

PROPOSED REGULATION CONCERNING AMENDMENTS TO REGULATIONS OF ENVIRONMENTAL SAFETY FOR SHIPS AND MOBILE OFFSHORE UNITS

Legal basis: Laid down by the Norwegian Maritime Authority on xx. xx 2018 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 3, 6, 13, 31, 32, 33, 34, 35, 37, 38 and 43, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 29 June 2007 No. 849, Act 26 June 1998 No. 47 relating to recreational and small craft sections 20, 21, 22, 23, 25, 26, 38 and 39, cf. Formal Delegation of 27 November 1998 No. 1095, Formal Delegation 29 June 2007 No. 848, Formal Delegation 1 December 1998 No. 4532, Formal Delegation 31 May 2007 No. 591 and Formal Delegation 29 June 2007 No. 849.

I

Regulations of 30 May 2012 No. 488 on environmental safety for ships and mobile offshore units are amended as follows:

Section 9 first paragraph should read:

MARPOL consolidated edition 2017 Annex IV on the prevention of pollution by sewage, as amended by MEPC.200(62), MEPC.216(63), MEPC.246(66), MEPC.265(68), MEPC.274(69) and MEPC.275(69), shall apply as regulation *for ships of 400 gross tonnage and upwards or which are certified to carry more than 15 persons, in Norwegian sea areas south of Lindesnes (N 57° 58'8 E 7° 3'4) to the dividing line between Norway and Denmark (N 57° 10'3 E 7° 3'4) and into the waters from the dividing line to the Swedish border.* In MARPOL, "ship" also means mobile offshore units.

The heading of section 10 should read: *Special rules regarding the discharge of sewage, wash water and similar into Norwegian waters*

Section 10 second paragraph should read:

The discharge of sewage into Norwegian near-coastal waters within a distance of 300 metres from the mainland and islands is prohibited. *Discharges from sewage treatment plants that satisfy the requirements of MARPOL Annex IV regulation 9.1 is not considered sewage.*

Section 10 third paragraph is repealed. The current fourth and fifth paragraphs become third and fourth paragraphs.

New section 10a should read:

Section 10a Special rules regarding discharge of sewage and grey water in the world heritage fjords

Ships of 400 gross tonnage and upwards or which are certified to carry more than 15 persons are not allowed to discharge sewage into the world heritage fjords.

Ships of 2500 gross tonnage and upwards certified to carry more than 100 persons are not allowed to discharge grey water into the world heritage fjords. For the purposes of these Regulations, grey water means wash water from dishwashing, washbasins and other sinks, showers, laundry, bathtubs and similar.

The world heritage fjords means the world heritage site the West Norwegian Fjords, which for the purposes of these Regulations consist of the following sea areas:

a) the Geirangerfjord area: The Geirangerfjord/Sunnylvsfjord south of the line between N 62° 13' 42" E 7° 2' 30" and N 62° 13' 48" E 7° 0' 30" with the exception of Hellesylt west of the line between N 62° 5' 42" E 6° 54' 18" and N 62° 6' 30" E 6° 54' 42" and with the addition of the Taffjord east of the line between N 62° 17' 12" E 7° 19' 48" and N 62° 17' 36" E 7° 20' 12".

b) the Nærøysfjord area: The Nærøysfjord/Aurlandsfjord south of the line between N 61° 3' 36" E 7° 2' 54" and N 61° 3' 24" E 7° 0' 54".

The Norwegian Maritime Authority may upon written application up until 2024 grant a time-limited permission to discharge sewage into the world heritage fjords to ships running a regular service on a public contract and to ships offering an established fjord cruise service.

Section 13 second paragraph should read:

Fuel changeover operations shall be carried out as quickly as possible, and at the latest within two hours, after the ship is securely moored or anchored inside a port area. The changeover shall be entered in the engine room log book.

Section 13 third paragraph should read:

Ships using open loop exhaust gas cleaning systems in the world heritage fjords must close down the exhaust gas cleaning system two hours after the ship is securely moored or anchored. The exhaust gas cleaning system may be restarted up to two hours before departure.

Existing section 13 third paragraph becomes fourth paragraph.

New section 14b should read:

Section 14a Special rules regarding emission of sulphur oxides (SO_x) from ships in the world heritage fjords

Ships in the world heritage fjords shall use either:

- a) fuel with a sulphur content not exceeding 0.10% by weight; or*
- b) an approved exhaust gas cleaning system where the ratio between SO₂ (ppm) and CO₂ (% by volume) in the emission gas does not exceed 4.3.*

Ships using an open loop exhaust gas cleaning system shall log the amount of wash water discharged from the exhaust gas cleaning system, indicated in m³/h.

New section 14c should read:

Section 14c Special rules regarding emission of nitrogen oxides (NO_x) from ships in the world heritage fjords

Ships of 1000 gross tonnage and upwards shall, irrespective of the requirements in force at the year of the ship's construction, in the world heritage fjords comply with:

- a) the Tier I requirements, cf. MARPOL regulation VI/13, by 1 January 2020;*
- b) the Tier II requirements, cf. MARPOL regulation VI/13, by 1 January 2022;*
- c) the Tier III requirements, cf. MARPOL regulation VI/13, by 1 January 2025.*

New section 14d should read:

Section 14d Requirement for environmental instruction for ships of more than 10,000 gross tonnage sailing in the world heritage fjords

Ships of 10,000 gross tonnage and upwards sailing in the world heritage fjords shall have an environmental instruction specially adapted to operation in these areas. The environmental instruction shall ensure that the ship is operated as environmentally friendly as possible. The instruction shall as a minimum indicate:

- a) the vessel's NO_x Tier, cf. section 12, cf. MARPOL regulation VI/13;*
- b) type of fuel to be used;*

- c) available cleaning systems for emissions to air and discharges to sea to be used;*
- d) operational and technical measures for reduction of visible smoke;*
- e) operational and technical measures for reduction of particle matter emissions;*
- f) load distribution on generator sets when sailing in and out of the fjords;*
- g) plan for warming up machinery prior to departure.*

II

The Regulation enters into force on 1 January 2019.