

# Act No. 82/2022 on Ship Crews

## CHAPTER I

### General provisions

#### *Article 1*

##### *Scope and purpose*

This Act applies to all Icelandic ships.

This Act applies to foreign flagged vessels used for commercial purposes in Icelandic inland waters for 30 consecutive days or a total of 90 days on an annual basis in terms of requirements for certificates, minimum safe manning, watchkeeping, work and rest hours and working conditions while working in this area of operations. In addition, the Act applies to the crews of foreign pleasure boats used in Icelandic waters during the same period. However, the Act does not apply to ships that meet the requirements of the SOLAS International Convention flying the flag of a foreign state that has accepted the International Convention.

The objective of this Act is to ensure the safety of crews, passengers and ships and to enhance protection against marine pollution. This objective shall be achieved by setting specific requirements for education and training, age, seagoing service, medical fitness, vision and hearing of those serving on board and, by that, ensuring the professional competence of the crews in relation to the size, assignments and area of operation of a ship. Furthermore, this objective shall be achieved by providing, inter alia, conditions for the issuance of certificates, safety or minimum manning of ships, watchkeeping, working and rest hours, safety management systems, working conditions, shipowners' and master's responsibilities and crew registration. Furthermore, this Act is intended to promote equal access for the sexes to education, training and employment on board Icelandic ships.

If there is any doubt as to the scope of application of the type of ships subject to this Act and regulations issued in accordance with it, the Icelandic Transport Authority shall decide on it.

#### *Article 2*

##### *Definitions*

For the purpose of this Act the following definitions shall apply:

1. *Second engineer officer* is the engineer officer next in rank to the chief engineer officer and is responsible for the propulsion engines and the operation and maintenance of its engines, machinery and electrical equipment in the absence of the chief engineer officer.
2. *Levels of responsibility* covers training, the division of functions and responsibilities on board a cargo ship or passenger ship into management level, operational level and support level:
  - a) Those who have obtained a certificate in accordance with this Act and the provision of the STCW Convention as master, chief engineer officer, chief mate and second engineer officer will serve at the management level.
  - b) Those who have obtained a certificate in accordance with this Act and the provisions of the STCW Convention work as officers in charge of navigational watch and engineers

in charge of an engine room watch will serve at the operations level under the management of officers at the management level.

- c) Those who have obtained a certificate of competency in accordance with this Act and the provisions of the STCW Convention and neither work at the management nor operations level will serve at the support level.
3. *Crew* consists of the crew members employed on board the ship, including the master.
4. *Endorsement* means the recognition of certificates of foreign citizens for serving on board Icelandic ships pursuant to this Act and regulations adopted hereunder.
5. *Gross tonnage* is a unit of measurement for the total size of a ship as determined in accordance with the provisions of the International Convention on Tonnage Measurements of Ships of 23 June 1969 and the provisions of the Ships Act. Vessels 15 metres in length overall and over measured according to the International Convention on Tonnage Measurement of Ships of 23 June 1969. Vessels of less than 15 metres in length overall are measured according to the Regulation on Tonnage Measurement of Ships of up to 24 metres.
6. *Area of operation* means a detailed geographic definition of the waters in which the ship may operate, taking into account construction, condition and size of the vessel, equipment, manning and environmental factors.
7. *Passenger boat* is a floating craft, registered as a passenger boat, authorized to carry a maximum of twelve passengers by sea, river or lake, to and from Iceland, and between domestic and foreign ports.
8. *Passenger ship* is a ship, registered as a passenger ship, which is authorized to carry more than twelve passengers by sea, river or lake, to and from Iceland, and between domestic and foreign ports.
9. *Fisher* is any person who works or is employed or hired to work on board a fishing vessel, including those who are employed on the basis of fisher's share of the catch. Pilots, law enforcement officers, other permanently hired public servants, land-based employees engaged in work on board fishing vessels or fisheries inspectors are not considered fishers.
10. *Fishing vessel* means any vessel registered as a fishing ship pursuant to the Ships Act, used commercially for catching fish or other living resources of the sea.
11. *Radio operator* is a lawful holder of a certificate issued or recognized by the Icelandic Transport Authority in accordance with the provisions of the International Radio Regulation and serves in that capacity on board a ship.
12. *Cargo ship* is a ship, registered as a cargo ship, which transports goods to and from Iceland, and between domestic and foreign ports.
13. *Upper secondary school and educational institution* is an entity that provides education and is approved by the ministry responsible for education affairs.
14. *Pleasure fishing vessel* is a vessel, registered as a pleasure fishing vessel according to the Ships Act, leased for pleasure fishing for commercial purposes.
15. *Domestic voyages* mean voyages within the Icelandic fisheries jurisdiction.
16. *ISM Code* means the International Management Code for the Safe Operation of Ships and for Pollution Prevention adopted by the International Maritime Organization (IMO) through Assembly Resolution A.741(18) of 4 November 1993, as amended.
17. *Legal registration* is the legal registration of crew members on board ships through the seamen's legal registration system.

18. *The seamen's legal registration* system is an electronic database that keeps track of seamen's registration. It contains necessary information in connection with the issuance of seamen's certificates, including education, training, seagoing service and safety training. In addition, it contains information on issued certificates of competency, seaworthiness of ships according to the ship register, legal registrations of crew members on individual ships, crew lists, requirements for minimum manning of ships and deviations therefrom, exemptions, crew insurance, permits for passenger ships to transport passengers on scheduled voyages and for passenger ships and passenger boats engaged on sight-seeing and excursion voyages as well as fishing trips.
19. *MLC International Convention* is the Convention of the International Labour Organization (ILO) on working conditions of seafarers from 2006, as amended, and ratified by the Icelandic State.
20. *Seagoing service* means service on board a ship engaged in maritime navigation and which is required for the issuance of a certificate pursuant to this Act.
21. *Certificate for operators of pleasure craft* is a document that is valid and confirms the competency provided for in Article 11 of this Act and regulations issued hereunder.
22. *Pleasure craft* means a ship, registered as a pleasure craft pursuant to the Ships Act, not used commercially and which is intended for pleasure boating, irrespective of the propulsion power used.
23. *Ship* is any ship registered under the Ships Act.
24. *Commodore* means the person having command of a Coast Guard vessel.
25. *Master* is the person having command of a ship.
26. *Deck officer* means the person who has met the requirements provided for in this Act for the issuance of a certificate of competency as officer in the deck department.
27. *Crew member* is a person who is employed on a ship according to the provisions of the Maritime Act.
28. *Certificate* is a confirmation of certification pursuant to the provisions of this Act and regulations adopted hereunder. The certificate shall specify the level of responsibility on which the holder may serve on a ship, the type and size of the ship and the propulsion power and type of machinery.
29. *Registered length* means the length of the ship used in determining its size pursuant to the rules on tonnage measurements of ships.
30. *Small ships* are vessels of 15 metres in registered length or less.
31. *SOLAS Convention* is the International Convention for the Safety of Life at Sea, 1974, as amended, ratified by the Icelandic government.
32. *STCW Convention* is the International Convention of IMO on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, ratified by the Icelandic government.
33. *STCW-F Convention* is the International Convention of IMO on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995, as amended, ratified by the Icelandic government.
34. *Near-coastal voyages* are voyages within 50 nautical miles from a coast.
35. *Officer in charge of navigational watch* means the officer who is next in rank to the chief mate.
36. *Officer in charge of an engineering watch* means the engineer officer who next in rank to the chief and second engineer officers.

