

Message 901

Communication from the Commission - TRIS/(2025) 2977

Procedure for the provision of information EC - EFTA

Notification: 2025/9030/NO

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késések - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20252977.EN

1. MSG 901 IND 2025 9030 NO EN 16-10-2025 NO NOTIF

2. Norway

3A. Royal Ministry of Trade, Industry and Fisheries
Trade Policy Department
P.O. Box 8090, Dep
NO-0032 Oslo
Norway

3B. Norwegian Maritime Authority
P.O. Box 2222
NO-5509 Haugesund

4. 2025/9030/NO - T20T - Sea and river and navigation on inland waterways

5. Draft Regulation on Greenhouse Gas Emission Reductions for Vessels in the Aquaculture Sector

6. The Regulation shall apply to work and passenger vessels with an overall length of less than 24 metres that are operated in connection with the aquaculture industry within Norwegian territorial waters.

7.

8. The proposed regulation establishes national requirements to reduce greenhouse gas emissions from work and passenger vessels with an overall length of less than 24 metres that are operated in connection with the aquaculture industry within Norwegian territorial waters.

Specifically, at least 90 percent of the energy consumed by these vessels during a calendar year shall be derived from energy sources that do not result in direct emissions of carbon dioxide (CO) or methane (CH).

If electricity is used to comply with the requirement, the energy shall be sourced from the electricity grid or another zero-emission energy source.

Fuels that produce direct greenhouse gas emissions may be used only to the extent necessary to ignite sources of energy that do not directly emit emissions of carbon dioxide or methane.

If nitrous oxide (NO) is produced during the use of energy sources that do not directly emit emissions of carbon dioxide or methane, the vessel shall employ the best available technology to reduce such emissions.

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

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

The Regulation is intended to enter into force during the first half of 2026.

Vessels with an overall length under 15 metres built after the entry into force of the Regulation shall comply with the requirements from 1 January 2028.

Vessels with an overall length under 15 metres built before the entry into force of the Regulation shall, depending on the feedback provided during the public hearing, comply with the requirements from either 1 January 2035 or 1 January 2040.

Vessels with an overall length under 24 metres built after the entry into force of the Regulation shall comply with the requirements from 1 January 2030.

Vessels with an overall length under 24 metres built before the entry into force of the Regulation shall comply with the requirements from 1 January 2040.

9. Under the Paris Agreement, Norway has committed to reducing its greenhouse gas emissions by at least 55 percent by 2030 compared to national emissions in 1990. Furthermore, the Climate Change Act states that Norway shall become a low-emission society by 2050, where total greenhouse gas emissions are to be

reduced by in the range of 90 to 95 percent relative to 1990 levels.

The proposed regulation aims to contribute to these national and international commitments by introducing direct emission requirements for vessels operating in the aquaculture sector. The objective of such regulation is to stimulate a comprehensive climate transition within the industry and ensure that technological developments support the achievement of long-term climate goals.

A major barrier to large-scale electrification of aquaculture vessels is the availability of adequate charging infrastructure. Expanding such infrastructure is expected to both enhance the utilisation of existing battery capacity within the fleet and accelerate the transition towards zero-emission propulsion in new vessels.

It has been assessed whether the proposed Regulation conflicts with relevant EU/EEA legislation and we have found no such conflicts. The measure is considered proportionate and consistent with Norway's commitments under the EEA Agreement, ensuring the desired level of environmental protection with the least restrictive means.

10. References of the Basic Texts: No Basic Text exists

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

Contact point Directive (EU) 2015/1535

email: grow-dir2015-1535-central@ec.europa.eu