*

From the same date as the entry of force of these Regulations, the following regulations are repealed:

a) Regulations of 11 November 1991 No. 731 concerning radiocommunication on passenger ships;
b) Regulations of 15 September 1992 No. 693 concerning the form and keeping of log books for ships and mobile offshore units sections 14 and 19;
c) Regulations of 16 December 1993 No. 1200 concerning the installation and use of radio equipment on board mobile offshore units;
d) Regulations of 27 January 1999 No. 149 concerning radio installations and radio services on passenger ships and cargo ships to which the International Convention for Safety of Life at Sea (SOLAS 1974) applies;
e) Regulations of 12 November 2002 No. 1314 concerning conditions for periodical maintenance of float-free emergency position-indicating beacons;
f) Regulations of 17 December 2004 No. 1856 concerning radiocommunication for cargo ships; and
g) Regulations of 15 January 2008 No. 72 concerning helicopter decks on mobile offshore units sections 33 and 34.

Appendix I

Regulations of 16 December 1993 No. 1200 concerning the installation and use of radio equipment on board mobile offshore units

Chapter I. Introductory provisions

Section **1 Scope of application**

1. These Regulations apply to units which are or will be registered in a Norwegian register of ships.
2. Mobile offshore units which are registered in a Norwegian ship register may, until the next certificate issue, comply with the requirements that applied at the time of the last certificate issue.

0 Amended by Regulation of 11 April 2003 No. 500 (in force on 1 July 2003).

Section 2 Definitions

For the purpose of these Regulations

1. Unit: A mobile platform, including drilling ship, equipped for drilling for subsea petroleum deposits, and mobile platform for use other than drilling for subsea petroleum deposits.
2. The MODU Code as revised in 1991: The IMO’s "Code for the Construction and Equipment of Mobile Offshore Drilling Units; 1989", as amended in accordance with MSC/Circ.561 of 3 July 1991.
3. Sea area A1: An area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC (Digital Selective Calling) alerting is available, as may be defined by the authorities of a country.
4. Sea area A2: An area, excluding sea area A1, within the radio telephone coverage of at least one MF coast station in which continuous DSC alerting is available, as may be defined by the authorities of a country.
5. Sea area A3: An area, excluding sea areas A1 and A2, within the coverage of an INMARSAT geostationary satellite.
6. Sea area A4: An area outside sea areas A1, A2 and A3.
7. GOC Certificate: The General Operator’s Certificate as defined in Article 55 of the Radio Regulations issued by the International Telecommunication Union (ITU).
8. ROC Certificate: The Restricted Operator’s Certificate as defined in Article 55 of the Radio Regulations issued by the International Telecommunication Union (ITU).
9. Company: Cf. the definition given in section 4 of the Ship Safety and Security Act.
10. Safety Management System: All systematic efforts which the company is required to make to ensure that activities are planned, organized, performed and maintained in accordance with requirements applicable to areas regulated by the Act of 16 February 2007 No. 9 relating to Ship Safety and Security.
11. SOLAS 74/88: The International Convention for the Safety of Life at Sea, 1974 (SOLAS 74), with amendments adopted in 1988 ("the GMDSS amendments").

0 Amended by Regulations of 2 March 1999 No. 408 (in force on 1 September 1999), 11 April 2003 No. 500 (in force on 1 July 2003), 29 June 2007 No. 1006 (in force on 1 July 2007), 14 March 2008 No. 305 (in force on 24 March 2008).

Chapter II. General provisions

Section 3 Obligations

The company, the platform manager and others persons working on board shall perform their duties in accordance with the Ship Safety and Security Act and the supplementary provisions laid down in these Regulations.

0 Amended by Regulations of 2 March 1999 No. 408 (in force on 1 September 1999), 11 April 2003 No. 500 (in force on 1 July 2003), 29 June 2007 No. 1006 (in force on 1 July 2007).

