

## **Regulation concerning amendments to Regulations of 30 May 2012 No. 488 concerning environmental safety for ships and mobile offshore units**

Laid down by the Norwegian Maritime Authority on 30 June 2014 under the Act of 16 February 2007 No. 9 relating to Ship Safety and Security (Ship Safety and Security Act) sections 6, 31, 32, 33, 37, 38 and 43, cf. Royal Decree of 16 February 2007 No. 171 and Formal Delegation of 29 June 2007 No. 849 by the Ministry of Climate and Environment. **EEA references:** EEA Agreement Annex XIII point 56m (Regulation (EU) No. 530/2012) and Annex XX point 21ad (Directive 1999/32/EC as amended by Directive 2005/33/EC and Directive 2012/33/EU).

### **I**

Regulations concerning environmental safety for ships and mobile offshore units are amended as follows:

Section 5 should read:

"Annex XIII point 56m of the EEA Agreement (*Regulation (EU) No. 530/2012*) on the accelerated phasing-in of double-hull or equivalent design requirements for oil tankers applies as regulation with amendments and additions pursuant to Annex XIII, Protocol 1 to the Agreement and the Agreement in general."

Section 13 first paragraph should read:

"The sulphur content of fuel oil while a ship or mobile offshore unit is safely moored at berth or at anchor in port shall not exceed 0.10% m/m."

New section 14 a should read:

#### **"Trials of new emission abatement methods**

*The Norwegian Maritime Authority may approve trials of emission abatement methods on board Norwegian ships and mobile offshore units or foreign ships and mobile offshore units in Norwegian waters, for a period not exceeding 18 months.*

*During the trials, exemption is granted from the requirements of sections 13 and 14 provided that all the following conditions are met:*

- a) tamper-proof equipment for the continuous monitoring of funnel gas emissions is installed and used throughout the trial period;*
- b) emission reductions are achieved, which are at least equivalent to those which would be achieved through the sulphur limits for fuels laid down in these Regulations;*
- c) there are proper waste management systems in place for any waste generated by the emission abatement methods throughout the trial period;*
- d) an assessment is made of impacts on the marine environment, particularly ecosystems in enclosed ports, harbours and estuaries throughout the trial period; and*
- e) complete reports are made publicly available within six months of the end of the trials."*

II

This Regulation enters into force immediately.