

**Template to facilitate the submission of examples/good practices of strategies, policies and measures employed to implement obligations under any of the Protocols to the Convention**

<p><b>Country:</b></p> <p>Norway</p>	<p><b>Sector:</b></p> <p>Maritime Sector</p>
<p><b>Type of strategy, policy or measure:</b></p> <p>Regulatory (specific measures for reducing ship emissions in designated World Heritage Areas in Norwegian fjords )</p>	<p><b>Level:</b></p> <p>National</p>
<p><b>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</b></p> <p>The main objective is to reduce the large and increasing polluting emissions to air and discharges from ships in the Norwegian world heritage fjords.</p> <p>On 1 March 2019, stricter environmental requirements for emissions and discharges from ships in designated World Heritage Areas in Norwegian fjords entered into force.</p>	
<p><b>Background and driving forces:</b></p> <p>In 2005, the West Norwegian Fjords were inscribed on UNESCO’s World Heritage List. The fjord areas around the Geirangerfjord and Nærøyfjord are located 120 km from each other and geologically, they are examples of classic fjord landscape. They show how the landscape has evolved from the last ice age up until today. Norway is committed to ensuring that the world heritage site the West Norwegian Fjords is not exposed to harm or influences that threaten the outstanding universal values that formed the basis for the inscription on the World Heritage List. The world heritage sites enjoy a high status in Norway.</p> <p>Environmental mapping has identified large-scale air emissions and discharges from ships in the world heritage fjords, particularly in the summer season. And the ship traffic is increasing. In order to comply with criteria set by the World Heritage Convention, the Norwegian Maritime Authority (NMA) therefore, on assignment from the Ministry of Climate and Environment, has laid down new environmental requirements with the aim of reducing air emissions and discharges from ships.</p>	
<p><b>Description of the strategy, policy or measure:</b></p> <p>To regulate the emissions and discharges from ships in the world heritage fjords, NMA has laid down amendments to the Regulations of 30 May 2012 No. 488 on environmental safety for ships and mobile offshore units. Some of the new requirements go further than the regulations set by the MARPOL Convention (International Convention for the Prevention of Pollution from Ships), and includes:</p> <ol style="list-style-type: none"> <li>1. special rules regarding emission of sulphur oxides (SOx) from ships in the world heritage fjords. Ships in the world heritage fjords shall use either fuel with a low sulphur content (not exceeding 0.10% by weight), an approved closed loop exhaust gas cleaning system or an approved hybrid exhaust gas cleaning system in closed loop mode. Ships using an exhaust gas</li> </ol>	

cleaning system to meet the sulphur requirement are required to use a device for reducing visible emissions to air,

2. stricter requirements for NOx emissions for ships of 1,000 gross tonnage and upwards states that the requirements must be phased in as follows, regardless of year of construction:
  - Tier I requirements to be satisfied within 1 January 2020
  - Tier II requirements to be satisfied within 1 January 2022
  - Tier III requirements to be satisfied within 1 January 2025.,
3. prohibition against the discharge of sewage and grey water,
4. requirement for the ship to have an environmental instruction,
5. prohibition against incineration of waste on board ships in the world heritage fjords and
6. a limited power to grant exemption for ships which are protected or given status as historical by the Directorate for Cultural Heritage.

**Costs, Funding and Revenue allocation:**

The costs related to the requirements for NOx emissions are high. Companies with ships not satisfying the requirements nor expected to do so, will face a choice whether to convert the ship, reemploy vessels within the fleet, visit another Norwegian fjord or to drop Norway as a cruise destination. Thus, the requirements for NOx emissions will have socioeconomic consequences.

**Effect and impacts on air pollution abatement:**

The provisions are, both individually and collectively, assumed to contribute to a cleaner environment in the world heritage fjords. The provisions may have some negative implications for the shipping industry, yet the advantages are expected to outweigh the disadvantages.

**References/Further information:**

<https://www.sdir.no/en/shipping/legislation/directives/amendments-to-the-regulations-on-environmental-safety-for-ships-and-mobile-offshore-units/>

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**Additional comments:** *Please include any additional information you may wish to provide here.*

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