Section 4 Exemptions

The Norwegian Maritime Authority may, in individual cases and upon written application, deviate from the requirements of these Regulations. There must be special reasons that make the deviations necessary and they must be justifiable in terms of safety. If the requirements of the coastal state and the requirements of these regulations are irreconcilable, the Norwegian Maritime Authority may deviate from the requirements insofar as safety considerations allow. Deviations must not contravene international agreements to which Norway has acceded.

0 Amended by Regulation of 11 April 2003 No. 500 (in force on 1 July 2003).

Section 4 A. Mutual recognition

Where the Regulations require that particular fittings, materials, equipment or devices or type of equipment etc. be procured or found on a vessel, or that some specific measure be taken or the construction or design safety specific requirements, the Norwegian Maritime Authority shall permit that other appurtenances, materials, devices or types of such are installed or found on the vessel or that other measures are taken on board or that the vessel is built or designed in another way.

The Norwegian Maritime Authority shall accept this provided that: it is documented by testing or other means that the appurtenances, materials, equipment or devices or types of such, or the arrangement, construction or design is at least as effective as specified by the requirements of the Regulations.

The Norwegian Maritime Authority shall accept the results of tests performed by recognized testing institutions, including testing institutions in other EEA countries. Such acceptance will be given on condition that the tests give an appropriate and satisfactory guarantee of a technical, professional, and independent nature.

0 Added by Regulation of 2 March 1999 No. 408 (effective from 1 September 1999).

Chapter III. Documentation, survey and certification

0 Title amended by Regulation of 11 April 2003 No. 500 (in force on 1 July 2003).

Section 5 Documentation

The company shall be able to document that the requirements of these Regulations are complied with. Documentation shall be sent to the Norwegian Maritime Authority or anyone authorized by the Norwegian Maritime Authority[1] on request. The contents, scope and type of documents and the time of submission shall be decided by the Norwegian Maritime Authority or anyone authorized by the Norwegian Maritime Authority.

0 Amended by Regulations of 18 February 1997 No. 140 (in force on 1 January 1998), 11 April 2003 No. 500 (in force on 1 July 2003), 29 June 2007 No. 1006 (in force on 1 July 2007).

According to the agreement in force concerning assistance, this is Telenor A/S.

Section 6 (Repealed by Regulation of 11 April 2003 No. 500, in force on 1 July 2003.)

Section 7 Survey and certification

1. Survey and certification[1] of radio installations shall be carried out in accordance with the regulations at any time currently in force concerning notification of newbuilding, survey, and certification etc. of mobile offshore units.

2. Any radio survey[1] shall include both the equipment required by these regulations, and the radio equipment required by the following regulations:

   a) Regulations of 11 April 2003 No. 492 concerning lifesaving appliances and evacuation on mobile offshore units (section 10)

   b) Regulations of 31 January 1984 No. 227 concerning precautionary measures against fire and explosion on mobile offshore units (section 14 item 2)

   c) Regulations of 13 January 1986 No. 31 concerning deck cranes etc. on mobile offshore units (section 5 item 11).

0 Amended by Regulation of 11 April 2003 No. 500 (in force on 1 July 2003).

1 According to the agreement in force concerning assistance between Telenor A/S and the Norwegian Maritime Authority, Telenor A/S is authorized to carry out surveys and issue Mobile Unit Safety Radio Installation Certificates.

Chapter IV. Equipment and watchkeeping

Section 8 International provisions

1. The provisions of the MODU Code[1] are binding, and apply with the amendments, interpretations and modifications referred to in sections 9 and 10.

2. Mobile offshore units for purposes other than drilling need not to comply with the provisions of regulation 11.5.2 of the MODU Code.

1 Cf. the annex to these Regulations.

Section 9 Requirements for equipment[1]

1. Units which will navigate or operate in sea area A3 or A4 shall comply with the provisions of IMO Assembly Res. A.702(17) "Radio Maintenance Guidelines for the Global Maritime Distress and Safety System related to Sea Areas A3 and A4".

