

1. What are the 3-5 main issues concerning protection of human health and the environment that the IMO should strengthen?

- Further requirements to cut greenhouse gas emissions from ships.
- To establish legally binding requirements to minimize the transfer of invasive aquatic species through ships' biofouling. At present the IMO only has established guidelines (RESOLUTION MEPC.207(62)) which has poor uptake. The guidelines at present under review. However, a legally binding regime is needed to ensure global application and enforcement leading to the desired results.
- Establish legally binding requirements to cut black carbon emissions.
- Continue work for protection of human health and the environment when transporting dangerous materials through the IBC and the IMSBC Codes.

2. What is the status of implementation of the IMO Conventions by your Government? What is the status of implementation of IMO international regulations, global standards, conventions and codes (including the IMDG Code to regulate the transportation of hazardous materials) related to the carriage of dangerous goods and pollution in your country?

All IMO conventions and codes have been implemented into Norwegian laws and regulations.

3. In your experience, what, which are the main obstacles towards the ratification and implementation of IMO conventions, including the Fund Convention and Bunkers Convention, as amended, relating to oil pollution damage?

There are no major obstacles for Norway.

4. What kind of support, including trainings, capacity building and technical cooperation, do you receive from the IMO in order to improve such implementation?

Norway has not needed any support from the IMO in our implementation of IMO instruments. Hence, we do not request nor receive support from the IMO in this regard.

5. What measures has your country taken to address the risks posed by heavy fuel oil (HFO)?

Norway has introduced a heavy fuel oil ban in large areas at Svalbard. Ships are not permitted to use or carry heavy fuel oil in the nature reserves on the east side of Svalbard or in the three large national parks in the west. In November 2020, a process to further extend the ban to other areas at Svalbard was initiated

In other areas in Norway, safety measures such as ships' routing and vessel traffic services, will reduce the risk of accidental spills of HFO.

Furthermore Norway is actively working towards a ban of HFO in the Arctic through the IMO.

6. What challenges has your country faced in implementing the recommendations of the IMO's Audit Scheme?

Norway has implemented all recommendations of IMO's Audit Scheme, no challenges were encountered in this process.

7. How could the transparency of the IMO be further enhanced?

Norway supports an open and transparent IMO, and believe transparency is crucial to a ensure a fully effective democratic organisation. IMO has through the last years taken important steps to ensure openness and transparency in its work. The organisation will continue its efforts, and discussion are currently ongoing in IMO Council.

8. What measures has your country taken to address fraudulent registries of vessels?

In order to avoid fraudulent registries of vessels, the documentation requirements for both registration and deletion of vessels in the Norwegian International Ship Register (NIS) and Norwegian Ordinary Ship Register (NOR) are detailed and comprehensive. Documentation requirements secure actual ownership, personal contact information, statement of reason for deletion from NIS/NOR, and otherwise strict formal requirements to comply with national and international regulations. All the provided documentation is publicly available to ensure sufficient and necessary transparency.

Furthermore a high level of cross-communication and collaboration between relevant Norwegian Authorities are ensured, to detect any fraudulent registration or deletion of vessels in NIS/NOR.

9. How could access to IMO instruments and official documents be enhanced free of cost, such as access to the IMDG Code?

Publishing IMO instruments and official documents for free should be further considered by the IMO. The sale of IMO publications is linked to the IMO technical cooperation Funds. Before any decisions can be taken on releasing publications for free, it is in our opinion important to get an overview of the financial implication this have on the IMO technical cooperation Fund and how any impacts might be mitigated.

10. How could the effectiveness of IMO instruments be further enhanced? In this regard, how could capacity building further be strengthened to enhance effectiveness of IMO instruments?

The IMO Audit Scheme is an important tool ensure efficient implementation. Furthermore capacity building through IMO technical cooperation is key to enhancing efficient implementation of IMO instruments, and IMO must continue strengthening its efforts in assisting Member States with identified needs in these processes.

Capacity building is dependent upon the necessary funding from the IMO budget as well as from donors. Norway is strongly dedicated to the IMO technical cooperation programme, and provide substantial funding to important technical cooperation projects. The ongoing work in the IMO on the long-term resource mobilization strategy, and the establishment of a holistic long term , predictable sustainable and flexible funding of the ITCP is important.

11. How could the IMO make further progress to reduce emissions of greenhouse gases from vessels and contribute to the Paris Agreement on Climate Change's objectives? Which measures and good practices have been implemented by your country to reduce air pollution associated with marine shipping and to regulate greenhouse gas emissions from

international shipping?

After the Initial IMO Strategy on reduction of GHG emissions from ships which was adopted on 13 April 2018, MEPC developed a programme of follow-up actions. The progress has been according to plan. MEPC 75 adopted strengthened EEDI requirements, and MEPC 76 (in June 2021) will consider adoption of extensive new energy efficiency measures for existing ships. These measures aim at meeting the agreed 2030 ambition. A work plan for mid- and long-term measures will also be considered at MEPC 76. In our opinion the IMO has progressed well in developing new measures in order to cut emissions, and it is positive momentum to enter into negotiations on the next package of measures. Norway is contributing actively to this process.

The Norwegian Government adopted an action plan for Green Shipping in June 2020 ([The Government's action plan for green shipping \(regjeringen.no\)](#)) and has recently presented strengthened climate policies for shipping in two White Papers (submitted to IMO MEPC 76/7/1).