37. *Shipowner/operator* means the party responsible for manning the ship, making decisions on its voyages, bearing the costs of the voyages and profiting from them.
38. *Coast guard ship* is a ship, registered as a coast guard ship or patrol ship according to the Ships Act, which is used for coastal guard and rescue operations under the command of the Icelandic Coast Guard.
39. *Propulsion power* means the total maximum continuous rated output power in kilowatts of all the ship's main propulsion machinery which appears on the ship's certificate of registry or other official document.
40. *Engine attendant* is a person who has completed a marine engineering course according to regulations.
41. *Marine engineer* means the person who has met the requirements provided for in this Act for the issuance of a certificate of competency as engineer officer.
42. *The WFC International Convention (C188)* is the International Labour Organization Convention on Work in Fishing, 2007 (No. 188), as amended.
43. *Chief mate* means the deck officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master.
44. *Chief engineer officer* means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of mechanical and electrical installations of the ship.
45. *Service contract* is an agreement between a company and a service provider ashore for the maintenance of the machinery of a ship that is 15 meters or less in registered length and with engine power of 250–750 kW and is confirmed by the Icelandic Transport Authority.
46. *Other ships* are any ships that are not considered to be passenger ships, passenger boats, cargo ships, fishing vessels, pleasure craft or Coast Guard ships according to this law.
47. *Minimum safe manning* is the decision of the Icelandic Transport Authority on the minimum number of crew members of passenger boats or passenger and cargo ships according to Article 15.

### *Article 3*

#### *Education and training of crews*

Secondary schools and educational institutes are responsible for education and training of ship crews. Rules on admission requirements to a maritime training institutes, curriculum guides, education, education arrangements, study assessment and grades for achieving specific certificates pursuant to this Act are laid down in the Upper Secondary School Act and regulations adopted hereunder. The Icelandic Transport Authority and the relevant professional council shall provide feedback on curricula. Maritime safety training for seamen is provided by the Maritime Safety and Survival Training Centre (MSSTC), and the school's curriculum is confirmed by the Minister in charge of transport affairs. The curricula shall meet the requirements of relevant international conventions.

Education and training in secondary schools for certification according to this Act, as well as maritime safety training, shall be carried out according to an approved quality management system. The Icelandic Transport Authority verifies the compliance of maritime studies and teaching in secondary schools, which is a condition for certification according to this law, meets the requirements of relevant international conventions and must make sure that this is the case every five years.

In addition to secondary schools, the Icelandic Transport Authority can grant educational institutes, which have an operation license from education authorities and are not considered secondary schools, a permit to offer small-vessel courses. They must meet the requirements set by the Icelandic Transport Authority for teaching facilities, equipment, teachers, instructor qualifications and study assessment. The Icelandic Transport Authority supervises that the small-vessel course meets the requirements of the curriculum. Study requirements for the small-vessel course must be specified in a curriculum compiled and published by the education authorities after consultation with the Icelandic Transport Authority and the ministry in charge of transport affairs.

## **CHAPTER II**

### **Certificates**

#### *Article 4*

##### *Issue of certificates*

The Icelandic Transport Authority issues certificates and endorsements in accordance with the present Act, and their issuance shall follow an approved quality management system. The Icelandic Transport Authority is authorized to entrust others with issuing certificates to the extent permitted by international obligations. The Icelandic Transport Authority maintains a record of issued certificates and endorsements as well as of certificates that have expired, have been renewed, revoked, withdrawn, invalidated or reported as lost or unusable.

Only the person who is the legitimate holder of a certificate has the right to perform the work specified in the certificate. A crew member must always be able to present a certificate in accordance with this Act when performing his duties.

#### *Article 5*

##### *Conditions for issuing certificates*

An Icelandic citizen and every citizen of the European Economic Area who meets the conditions of age, education and training, safety education, radio communication skills, seagoing service, health, eyesight and hearing has the right to be issued an appropriate certificate and work according to it on board ships. This right also belongs to a citizen from a country outside the European Economic Area who has completed education and training in the European Economic Area and has the appropriate qualification certificate for confirmation.

The authorization of a foreign citizen to work on Icelandic ships is governed by Article 8. To serve as master, the person must have passed a course on knowledge of Icelandic laws and regulations relating to the duties that he will be certified to carry out.

An applicant for a master's, mate's or marine engineer's certificate must have reached the age of 18.

The applicant must have completed a certain level of master's, mate's or marine engineer's training according to the diploma of a secondary school or educational institution, *cf.* Article 3.

The applicant must meet the requirements in the regulation for a specific seagoing service. He must provide proof of seagoing service that he has earned, *i.e.* legally registered seagoing service time and a completed and signed seagoing service record.

An applicant for a master's or mate's certificate must meet the requirements in order to obtain and maintain a radio operator's certificate.

Holder of certificates entitling them to serve on board passenger and cargo ships have the right to be issued similar certificates for service on fishing vessels, Coast Guard vessels and other vessels, provided that the relevant conditions are met.

#### *Article 6*

##### *Health certificates*

Any candidate for certification as master, mate or engineer officer shall be healthy enough to perform his duties in a safe manner; The applicant must submit a doctor's certificate stating that he meets the conditions for vision and hearing as well as other health requirements according to regulations.

