

Version	Date	Modification details	Editor
1.0	29.08.2023	First issue for new system	Patrik Bussman
1.1	9.8.2024	Checked spelling and grammar, deleted 19.2.4.4, 19.2.11 and 20.2.3, clarified interpretation of regulation 26.5.	Patrik Bussman Jari Konttori Tuomas Kokoi
1.2	18.9.2026	Updated references to regulations 19.2.1.4 and 27. Added regulation 34.	Tuomas Kokoi Patrik Bussman

National interpretation regarding IMO Publication International Convention for Safety of Life at Sea (SOLAS 1974) as amended

General notes for interpretations

Whenever this document refers to a recognised organization (RO) or classification society, it means recognised organisation authorised by the Finnish Transport and Communications Agency Traficom.

The RO shall inform Traficom if any communication with IMO, or any agreement with other Governments, is needed.

Unless expressly provided otherwise; exemptions, equivalents and exceptions are to be handled by Traficom.

Footnotes are to be complied with.

Order to be followed to find an interpretation:

1. Interpretations from Traficom are to be followed. If not available,
2. Interpretations in IMO Resolutions and Circulars are to be followed. If not available,
3. Interpretations in IACS UI supported by IMO are to be followed. If not available,
4. Traficom must be consulted with.

SOLAS Chapter V Safety of navigation

Reg. 1	Application
2 and 4	Following ships can fulfill the requirements for Safety of Navigation with the Finnish Transport Safety Agency Regulation on Ships navigation equipment and systems (TRAFI/16915/03.04.01.00/2012) - Cargo ships less than 150 GT on international voyages - All ships under 500 GT not engaged on international voyages - All fishing vessels
Reg. 3	Exemptions and equivalents
	The Finnish Transport and Communications Agency may grant exemptions from these regulations if it does not conflict with international agreement or union laws.
Reg. 16	Maintenance of equipment
	All reasonable actions shall be taken to maintain the equipment in full working order. If no repair facilities are available in port, the Finnish Transport and Communications Agency may allow the ship to sail but master shall take into account malfunctions during voyage.
Reg. 17	Electromagnetic compatibility

	1	All electrical and electronic equipment on the bridge or in the vicinity of the bridge shall be tested for EMC.
Reg. 18		Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder
	1	The Finnish Transport and Communications Agency does not type approve equipment. All equipment installed on Finnish ships shall be type approved and wheel marked according to EU directive 2014/90/EU. If equipment required by this chapter is not covered by EU directive 2014/90/EU, the Finnish Transport and Communications Agency may give the permission to install such of equipment.
	4	Equipment installed prior to the adoption of performance standards may be exempted from full compliance with such standards. When the systems and equipment are replaced, it shall fulfill the latest standards.
	5	The Finnish Transport and Communications Agency requires that the equipment compliance is verified with type approval certificate before the product is installed on board.
	6	After evaluation the Finnish Transport and Communications Agency may accept systems and equipment with new features.
	8	VDR service providers shall be approved by system manufacturer and RO recognized by the Finnish Transport and Communications Agency. Annual testing of the VDR shall be carried out in accordance with MSC.1/Circ.1576.
	9	AIS surveyor shall be approved by the RO of the vessel or by the Finnish Transport and Communications Agency. Annual testing of the AIS shall be carried out in accordance with MSC.1/Circ.1576.
Reg. 19		Carriage requirements for shipborne navigational systems and equipment
	2.1.4	Digital nautical publications are accepted according to IMO MSC.1/Circ.1705.
	2.1.5	Back-up arrangements to meet the chart carriage requirement of 19.2.1.4 a second wheelmarked ECDIS or up-to-date paper charts.
	2.1.8	A sound reception system shall be installed on ships with totally enclosed bridge. If the bridge has windows that can easily be opened, a sound reception system is not required.
	2.2.1	The Finnish Transport and Communications Agency accepts "other means" according to IMO SLS.14/Circ.340
	2.2.4	BNWAS installed prior to 1 July 2011, is accepted according to the Finnish Transport and Communications Agency's information bulletin number 7/2011 dated 12.12.2011
	2.7.1	The Finnish Transport and Communications Agency requires a second radar that shall be a 3 GHz.
	3	If "Other means" is used to fulfill requirements. It shall comply with the functional requirements of the equipment and it shall be type approved according to EU directive 2014/90/EU.
Reg. 19-1		Long-range identification and tracking of ships
	6	The Finnish Transport and Communications Agency certifies that the LRIT equipment complies with the requirements after a conformance test done by test-ASP according to MSC.1/1307/Rev.1 together with either: SOLAS V/19-1 and MSC.263(84) as amended by MSC.330(90) and MSC.400(95), SOLAS IV/14, SOLAS XI-2/6 and MSC 136(76) or MSC.147(77)
Reg. 20		Voyage data recorders
	3	The Finnish Transport and Communications Agency may exempt cargo ships from the requirements when such ship will be taken permanently out of service within two years after implementation date.
Reg. 21		International Code of Signals and IAMSAR Manual
	1	All passenger ships, and all cargo ships of 300 GT and over, when engaged on international voyages, are required to carry the International Code of Signals
	2	The requirement to carry Volume III of the IAMSAR manual does not apply to: - Cargo ships below 150 GT on international voyages - All ships below 500 GT not engaged on international voyages, and - All fishing vessels
Reg. 22		Navigation bridge visibility
	1.8	The Finnish Transport and Communications Agency requires that the window shall allow a forward view of the horizon for a person with height of eye of 1 800 millimeter above the bridge deck at the conning position.
	3	The Finnish Transport and Communications Agency makes decisions after the application for exemption on a case by case basis.
Reg. 23		Pilot transfer arrangements

3.3.1.3	Each step of the pilot ladder has to rest firmly against the ship's side.
Reg. 26	Steering gear: testing and drills
5	The Finnish Transport and Communications Agency waives the requirements to carry out the checks and tests prescribed in paragraphs 1 and 2 for ships which regularly engage on voyages with port stays less than 12 hours. Such ships shall carry out these checks and tests at least once every week.
Reg. 27	Nautical charts and nautical publications
	Digital nautical publications are accepted according to IMO MSC.1/Circ.1705.
Reg. 28	Records of navigational activities and daily reporting
1	If electronic logbook is used on board Finnish flagged vessel, the software has to be approved by the Finnish Transport and Communications Agency.
Reg. 30	Operational limitations
2	A document listing the Operational Limitations of the ship has to be included to ship's Safety Management Manual.
Reg.34	Safe navigation and avoidance of dangerous situations
	The passage plan may exist in electronic format only on vessels equipped with duplicated ECDIS.