12. What has been your country's experience with traffic lanes and routes, emission control areas, and particularly sensitive sea areas?

Norway has established SOx Emission Control Area (SECA) and NOx Emission Control Area in the North Sea. Our experience is very good regarding implementation and enforcement as well as effects. The effects of the NECA will be experienced in the coming years.

Traffic separation schemes and routing measures have been established successfully along the Norwegian coastline, and are continuously monitored to assess their effectiveness.

13. Which good practices, protocols and security measures have been implemented with regard to the carriage of hazardous materials? Which measures, protocols and good practices have been implemented to end the occurrence of accidental spills, including oil spills, Hazardous and Noxious Substance (HNS) spills, spills associated with these non-hazardous cargos, and to mitigate their impacts in case an accident occurs? Can you indicate any example of remedies or compensation provided to victims of accidental spills?

Norway has implemented SOLAS chapter VII for carriage of hazardous material on Norwegian vessels, also on ships engaged on domestic voyages. Further information can be found on NMAs website: [Dangerous goods on Norwegian ships](#)

Norway has implemented MARPOL Annex I, II, III and V for preventing of pollution by oil, noxious liquid cargo, harmful cargo in packaged form and other cargo residues. Norway has ratified the Convention on Civil Liability for oil pollution, The Fund Convention, the Bunkers Convention and the HNS Convention.

14. Which standards and security measures have you implemented in order to ensure sustainable ship recycling across the board? Do you have any experience in addressing the practice of beaching of vessels for shipbreaking?

Norway introduced the issue of ship recycling at the IMO and the issue was included in the work programme of the MEPC. We also developed the first draft of the Hong Kong International Convention on the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention). Norway was also the first Member State to ratify the Convention.

It is important to note that the Convention establishes requirements which is neutral to the method used either it is recycling the ship using the afloat method, landing, beaching or in a dock. We would advise the further investigation on this issue focuses on the standards to meet rather than a particular method.

Norway is also providing assistance to Bangladesh in order to improve their standards of ship recycling through the SENSREC project [Safe and Environmentally Sound Ship Recycling in Bangladesh - Phase II \(imo.org\)](#).

Norway has implemented the EU Ship Recycling Regulation, and 6 Norwegian recycling facilities is approved under this regulation.

15. What remedies are available to persons in your country for pollution damages related to shipping? What obstacles do persons in your country face in accessing effective remedies for pollution related to shipping?

Private, municipal and government oil spill recovery equipment is available for use in acute pollution incidents. The Norwegian government has established 27 oil spill response depots along the Norwegian coastline. In addition, at municipal depots there are about 70 000 meters of light wight booms and 300 oil skimmers. Enterprises have equipment for combating chemical spills if they are required to maintain their own pollution response system. Norway has ratified the IMO liability conventions to ensure that victims of oil pollution and HNS are compensated if necessary.

16. Which kind of protocols and good practices concerning maritime security measures, including with regard to ship and port facilities, have been put in place by your Excellency's Government?

Norway has implemented the ISPS code which introduces various measures that enhances the security of ships. Passenger ships certified for international trade, and passenger ships certified as class A passenger ships, cargo ships, including high-speed cargo craft, of 500 gross tonnage and upwards, certified for international trade, and mobile offshore drilling units, shall have a ISSC Certificate. The companies must develop a ship security assessment (SSA) and ship security plan (SSP) in accordance with current national and international requirements (SOLAS, ISPS, EC725/2004-regulation and regulation 972/2004). An ISPS surveyor will also carry out an inspection on board.

Norway has implemented the EU Regulation and Directives on ship and port security.

17. Which kind of good practices and protocols concerning health and security on ships have been implemented in your country?

Norway has implemented the MLC convention and in general all IMO conventions, many of which relate to security. Norway has extensive regulations pertaining to safety and health on ships and carry out inspections to control that they are adhered to.

18. Which measures and good practices have been implemented by your Government in the security communication field?

Norway works continuously to ensure secure communications, and we maintain the different national and international classification levels.

19. Can you provide any example of good practices which aim to ensure participation of civil society, including of indigenous communities and vulnerable categories, within the context of the consultation process with IMO bodies?

Several NGOs who include representation from indigenous communities and vulnerable categories have been granted consultative status with IMO.

In the work on the GHG strategy in IMO there was made an impact assessment for LDCs and SIDS.

20. What are the main contributions of the IMO to the effective enjoyment of human rights in the context of shipping and hazardous substances and wastes?

The extensive IMO framework, especially the MARPOL Convention, provides protection of human health and the environment .

Furthermore the International Maritime Solid Bulk Cargoes (IMSBC) Code provides information on the dangers associated with the shipment of different types of solid bulk cargoes, and instructions on the procedures to be adopted when the shipment of solid bulk cargoes is contemplated. This makes safe stowage and shipment of solid bulk cargoes easier and the work for seafarers safer.

21. Do you discuss human rights relating to shipping with the IMO or with other countries relating to the IMO?

Norway considers human rights to be central for the IMO. Particularly the conditions of seafarers, such as the current challenges with crew changes.

23. Please provide any further information that you consider relevant for the purposes of this questionnaire.