Those who are responsible for assessing the health of the applicant for a certificate to serve on passenger and cargo ships according to paragraph 1 shall be doctors recognized by the Icelandic Transport Authority.

#### *Article 7*

##### *Validity and revalidation of certificates*

Certificates issued pursuant to this Act shall be valid for five years from the date of issue. The Icelandic Transport Authority may issue certificates for a shorter period if the conditions for issuing licenses for five years are not met. In special circumstances provisional certificates with validity of up to 60 days may be issued.

Certificates for masters, mates and engineer officers on ships other than pleasure boats shall be renewed at five-year intervals. Certificates that do not fall under international conventions shall be renewed for ten years at a time. When renewing a certificate, the applicant shall have an appropriate telecommunications certificate and meet the same health and safety training requirements as are required to obtain a certificate. In addition, the applicant shall:

1. have approved seagoing service of not less than twelve months during the last five years in a capacity to which he is entitled by virtue of his certificate,
2. have served in a capacity appropriate to the grade of certificate held which is considered to be at least equivalent to the seagoing service required in paragraph 1.,
3. have passed an approved test,
4. have adequately completed recognized refresher course, or
5. have completed approved seagoing service in a capacity immediately below the one which he is entitled by virtue of his certificate.

If the applicant meets all the requirements for a certificate other than the seagoing service according to paragraph 2, he is entitled to a certificate in the level of certification immediately below.

The refresher and updating courses required by this Article shall be approved by the Icelandic Transport Authority and shall inter alia cover the text of recent changes in international regulations concerning the safety of life at sea and the protection of the marine environment.

#### *Article 8*

##### *Endorsement of foreign certificates*

The Icelandic Transport Authority recognises foreign certificates in accordance with the provisions of this Act and regulations adopted hereunder. Certificates issued by a country that is not a party to the STCW or STCW-F International Conventions or by a country that is a party to them but has not fulfilled their requirements shall not be endorsed. The Icelandic Transport Authority may allow holders of foreign certificates to serve, for a period not exceeding three months, in a particular capacity on a particular ship, where a certificate is required, while holding an appropriate and valid endorsement or certificate until the Icelandic Transport Authority has verified the documentation submitted and recognised the foreign certificate, provided that the person concerned is able to understand the orders of the ship's officers and to supervise work under their authority.

#### *Article 9*

##### *Revocation of a certificate*

The Icelandic Transport Authority may revoke a certificate if the holder no longer satisfies the requirements of this Act or regulations issued thereunder regarding the issue of certificates. The Authority may revoke a certificate if it has been issued on false pretences or by mistake.

#### *Article 10*

##### *Dispensations*

In circumstances of exceptional necessity and if there is a shortage of suitably qualified personnel, the Icelandic Transport Authority may, if in its opinion this will not cause danger to persons, property or the environment, issue a dispensation permitting a specific person to serve on a specific ship for a specific period of time in a capacity for which he does not hold the appropriate certificate. The dispensation for this specified capacity may not be valid for a period exceeding six months, provided that the person to whom the dispensation is issued is adequately qualified to fill the vacant capacity in a safe manner to the satisfaction of the Icelandic Transport Authority.

The exemption may only be granted to a person who has a certificate for the capacity immediately below or who has completed the required studies to obtain a certificate for the position for which the exemption is applied for. Where certification of the capacity immediately below is not required, a dispensation may be issued to a person whose qualification and experience are adequate in the opinion of the Icelandic Transport Authority. When assessing the duration of an exemption, for example, consideration must be given to the conditions under which an exemption is granted, whether it is due to a lack of persons with the required certificates or whether a person lacks a certain seagoing service to acquire the required certificates, whether the applicant is studying to acquire a certificate and learning progress. A dispensation shall not be granted in the capacity of master or chief engineer officer except in circumstances of force majeure and then only for the shortest possible period.

An exemption that violates the provisions of international conventions may not be granted.

#### *Article 11*

##### *Recreational craft*

A person who is the legal holder of a certificate to operate recreational craft, subject to vessel registration, has the right to be a skipper on such a craft. Holders of the enhanced skipper's certificate have the same right. The Icelandic Transport Authority is authorized to issue a certificate if conditions are met regarding age, education and training, safety training, communication skills, seagoing service, health, area of operation, sight and hearing.

Those who operate recreational craft that are registered abroad but fall under the scope of this Act must meet the requirements of this Article or be holders of another similar foreign certificate to the satisfaction of the Icelandic Transport Authority.

#### *Article 12*

##### *Pleasure fishing vessels*

A lawful holder of a certificate for operators of recreational craft on near-coastal or ocean voyages or a holder of other equivalent foreign certificates of competency to the satisfaction of the Icelandic Transport Authority is entitled to operate a pleasure fishing vessel, providing that the person concerned has also received proper instructions, e.g. on the life-saving appliances, radio installations and the basics of navigation and Collision Regulations.

The owners or operators of pleasure fishing vessel rentals are responsible for ensuring that operators of pleasure fishing vessels are fully certified to operate pleasure fishing vessels and have also been adequately instructed on the operation of the vessels before leaving port and are capable of handling the vessels in a safe manner with regard to the safety of lives, property and protection of the environment. The owner or operator shall at all times be in radio contact with the operators of the vessel after they leave port.

### **CHAPTER III**

#### **Legal registration of seamen**

##### *Article 13*

##### *Seamen's legal registration system*

The Icelandic Transport Authority manages the operation and maintenance of the legal registration system for seamen.

Legal registration is done electronically. The Icelandic Transport Authority is in charge of allocating access to the legal registration system for legal registration of a crew of a specific ship upon receipt of an application from the ship's company according to the ship register. The company may entrust the master or other employees with the legal registration. The company can also request that the Icelandic Transport Authority register the ship's crew.



Information from the seamen's legal registration system must only be provided to those who have legally protected interests, and the provisions of the Act on Personal Protection and Processing of Personal Information regarding the provision of information must be followed.

#### *Article 14*

##### *Legal registration requirement*

The master of a ship is not allowed to leave port unless all crew members have been legally registered on the ship, have a valid certificate of competency or an exemption for the capacity in which they are legally registered, the ship has a valid Certificate of Seaworthiness, the ship is manned based on its size, engine power, area of operation and duration of voyage, confirmation that the crew member has received safety training at the Maritime Safety and Survival Training Centre or other safety training institute and valid crew insurance for everyone on board. However, this does not apply in an emergency.

