

**TEMPLATE FOR SUBMISSION OF TEXTUAL PROPOSALS DURING THE 28<sup>TH</sup> SESSION:  
COUNCIL - PART I**

*Please fill out one form for each textual proposal which your delegation(s) wish(es) to amend, add or delete and send to [council@isa.org.jm](mailto:council@isa.org.jm).*

**1. Name of Working Group:**

President's text

**2. Name(s) of Delegation(s) making the proposal:**

Norway

**3. Please indicate the relevant provision to which the textual proposal refers.**

DR30

**4. Kindly provide the proposed amendments to the regulation or standard or guideline in the text box below, using the "track changes" function in Microsoft Word. Please only reproduce the parts of the text that are being amended or deleted.**

1. The Contractor shall ensure at all times that:

(a) All vessels and Installations operating and engaged in Exploitation activities are in good repair, in a safe and sound condition and adequately manned, ~~[display navigation lights and shapes as per Collision Regulations]~~ and comply with paragraphs 2 and 3 below; and

2. The Contractor shall ensure ~~[via periodic assessment by an independent entity as may be required]~~ compliance with the applicable international rules and standards established by competent international organizations or general diplomatic conferences concerning the safety of life at sea, the pollution of the Marine Environment by vessels, the prevention of collisions at sea, [the training of seafarers,] [maritime labour conditions, as adopted by the Maritime Labour Convention] and the treatment of crew members, as well as [] rules, regulations and procedures ~~[and standards adopted from time to time by the Council relating to]~~ [of the Authority on] these matters.

**5. Please indicate the rationale for the proposal. [150-word limit]**

- 1)a) correct display of navigation lights and shapes are the responsibility of the captain, cf. IMO Regulations.
- 2) Norway supports clear lines of responsibility for the Contractor.
- 2) "standards adopted from time to time (...)" is unclear. Technical requirements should, as a main rule, be fixed from the time the Contract is entered into unless there is a Material Change.
- Norway is a strong supporter of 3)b) on worker rights for non-crew members and human health and safety that pertains to the mining process rather than to ship operation.
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