1.1 Units using the "duplication of equipment" alternative as one of the two methods of maintenance required shall thus comply with the provisions of paragraph 2 of Res. A.702(17).

1.2 For drilling vessels the requirement for duplication referred to in subparagraph 1.1 is considered to have been satisfied if the radio installation complies with regulation 11.5.2 of the MODU Code.

2. It shall be possible to effectuate radio communication from a room sufficiently screened from noise so that communication is not disturbed, cf. "Recommendations concerning Noise Levels etc.", issued by the Norwegian Maritime Authority [2]

3. Units equipped with a helideck shall be provided with the following radio equipment:

3.1 Two fixed and one portable aeromobile VHF/AM radio telephony station for communication with helicopters, within frequency range 118-137 MHz. One of the fixed stations shall be connected to batteries having a capacity of at least 6 hours' operation. Alternatively, this VHF/AM station may be connected to the power supply for the GMDSS equipment, provided that the batteries have sufficient capacity. Units complying with these provisions are considered to comply with regulation 11.6 of the MODU Code.

3.2 An aeromobile radio beacon for the transmission of direction-finding signals as navigational aid during helicopter transport. The radio beacon shall satisfy the ICAO provisions

concerning the operation and service of "Non-Directional Radio Beacon (NDB)", and the provisions and guidelines of the Norwegian Civil Aviation Authority concerning the use of NDB. The on/off switch for the radio beacon shall be located in the room required by paragraph 2.

0 Amended by Regulation of 11 April 2003 No. 500 (in force on 1 July 2003).

1 Reference is also made to Regulations concerning licence to establish and operate radio installations on board Norwegian ships, laid down by the Ministry of Communications and Transport.

2 This recommendation is printed in the publication Excerpts from the Norwegian Passenger and Cargo Ship Legislation, etc

Section 10 Requirements for personnel[1] and watchkeeping

1. Units which will navigate or operate in sea area A2, A3 or A4 shall have on board at all times at least two persons holding the GOC Certificate. Units which will navigate or operate only in sea area A1 shall have on board at all times at least two persons holding the GOC or the ROC Certificate, depending on the type of radio equipment on board.
2. One of the persons holding a certificate as required by paragraph 1 shall be designated to have primary responsibility for radio communication in the event of an emergency. This person shall not have other assignments or obligations in the event of an emergency.
3. One of the persons holding a certificate as required by paragraph 1 shall be designated to have primary responsibility at all times for safety radio communication to and from the unit, and watchkeeping on all relevant distress and safety frequencies in accordance with the provisions of the MODU Code (cf. the provisions of SOLAS 74/78 Chapter IV, Regulation 12). All operation of the radio equipment required by these Regulations shall be carried out by a person holding a radio operator’s certificate as referred to in paragraph 1.

0 Amended by Regulation of 11 April 2003 No. 500 (in force on 1 July 2003).

1 In connection with the requirements for radio operators, cf. also section 16 of the Regulations concerning risk analysis for mobile offshore units.

Section 11. (Repealed by Regulation of 11 April 2003 No. 500, in force on 1 July 2003.)

Section 12. Maintenance of equipment

1. All radio equipment required by these Regulations shall be kept in proper working order at all times.
2. All maintenance, testing, repairs and replacement of radio equipment shall be recorded in a maintenance system.
3. Free-float emergency position-indicating beacons shall, in addition to the tests specified in the Certification Regulations[1], be tested by a shore-based company at least every five years. Shore-based company means the manufacturer or the manufacturer’s representative.

0 Amended by Regulation of 17 December 2004 No. 1859 (in force on 1 January 2005).

1 Cf. Regulations of 4 September 1987 No. 855 concerning notification of newbuilding, survey, and certification etc. of mobile offshore units.

Chapter V. Final provisions

Section 13 Entry into force

These Regulations enter into force on 01 January 1994. As from the same date the Regulations of 13 January 1986 concerning the installation and use of maritime and aeromobile radio equipment on board drilling units and other mobile units which are registered or will be

registered in a Norwegian Register of Ships, are repealed for new units. The same Regulations are repealed in their entirety as from 1 February 1999.