At the time of termination of service of a seaman on board, the master shall ensure that the person is de-registered. The Icelandic Transport Authority shall de-register a seaman when a ship is no longer seaworthy, the ship's crew insurance has expired or his certificate of competency has expired. The Icelandic Transport Authority shall notify the person concerned that he has been de-registered.

An owner or an operator neglecting to provide a valid life and accident insurance is responsible for the relevant compensation payments. If the owner or operator is unable to pay such benefits, the Treasury is fully responsible for their payment.

Passengers or others on board ships other than passenger ships and passenger boats who are not considered crew must be registered.

## **CHAPTER IV**

### **Manning and deviations**

#### *Article 15*

##### *Safe manning of passenger ships, passenger boats and cargo ships*

Every Icelandic passenger ship, passenger boat, and cargo ship shall be safely manned to ensure all aspects of the safety of personnel serving on board, passengers and the ship. Passenger ships, passenger boats, and cargo ships shall be manned in order to fulfil all laws and rules on environmental protection, especially concerning pollution prevention of the marine environment.

When determining the number of crew members and their capacities on board passenger ships and cargo ships, full consideration shall be given to international obligations under the STCW International Convention and their requirements for seagoing service, age, health, education and training, qualifications and examinations. In determining the number of personnel to serve on board passenger ships and cargo ships, special consideration shall be taken to the arrangement of watches on board and necessary rest periods of the ship's personnel in accordance with the MLC and STCW International Conventions.

The Icelandic Transport Authority determines the manning of passenger ships, passenger boats and cargo ships based on the received proposal of the owner or operator.

The Icelandic Transport Authority issues a safe manning certificates for passenger ships and cargo ships, which stipulate the minimum number of crew members, the composition of the crew and certificates for individual capacities. In the case of a passenger ship or a passenger boat that only engages in coastal navigation, instead of issuing a separate safe manning certificate, minimum manning shall be specified in the permit to transport passenger issued by the Icelandic Transport Authority.

Commercial passenger carriage, including sightseeing, excursion and fishing trips by tourists, on ships to which this Act applies are subject to a license from the Icelandic Transport Authority.

#### *Article 16*

##### *Minimum number of deck officers on fishing vessels, Coast Guard vessels and other vessels*

Every fishing vessel and another ship shall be commanded by a master.

The number of deck officers on fishing vessels and other vessels is as follows:

- a) On a ship with a registered length of 15 meters and below, it is permitted to be without a deck officer if the duration of voyage is 14 hours in every 24-hour period or less. If the duration of the voyage exceeds 14 hours, a deck officer shall be registered on board, in addition to the master. When the owner or operator of a ship, according to the ship's register, is legally registered as the master and is alone on board, a deck officer is not required, even though the duration of voyage exceeds 14 hours.
- b) A vessel of 15 meters in registered length and over and less than 24 metres, shall be manned with a deck officer if the duration of voyage is over 14 hours in every 24-hour period. On a ship where the daily duration of the voyage is 14 hours or less, the deck officer may be omitted.
- c) Vessels of 24 meters in registered length or over but less than 45 meters in registered length shall be manned with a deck officer.
- d) Vessels of 45 meters in length in registered length or over shall be manned with two deck officers.

Every Coast Guard vessel shall be manned with a Commodore. The number of deck officers on Coast Guard vessel is as follows:

- a) A vessel of less than 24 meters in registered length shall be manned with a deck officer.
- b) Vessels of 24 meters in registered length or over but less than 45 meters in registered length shall be manned with two deck officers.
- c) Vessels of 45 meters or over in registered length shall be manned with three deck officers.

The minimum number of deck officers shall in other respects take into account the time that the ship is expected to be at sea and ensure that the provisions of Article 64 of the Seamen's Act, No. 35/1985, on the Working and Rest Hours of Fishing Vessel Personnel is complied with, together with the provisions of a regulation on the same subject.

## *Article 17*

### *Minimum number of marine engineers on fishing vessels, Coast Guard vessels and other vessels*

The number of marine engineers on fishing vessels, Coast Guard vessels and other ships is as follows:

- a) A vessel with engine power from 250 kW to 750 kW shall be manned with:
  1. Small-vessel engine attendant, if the vessel is 15 meters or less in registered length, provided the vessel's duration of voyage is 14 hours in every 24-hour period or less. If the duration of voyage exceeds 14 hours, another small ship engine attendant shall be registered. The small-ship engine attendant can be the same as the ship's skipper if he has the required qualifications to hold both positions. When the owner of a vessel according to the Register of Ships is legally registered as a small-ship engine attendant and skipper and is alone on board, another small-ship engine attendant is not required even if the duration of voyage exceeds 14 hours.
  2. Chief engineer officer and small-ship engine attendant, if the ship is over 15 meters in registered length, if the ship's voyage duration exceeds 14 hours in every 24-hour period. On a ship where the daily voyage duration is 14 hours in every 24-hour period or shorter is allowed to be without a small-ship engine attendant.
- b) A vessel with engine power from 751 kW to 1,800 kW shall be manned with chief engineer and second engineer.
- c) A vessel with engine power of 1,800 kW or more shall be manned with chief engineer, second engineer and watchkeeping engineer.

Upon fulfilment of conditions set by the Icelandic Transport Authority, it is not compulsory to register a small-vessel engine attendant on board a ship under 15 gross tonnage, provided that a service contract has been entered into with a service provider on the maintenance of the vessel's machinery and that the contract is confirmed by the Icelandic Transport Authority. The responsibility for maintenance under such an agreement rests with the owner or operator of the vessel.

The minimum number of marine engineer officers shall in other respects take into account the time that the ship is expected to be at sea and ensure that the provisions of Article 64 of the Seamen's Act, No. 35/1985, on the Working and Rest Hours of Fishing Vessel Personnel is complied with together with the provisions of a regulation on the same subject.

## *Article 18*

### *Deviation from the minimum safe manning*

The Icelandic Transport Authority is authorized to decide on deviations from the provisions of Articles 16 and 17 on the minimum number of marine engineer officers on fishing vessels, Coast Guard vessels and other vessels as the occasion arises, such as due to technical equipment, type and/or operations of the vessel, where, among other things, the workload that the change may entail must be taken into account.

The Icelandic Transport Authority registers its decisions in the seamen's legal registration system.

