

## **PROPOSED REGULATIONS ON THE REDUCTION OF GREENHOUSE GAS EMISSIONS FROM VESSELS IN THE AQUACULTURE SECTOR**

Laid down by the Norwegian Maritime Authority on DD Month 20YY 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, 41, 43 and 44, cf. Formal Delegation of 16 February 2007 No. 171, Formal Delegation of 31 May 2007 No. 590 and Formal Delegation of 29 June 2007 No. 849.

### **Section 1 Purpose**

The purpose of these Regulations is to reduce greenhouse gas emissions from vessels operating within the aquaculture sector by requiring accelerated implementation of low- and zero-emission technologies.

### **Section 2 Scope of application**

The Regulations apply to workboats and passenger vessels of less than 24 metres in overall length which are used in connection with the aquaculture sector within Norwegian territorial waters.

“Use in connection with the aquaculture sector” means:

- a. transport of personnel to and from aquaculture installations;
- b. transport of equipment or materials to and from aquaculture installations;
- c. performance of service and maintenance operations at aquaculture installations; and
- d. support functions related to the operation of aquaculture installations.

### **Section 3 Requirement for greenhouse gas reduction**

At least 90 per cent of a vessel's total energy consumption during a calendar year shall originate from energy sources that do not result in direct emissions of carbon dioxide (CO<sub>2</sub>) or methane (CH<sub>4</sub>).

Where electricity is used to fulfil the requirement in the first paragraph, such energy shall be supplied from the public grid or another zero-emission energy source.

Fuels that generate direct greenhouse gas emissions may be used to the extent necessary for the ignition of the energy sources referred to in the first paragraph.

If nitrous oxide (N<sub>2</sub>O) is generated from the use of the energy sources referred to in the first and second paragraphs, the vessel shall use the best available technology to reduce such emissions.

If the energy source used to meet the requirements in the first paragraph is a renewable fuel of non-biological origin, as defined in Article 2(36) of Directive (EU) 2018/2001, as last amended by Regulation (EU) 2022/759, the energy source shall meet the greenhouse gas requirements set out in Article 25(2) of the same Directive, calculated in accordance with the methodology described in Regulations (EU) 2023/1184 and (EU) 2023/1185.

If the energy source used to meet the requirements in the first paragraph is a fuel based on low-carbon hydrogen, the fuel shall comply with the definition set out in Article 2(13) of Directive (EU) 2024/1788.



Vessels of less than 15 metres in overall length constructed after [the entry into force of these Regulations] shall comply with the requirements from [1 January 2028].

Vessels of less than 15 metres in overall length constructed before [the entry into force of these Regulations] shall comply with the requirements from [1 January 2035]/[1 January 2040].

Vessels of less than 24 metres in overall length constructed after [the entry into force of these Regulations] shall comply with the requirements from [1 January 2030].

Vessels of less than 24 metres in overall length constructed before [the entry into force of these Regulations] shall comply with the requirements from [1 January 2040].

#### Section 4 Reporting

The company shall, by 1 March each year, report to the Norwegian Maritime Authority on compliance with the requirements set out in section 3 for the preceding calendar year. Upon request, the company shall provide documentation demonstrating compliance with the requirements, such as an overview of the vessel's operating hours and fuel records.

The company shall document compliance with the greenhouse gas requirements for fuels through a voluntary scheme approved by the European Commission or a national scheme, as described in Article 30(5) and (6) of Directive (EU) 2018/2001, as last amended by Regulation (EU) 2022/759.

#### Section 5 Exemptions

The Norwegian Maritime Authority may, upon written application, grant an exemption from the requirement set out in section 3 when the following is demonstrated:

- a. that access to the necessary charging infrastructure is not available;
- b. that it has not been possible to establish or obtain access to the necessary charging infrastructure;
- c. which alternatives for establishing or obtaining access to charging infrastructure have been attempted, and why these cannot be implemented; and
- d. a plan for obtaining access to or establishing the necessary charging infrastructure.

An exemption may be granted for an individual vessel for a period of up to three years at a time.

The Norwegian Maritime Authority may also grant exemptions from the requirement in section 3 in other exceptional circumstances.

#### Section 6 Entry into force

These Regulations enter into force on DD Month YYYY.