0 Amended by Regulations of 29 June 2007 No. 1006 (in force on 1 July 2007, previously section 14).

Annex: Excerpts from MSC/Circ.561:

"Chapter 11 of the MODU Code, as revised in 1991"

Chapter 11- Radiocommunications installations

11.1 *Application*

11.1.1 The purpose of this chapter is to provide minimum requirements for distress and safety radiocommunications between mobile offshore drilling units and coast stations, ships and supporting aircraft in the maritime mobile service.

11.1.2 The requirements are applicable to the following modes of operation of mobile offshore drilling units:

1. when underway self-propelled;
2. when towed, or self-propelled and accompanied by escort ships; and
3. when stationary at the site or engaged in drilling operations.

11.2 *General*

Coastal States in common areas of interest should, to the extent possible, establish similar radiocommunication requirements to avoid confusion in case any ancillary craft have to divert to another coastal State in an emergency.

11.3 *Self-propelled units under way*

Each unit, while under way at sea, should comply with the applicable provisions concerning radiocommunications for ships prescribed in chapter IV of the 1988 SOLAS amendments. [1]

[1] All requirements of chapter IV of the 1988 SOLAS amendments referring to "from the position the ship is normally navigated" should be applied as meaning "from the position the MODU is normally navigated".

11.4 *Units when towed, or self-propelled and accompanied by escort ships*

11.4.1 The requirements for non-self-propelled units under tow when manned depend upon radio installations fitted in the towing ship, as set out in paragraphs 11.4.2 and 11.4.3.

11.4.2 In cases where the towing ship complies fully with all applicable requirements concerning radiocommunications for ships prescribed in chapter IV of the 1988 SOLAS amendments, the non-self-propelled unit under tow when manned should:

1. be fitted with VHF facilities as required by regulations IV/7.1.11[2] and 7.1.2 of the 1988 SOLAS amendments and with MF facilities as required by regulations IV/9.1.1 and 9.1.2;
2. be fitted with the satellite EPIRB or EPIRB required by regulation IV/7.1.6, as appropriate, for the area in which the MODU is being towed; and
3. be fitted with equipment for automatic reception of navigational and meteorological warnings in accordance with regulations IV/7.1.4 and iv/7.1.5, as appropriate, of the 1988 SOLAS amendments.

11.4.3 In cases where the towing ship does not comply fully with the applicable requirements concerning radiocommunications for ships prescribed in chapter IV of the 1988 SOLAS amendments, the MODU under tow when manned should comply with all the applicable

provisions concerning radiocommunications prescribed in chapter IV of the 1988 SOLAS amendments. [2]

11.4.4 Each self-propelled unit accompanied by one or more escort vessels should comply with the provisions of 11.3.

[2] All requirements for chapter IV of the 1988 SOLAS amendments referring to "from the position the ship is normally navigated" should be applied as meaning "from a position which is continuously manned and which is controlling the MODU while under tow".

11.5 *Units stationary at the site or engaged in drilling operations*

11.5.1 Each unit while stationary at the site, including when engaged in drilling operations, should comply with all requirements prescribed in chapter IV of the 1988 SOLAS amendments that are applicable to a ship sailing trough the same area. [1]

11.5.2 Taking into account the different types of accident which may occur on the MODU, additional radio equipment should be installed in a room or position, which could be the bridge or an emergency control room, situated as far as practicable from the radio equipment fitted in compliance with section 11.5.1, so that no single accident in any part of the MODU could deprive the MODU of all facilities for radiocommunications.

The additional radio equipment should comply with the following regulations of the 1988 SOLAS amendment for MODUs drilling in:

1. sea area A1, the equipment prescribed by regulation IV/7.1.1;
2. sea area A2, the equipment prescribed by regulations VI/7.1.1 and VI/9.1.1;
3. sea area A3, the equipment prescribed by regulations IV/7.1.1 and IV/10.1.1, plus 10.2; or alternatively, as required by regulations IV/7.1.1 and 10.2.1;
4. sea area A4, the equipment prescribed by regulations IV/7.1.1 and IV/10.2.1.