*Article 19*

*Cooks and pursers*

When the time spent at sea of a ship operated for commercial purposes is longer than 48 hours, a cook or purser who has completed the cook and culinary education shall be a member of the crew. If a cook with the required qualifications is not available, the person who has attended an approved culinary education or worked as a cook on board ships for the required time may be hired. The work of pursers and cooks is subject to the provisions of the Seamen's Act.

**CHAPTER V**

**Watchkeeping, working hours and rest hours of crew members**

*Article 20*

*Watchkeeping*

The master of every ship shall at all times ensure that the watchkeeping personnel on board a ship follow watchkeeping arrangements and principles and that they always aim at keeping safe watch, whether the ship is engaged on a voyage, adrift, at anchor or in an open anchorage. The master of a passenger and cargo ship must also ensure that a safe watch is always kept on board when the ship is in port. Watchkeeping arrangements must comply with the provisions of the Seamen's Act on working and rest hours. Under the supervision of the master, the officers in charge of a navigational watch are responsible for navigating the ship safely during their periods of duty and they shall be particularly concerned with avoiding collision, grounding and stranding.

The chief engineer officer is responsible for a safe watch in the engine room and shall ensure that officers in charge of an engineering watch shall be immediately available and on call to attend the machinery spaces and, when required, shall be physically present in the machinery space during their periods of responsibility.

Radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty.

Watches shall be so arranged that watchkeeping personnel is always sufficiently rest and otherwise fit for duty. This shall especially be the case on the first watch at the commencement of a voyage.

*Article 21*

*Hours of work and rest on board Icelandic ships*

The limits on hours of work or rest shall be either:

1. maximum hours of work shall not exceed 14 hours in any 24-hour period, and 72 hours in any seven-day period, or
2. a minimum rest period that must not be less than 10 hours in every 24-hour period and 77 hours in every seven-day period. Hours of rest may not be divided into no

more than two periods, one of which shall be at least six hours in length and the interval between consecutive periods of rest shall not exceed 14 hours.

Watch arrangements and total manning of fishing vessels shall always be managed so that the crew's hours of work and rest is in accordance with paragraph 1. However, paragraph 1 does not apply to the owner of a ship, according to the Register of Ships, when he is legally registered as a captain and is alone on board.

Exceptions to the limits set out in paragraph 1 may be provided for in regulations or collective agreements due to objective or technical reasons concerning certain aspects of the organisation of working time, provided that they are in accordance with the general principles on the protection of the safety and health of seafarers. Deviations according to collective agreements must be reported to the Icelandic Transport Authority.

The master shall have the right to require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board, cargo or other valuables on board the ship, or for the purpose of giving assistance to other ships or persons in distress at sea.

## *Article 22*

### *Hours of work and rest on board foreign passenger ships and cargo ships*

The provisions of Article 21 also apply to foreign ships berthing in Icelandic ports.

The Icelandic Transport Authority is authorized to carry out inspections on board foreign ships berthing in Icelandic ports to check the arrangements of the hours of work or hours of rest and the watches on board. The legislation and regulations on Port State Control provides for the implementation of inspections. The Icelandic Transport Authority shall, if a complaint is received which is clearly not without grounds or if it receives evidences that the arrangements of the hours of work or hours of rest on board is not in accordance with this Act and regulations adopted hereunder, inform the State where the ship is registered on the results of the inspection carried out. The Icelandic Transport Authority may not reveal the identity of the person lodging the report or the complaint to the master or the owner of the ship concerned.

If an inspection reveals that shipboard living conditions are clearly hazardous to safety and health of the crew, the Icelandic Transport Authority shall take the necessary measures to ensure that corrective action is taken immediately, e.g. by detaining the ship. Such a detention shall be reported to the master, owner or operator of the ship, flag state and the state of registry.

## **CHAPTER VI**

### **Working conditions and crew health**

#### *Article 23*

##### *Recruitment and placement*

Companies that provide crew recruitment and placement services shall operate in accordance with approved quality management systems after obtaining permission from the Icelandic Transport Authority.

Recruitment and placement services must be efficient, adequate, reliable and free of charge for crew members so that crew members can find jobs on board a ship.

The Icelandic Transport Authority supervises that the crew recruitment and placement service meets the requirements according to the international obligations of the Icelandic Government.

#### *Article 24*

##### *Holidays*

Holidays for crew members are subject to the Holiday Allowance Act. However, holidays shall never be shorter than 2.5 calendar days for each month worked during the last holiday allowance year, unless another criterion is stipulated in a regulation that takes into account the special needs of seafarers. Negotiating the cancellation of paid minimum leave is not permitted.

#### *Article 25*

##### *Repatriation*

A crew member who has been registered on board the same ship or with the same owner or operator for nine consecutive months is entitled to a free return trip home, paid for by the owner or operator, in the following cases:

1. if the employment contract expires while the crew member is on board,
2. when the employment contract is cancelled by the owner or operator,
3. when the employment contract is cancelled by the crew member if there is a valid reason behind it,
4. when a crew member can no longer perform his/her duties according to the employment contract or cannot be expected to perform them due to special circumstances.

The crew member will not be required to pay for the return trip in advance and the return trip costs will not be deducted from wages or other rights, except in cases when the crew member has seriously violated his/her duties at work.

The owner or operator of a ship, both Icelandic ships and foreign ships passing through Icelandic ports, must provide a guarantee to ensure that the crew members enjoy an appropriate return trip in accordance with paragraph 1. If the owner or operator fails to take such measures, the Icelandic Transport Authority will make arrangements for the crew member's return home. The Icelandic Transport Authority does not make arrangements for the repatriation of crew members of foreign ships passing through Icelandic ports unless the foreign state has not or does not intend to make arrangements for the repatriation of crew members.

In case of the situation provided for in paragraph 3, or the Icelandic Transport Authority has taken measures in connection with repatriation in other cases, The Icelandic Transport Authority can detain the ship until a guarantee has been submitted or reimbursement for the return trip has been made. Such detention shall be notified to the master, owner or operator of the vessel and the flag state and the state of registry of the vessel when applicable. The owner or operator of the ship can submit complaints about the detention to the Minister. The implementation of the detention is otherwise provided for in the Ships Act.

## *Article 26*

### *Health care, medical care, welfare, social security and other working conditions*

If, for some reason, a crew member does not enjoy welfare rights in Iceland or in the country where the crew member enjoys rights that are similar to those guaranteed by law in Iceland, the owner or ship operator shall ensure the crew members such rights, such as by purchasing insurance.

Work on board ships shall be organized and carried out in such a way that maximum safety, good living conditions and hygienic practices are observed.

Recognized standards, provisions of laws and regulations, as well as the instructions of the Icelandic Transport Authority, shall be followed in terms of living conditions, hygiene and safety.

## *Article 27*

### *Medical standards*

All crew members shall be in such good health that they can carry out their duties safely. The owner or operator shall require that crew members on ships submit a health certificate stating that they meet the conditions for sight and hearing and other health requirements, *cf.* however paragraph 4.

Crew members on passenger and cargo ships must submit a health certificate stating that they meet the requirements for vision and hearing as well as other health requirements according to regulations.

Crew members on fishing vessels, Coast Guard vessels and other vessels of 24 meters in registered length or over or engage on voyages with a duration of three days or longer shall submit a health certificate stating that they meet the conditions for vision and hearing and other health requirements according to regulations.

Crew members on fishing vessels, Coast Guard vessels and other vessels of 24 meters in registered length and less and engage on voyages with a duration of less than three days are not required to submit a certificate according to this Article.

A certificate according to this Article shall be valid for two years. If the crew member is under the age of 18 years, the validity period shall be one year. If a health certificate expires during the voyage, it remains valid until the end of the voyage.

## **CHAPTER VII**

### **Responsibility and safety management**

## *Article 28*

### *Responsibility of the owner or operator and the master*

The owner or operator and master of the ship in question are responsible for implementing the provisions of this Act in connection with the operation of the ship. They shall ensure the following:

1. that all those employed on board a ship are legitimate holders of certificates for the capacity in which they serve and that the crew's certificates of competency are kept on board, that all those on board are legally registered and that all those who are legally registered are on board,
2. an updated and readily accessible record is kept on all crew members and their capacities on board,
3. that the manning of ships is adequate with regard to the duration of voyages,
4. that all newly hired crew members are aware of their duties before they start performing their duties,
5. that crew members are familiar with work methods on board, tools, equipment, procedures and muster lists as well as special conditions in relation to routine duties and roles in an emergency situation,
6. the ship's complement can effectively co-ordinate their activities in a distress situation and in performing functions vital to safety or to the prevention of pollution.
7. that crew members can communicate with each other about basic safety issues and understand information about safety factors, including symbols, signs and audible warning signals, to ensure that all newly recruited crew members receive the necessary information in a language they understand,
8. that on board ships there is an efficient system for complaints by crew members due to alleged violations against the requirements of this Act and International Conventions, including against the rights of crew members.

The master shall ensure that the requirements according to items 4, 5, 7 and 8. of paragraph 1 are documented and fulfilled.

#### *Article 29*

##### *International Safety Management system*

The provisions of part A of the ISM Code for the Safe Operation of Ships and for Pollution Prevention shall be followed on board cargo ships of 500 gross tonnage or more and passenger ships subject to this Act. The Icelandic Transport Authority or a recognized party shall issue a document of compliance and Safety Management Certificate in accordance with the ISM Code.

The Icelandic Transport Authority may exempt a ship from the requirements of Article 6, 7, 9, 11 and 12 of the Code, provided that measures that provide an equivalent level of safety as those provided for in the Code are adopted.

The provisions of this Article do not apply to:

1. ships used only on Government non-commercial service,
2. ships not propelled by mechanical means, wooden ships of primitive build, unless they are or will be crewed and carrying more than twelve passengers for commercial purposes;
3. passenger ships and passenger boats of categories C and D, unless they are ro-ro passenger ships.



## CHAPTER VIII

### Control, fees and penalties

#### *Article 30*

##### *Control*

The Icelandic Transport Authority and the Icelandic Coast Guard monitor compliance with this Act and regulations issued on the basis thereof.

The Icelandic Transport Authority, the Icelandic Coast Guard and other inspection bodies may use the seamen's legal registration system for control. It is also permitted to transmit information electronically to the Vessel Traffic Service for its tasks and to the police, the Icelandic Coast Guard and the Transportation Safety Board when criminal cases, disappearances or transport accidents are being investigated.

Employees of the Icelandic Coast Guard are permitted to board Icelandic ships at sea and in port and check the legality of legal registration and certificates of competency of officers as well as to check whether other provisions of Article 28 are enforced.

#### *Article 31*

##### *Service fees*

The Icelandic Transport Authority is authorized to collect service fees under this Act in accordance with Article 13 of the Icelandic Transport Authority Act, No. 119/2012. Service fees of the Icelandic Transport Authority are enforceable without prior judgment or settlement, *cf.* Article 15 of the same Act.

The Icelandic Transport Authority is authorized to collect a fee for access to the legal registration system, legal registration, de-registration of a seaman and registration of a final date for a seaman to undergo basic safety training. When determining fees, the cost of employee wages and operating costs of maintaining and storing the legal registration system shall be considered as a basis.

Furthermore, the Icelandic Transport Authority is authorized to collect a fee for issuing certificates and seafarers' books, endorsing foreign certificates, granting exemptions and issuing safe manning certificates in accordance with this Act. Those fees shall cover the costs of the Icelandic Transport Authority resulting from the service. Furthermore, costs incurred in connection with examinations and training courses under this Act shall be covered by the applicant. Fees shall be specified in the Authority's tariff.

#### *Article 32*

##### *Administrative fines*

The Icelandic Coast Guard may impose administrative fines on an individual or legal entity that violates or does not fulfil the conditions of the following provisions and rules adopted in accordance with them:

- a) paragraph 1 of Article 11 about certificates and education to operate Icelandic recreational craft,

- b) paragraph 2 of Article 11 on certificates and qualifications to operate foreign recreational craft,
- c) paragraph 2 of Article 12 on responsibility of owners or operators to ensure that operators of pleasure fishing vessels have adequate qualifications and have received adequate training to operate a pleasure fishing vessel,
- d) paragraph 1 of Article 14 on the master's duties regarding the legal registration of crew members before leaving port and requirements for manning and insurance,
- e) paragraphs 1-3 of Article 20 on watchkeeping, including for assigning someone other than a lawful holder of a certificate to be responsible for a navigational watch,
- f) paragraph 1 of Article 27 on the obligation of the owner or operator to ensure that the crew submits a health certificate,
- g) paragraphs 1-3 of Article 28 on the responsibility of the owner or operator and the master.