11.5.3 If the acoustic noise level in a room fitted with operating controls for radio equipment is so high or could be so high, during particular operating conditions, that it may disturb or prevent proper use of the radio equipment, then adequate noise protection should be provided by mechanical or other means, in association with the operating controls for the radio equipment.

[1] All requirements of chapter IV of the 1988 SOLAS amendments referring to "from the position at which the ship is normally navigated", should be applied as meaning "from a position (or from the positions), which is continuously manned and which is controlling the MODU while stationary at the site including its drilling operations (i.e. normally the control room)".

11.6 *Helicopter communications*

In order to ensure communication with helicopters, MODUs serviced by helicopters should carry an aeromobile VHF radiotelephone station complying with the relevant requirements of ICAO.

11.7 *Internal communications*

All types of MODUs should be fitted with efficient means of communication between the control room, the bridge (if provided) and any position or positions fitted with facilities for operation of radio equipment.

11.8 *Performance standards*

11.8.1 All radio equipment should be of a type approved by the Administration issuing the licence. Subject to section 11.8.2, such equipment should conform to appropriate performance standards not inferior to those adopted by the Organization. [1]

11.8.2 Equipment installed prior to 1 February 1992 may be exempted from full compliance

with the appropriate performance standards at the discretion of the Administration, provided that the equipment is compatible with equipment complying with the performance standards, having due regard to the criteria which the Organization may adopt in connection with such standards.

[1] Reference is made to the following performance standards adopted by the Organization by the resolutions indicated or to be developed by the Organization:

1. Narrow-band direct-printing equipment for the reception of navigational and meteorological warnings and urgent information to ships (Assembly resolution A.525(13)).
2. General requirements for shipborne radio equipment forming part of the global maritime distress and safety system and for electronic navigational aids (Assembly resolution A.694(17))
3. Ship earth stations capable of two-way communications (Assembly resolution A.698(17)).
4. VHF radio installations capable of voice communications and digital selective calling (Assembly resolution A.609(15))
5. Shipborne MF radio installations capable of voice communications and digital selective calling (Assembly resolution A.610(15))
6. Shipborne MF/HF radio installations capable of voice communication, narrow-band direct-printing and digital selective calling (Assembly resolution A.613(15))
7. Float-free satellite emergency position-indicating radio beacons operating on 406 MHz (Assembly resolution A.695(17))
8. Survival craft radar transponders for use in search and rescue operations (Assembly resolution A.697(17))
9. Float-Free VHF emergency position-indicating radio beacons (Assembly resolution A.612(15))
10. INMARSAT Standard-C ship earth stations capable of transmitting and receiving direct-printing communications (Assembly resolution A.663(16))
11. Enhanced group call equipment (Assembly resolution A.664(16))
12. Float-free satellite emergency position-indicating radio beacons operating through the geostationary INMARSAT satellite system on 1.6 GHz (Assembly resolution A.661(16))
13. Float-free release and activation arrangements for emergency radio equipment (Assembly resolution A.662(16))

11.9 *Gas explosion danger*

Any radio equipment installed in a zone as defined in section 6.1 should comply with regulation IV/14 of the 1988 SOLAS amendments.

11.10 *Survey of the radio station*

11.10.1 The radio station of a unit should be subject to survey as specified below:

1. by the Administration which issues the licence or its authorized representative before the radio station is put into service;
2. when the unit is moved and comes under the administrative control of another coastal State a survey may be carried out by that State or its authorized representative;
3. once every 12 month, carried out by an officer of the Administration and/or the coastal State or their respective authorized representative.

11.10.2 The Administration may recognize the coastal State as its authorized representative.

11.10.3 In every case when an authorized representative of the coastal State carries out an inspection, a report should be issued and kept with the radio documents, and a copy, if requested, should be forwarded to the Administration.