The Icelandic Transport Authority can impose administrative fines on a person or legal entity that violates or does not meet the conditions of paragraph 2 of Article 17 on the responsibility of the owner or operator to ensure that the maintenance of the ship's machinery is taken care of and the rules established according to them.

Administrative fines imposed on individuals can range from the amount of ISK 100 thousand to ISK 500 thousand. Fines imposed on legal entities can range from the amount of ISK 200 thousand to ISK 2 million.

When determining the amount of fines, the length of time the offence has been going on, the willingness of the offender to cooperate, whether the offence was committed intentionally or negligently, and whether it is a repeated offence shall be taken into account, among other things. The Icelandic Coast Guard and the Icelandic Transport Authority may decide on higher fines if a party has benefited from an offence. The amount of the administrative fine shall then be determined as up to twice the profit that a party has earned by violating this Act, however within the framework of paragraph 3.

The due date for administrative fines is 30 days after the decision on the fine was made. The determination and calculation of interest on overdue payment is governed by the Act on Interest and Indexation.

The determination of administrative fines is enforceable without a previous judgement or settlement. Administrative fines accrue to the Treasury, less the cost of levy and collection.

Administrative fines shall be imposed regardless of whether the offences are committed intentionally or negligently.

A party in dispute may appeal the decision on administrative fines to the Minister in charge of transport affairs within three months of the party being notified of the decision. An appeal to the Minister postpones enforcement. The Minister's rulings on administrative fines are enforceable.

### *Article 33*

#### *Temporary deprivation of certification and other administrative sanctions*

The Icelandic Transport Authority is authorized to temporarily deprive a person of their certification for suspicion of a major violation of the provisions of this Act until it is known whether the person will be punished on the basis of Article 34.

A temporary deprivation subject to this provision shall be deducted from the final deprivation period according to a ruling.

Decisions reached by the Icelandic Transport Authority may be referred to Courts of Law in accordance with rules on the procedures of criminal proceedings and the Authority shall inform the party concerned on this right.

In other respects, administrative sanctions which the Icelandic Transport Authority is authorized to apply according to the Icelandic Transport Authority Act.

### *Article 34*

#### *Penalties*

Violations of this Act and regulations adopted hereunder are subject to fines or imprisonment for up to two years. An attempt and complicity in infringements is punishable according to Chapter III of the General Penal Code No. 19/1940.

If a violation according to paragraph 1 is committed in the activities of a legal entity and the legal entity may then be fined in accordance with Chapter II A of the General Penal Code, No. 19/1940.

A holder of a certificate shall be deprived of the right to serve in the capacity specified in the certificate if he is guilty of seriously infringing this Act or regulations issued hereunder or if it is believed that according to the nature of the fraud, or other conduct as certificate holder, that it is deemed inadvisable that he be allowed to exercise rights according to the certificate.

The deprivation of the right to serve in a capacity shall be for a particular time, not shorter than three months and for life if the infringement is serious or repeated.

### *Article 35*

#### *Complaint to the police*

The Icelandic Transport Authority and the Icelandic Coast Guard may report violations of this Act and regulations issued in accordance with it to the police.

In case the alleged violations are subject to both administrative fines and penalties, the Icelandic Coast Guard and the Icelandic Transport Authority assesses whether a case shall be reported to the police or concluded with an administrative decision by the Coast Guard or Transport Authority. In case of major violations, they shall be referred to the police. An offence is considered major if the act is committed in a particularly reprehensible manner or in circumstances that greatly increase the culpability of the offence. Furthermore, at any stage the case may be referred to the police for violation of this Act or regulations issued on the basis thereof.

In case of a violation of this Act, criminal liability for both an individual and a legal entity shall be assessed, with regard to the seriousness of the offence and justice considerations, whether both should be reported to the police or only one. A complaint to the police does not preclude another party from being fined for the same offence.

The complaint shall be accompanied by a copy of the documents on which the suspicion of a violation is supported. Provisions of Chapter IV – VII of the Administrative Procedure Act do not apply to the decision to report a case to the police.

Inspection bodies subject to this Act may provide the police and the prosecuting authority with information and documents that the inspection bodies have obtained and are related to offences under investigation by the police and the prosecuting authority, and participate in police actions in other respects.

If the prosecutor considers that there are no grounds for legal action for alleged criminal conduct which also concerns administrative sanctions, the prosecutor may send or return the case to the Icelandic Coast Guard or the Icelandic Transport Authority for processing and decision.

#### *Article 36*

##### *The right of individuals not to accept guilt*

In a case which is directed at an individual and may end with the imposition of an administrative fine or a complaint to the police for violations of the provisions of this Act or administrative directives issued on the basis thereof, the person who is reasonably suspected of having committed a violation has the right to refuse to answer questions or hand over data or items will do that unless it can be ruled out that it may be relevant to the decision on his offence. The Icelandic Transport Authority and the Icelandic Coast Guard shall instruct the suspect about this right.

### **CHAPTER IX**

#### **Miscellaneous Provisions**

##### *Article 37*

##### *Regulation*

The Minister shall, in a regulation, adopt more detailed provisions on:

1. Issuance of certificates and endorsements and on education and training as a basis for certification based on the size of the ship, engine power, area of operation and examinations according to Article 4.
2. Conditions for obtaining a certificate and for courses for foreign nationals to hold the position of master on Icelandic ships, including the validity period and renewal of safety training courses, the validity period and renewal of radio communication certificates and the specific seagoing service period for the issuance of a certificate according to Article 5.
3. Health requirements of the applicant for certificate of competency, medical certificates and their validity period and the recognition of seafarers' doctors according to Article 6.

4. The validity period and renewal of certificates and examinations or refresher courses for renewal of certificates according to Article 7.
5. Endorsement of foreign certificates according to Article 8.
6. Exemptions and order of certificate categories and which is the level of certification immediately below according to Article 10.
7. Recreational craft and pleasure fishing vessels that contain, among other things, provisions on the conditions of a master's certificate regarding age, education and training, safety education, health requirements and medical certificates, electronic communication skills, sailing time, written and practical tests and the issuance of certificates, their validity period and their renewal; in addition, provisions on their type and size, engine power, area of operation and safety requirements made to their operators according to Articles 11 and 12.
8. More detailed implementation of legal registration and its conditions, how to handle electronic legal registration through the legal registration system and the use of electronic IDs in that regard, deadline for completing the safety training course for seamen in order to achieve registration, how to handle access to data and information from the legal registration system to of those who have legally protected interests and on supervision of the implementation of legal registration pursuant to Articles 13 and 14. In a regulation, an exemption from the provisions on the statutory registration obligation of the crews of certain ships, such as pilot boats, tugboats, rescue ships and recreational fishing vessels, can be granted.
9. Safe manning of passenger boats and passenger and cargo ships as well as about safe manning certificates, minimum manning of fishing vessels and other vessels and deviations from them according to Articles 15 - 18.
10. Service contracts according to Article 17, *i.e.* on the validity period and termination, conditions for them, for example if a ship is sold, the service provider ceases operations or transfers the operations to a location other than the service contract provides for.
11. Cooks and pursers, conditions for performing these duties and their roles according to Article 19.
12. Watchkeeping, watch arrangements and working and rest times of those keeping watches according to Article 20.
13. Hours of work and rest of ship crews according to Articles 21 and 22.
14. Recruitment and placement services for fishers and seafarers and their supervision according to Article 23.
15. Holidays for crew members according to Article 24.
16. Repatriation, including those relating to the destinations of repatriation, the mode of transport, the items of expense to be covered and other arrangements, such as the measures of the Icelandic Transport Authority on the return journey and detention, as well as the obligation of the owner or operator to provide insurance and on neglect of such an obligation according to Article 25.
17. Welfare rights of crew members, *i.e.* on health care, medical care, welfare and social security according to Article 26.
18. Medical standards according to Article 27.
19. Responsibility of the owner or operator and the master according to Article 28.
20. International safety management system according to Article 29.

The minister is also authorized to put in a regulation more detailed provisions on the implementation of this Act on, for example:

1. Education and training of crew according to Article 5, crew certificates according to Article 6 and safe manning of passenger ships according to Article 16, on ships that are only engaged on voyages off the coast of Iceland in a specific area of operation and during a specific period,
2. Deviation from Chapter III regarding the legal registration of crew members on ships that are engaged on shorter voyages or sail on more than one ship on the same day.
3. Which requirements shall be complied with according to paragraphs 2 and 3 of Article 26 regarding:
  - a) organization, arrangement and execution of work, such as about the safety and health provisions as concerns work, work methods, processing and production methods, heat, cold, infection from contagious diseases or health damage due to incorrect working positions, incorrect movements or too much strain, or how to reduce the effects of mentally or physically monotonous works and works at a predetermined work-rate or other provisions which are significant in this connection,
  - b) the prohibition of particularly dangerous jobs, production, work, or processing methods,
  - c) the mounting of explicit warnings and/or fencing a workplace or demarcation through other means,
  - d) the design and use of protective equipment, such as suitable clothing, safety helmets, protection equipment against noise and radiation, safety goggles, heavy-duty footwear, dust masks, gas-masks or other protection against air pollution as well as other equipment not listed here; employees are obliged to use such safety equipment when obligatory for their particular job to the satisfaction of the Icelandic Transport Authority,
  - e) occupational safety, including bullying, sexual harassment, gender-based harassment and violence.
4. Deadlines for submitting certificates according to Article 27 in urgent cases.

The provisions of the regulations according to this Article shall, as a minimum, comply with the international obligations of the Icelandic government, including according to international conventions and EEA acts.

#### *Article 38*

#### *Implementation*

This Act is adopted for the implementation of the following European acts, as amended:

1. Council Directive 1999/63/EC of 21 June 1999 concerning the Agreement on the organisation of working time of seafarers concluded by the European Community Shipowners' Association (ECSA) and the Federation of Transport Workers' Unions in the European Union (FST).

2. Directive 1999/95/EC of the European Parliament and of the Council of 13 December 1999 concerning the enforcement of provisions in respect of seafarers' hours of work on board ships calling at Community ports.
3. Directive 2005/45 of the European Parliament and of the Council of 7 September 2005 on the mutual recognition of seafarers certificates issued by the Member States and amending Directive 2001/25.
4. Regulation 336/2006 of the European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council regulation 3051/95.
5. Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (recast)
6. Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006 and amending Directive 1999/63/EC.
7. Directive 2013/54/EU of the European Parliament and of the Council of 20 November 2013 concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006.

#### *Article 39*

#### *Entry into force*

This Act enters into force on January 1, 2023, except for paragraph 1 of Article 40 which enters into force immediately.

Upon entry into force of this Act, Act No. 50/1961 on Waiters and Cooks on Cargo Ships and Fishing Vessels, Act No. 76/2001 on Crews Serving on Board Icelandic Passenger Ships and Cargo Ships, Act No. 30/2007 on Crews of Icelandic Fishing Vessels, Coast Guard Vessels, Pleasure Craft and other Vessels, and Act No. 35/2010 on the Legal Registration of Seamen expire.

#### *Article 40*

#### *Amendments to other laws*

When this Act enters into force, the following changes will be made to other laws:

1. Act No. 30 on Crews of Icelandic Fishing Vessels, Coast Guard Vessels, Pleasure Craft and other Vessels, as amended: After paragraph 5 of Article 12 the following new paragraph shall be inserted:

Notwithstanding the provisions of item *b* of paragraph 1, deck hands on ships with a registered length of 15 meters or less, who have twelve months of seagoing service time during the last three years, are allowed to hold the position of mate if the ship's duration of voyage is shorter than 19 hours.

2. Act No. 41/1979 on the Territorial Sea, the Contiguous Zone, the Economic Zone and the Continental Shelf, as amended: A new paragraph is added to Article 1 of the Act, and reads as follows:

Internal waters are waters on the landward side of baselines.

## **Transitional Provisions**

### **I**

Decisions of the Dispensation Committee and the Manning Committee, according to Act No. 30/2007 on Crews of Icelandic Fishing Vessels, Coast Guard Vessels, Pleasure Craft and other Vessels, shall remain in force.

### **II**

Notwithstanding the provisions of item *a* of paragraph 2 of Article 16, deck hands are permitted until 1 July 2024 to hold the position of mate if the vessel's duration of voyage is no longer than 19 hours.

Done at Bessastadir, 28 June 2022.

Guðni Th. Johannesson.

Sigurður Ingi Jóhannsson