**Amendments to Regulations of 30 May 2012 No. 488 on environmental safety for ships and mobile offshore units**

Laid down by the Norwegian Maritime Authority on 10 April 2025 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.

**I**

Regulations of 30 May 2021 No. 488 on environmental safety for ships and mobile offshore units are amended as follows:

New section 10b should read:

Section 10b Special rules on emissions of carbon dioxide (CO2) and methane (CH4) from passenger ships in world heritage fjords

From 1 January 2026, passenger ships of less than 10,000 gross tonnage operating in the world heritage fjords shall use energy sources that do not cause direct emissions of carbon dioxide (CO2) or methane (CH4).

From 1 January 2032, passenger ships of 10,000 gross tonnage and upwards operating in the world heritage fjords shall use energy sources that do not cause direct emissions of carbon dioxide (CO2) or methane (CH4).

Fuels that cause direct emissions of greenhouse gases may be used only to the extent necessary to ignite the energy sources referred to in the first and second paragraphs.

If nitrous oxide (N2O) is generated when using the energy sources referred to in the first and second paragraphs, the ship shall use the best available technology to reduce such emissions.

If the energy source used to meet the requirements in the first and second paragraphs is a renewable fuel of non-biological origin, as defined in Article 2 second paragraph point 36 of Directive (EU) 2018/2001, as last amended by Regulation (EU) 2022/759, the energy source shall meet the greenhouse gas reduction requirements in Article 25(2) of that Directive. If the energy source used to meet the requirements in the first and second paragraphs is another type of fuel, the fuel shall be certified as described in Article 10(2) of Regulation (EU) 2023/1805.

Biogas may be used as an alternative to the requirements set out in the first and second paragraphs. The biogas shall be kept separate from fossil fuels until it is bunkered. The biogas shall be bunkered within the last month before entering the world heritage fjords. The quantity of biogas shall correspond to the amount of energy to be used in the world heritage fjords. Biogas shall meet the sustainability and greenhouse gas reduction criteria set out in Article 29 of Directive (EU) 2018/2001, as last amended by Regulation (EU) 2022/759, and it shall not be produced from food and feed crops as defined in Article 2 second paragraph point 40 of that Directive.

In the world heritage fjords, passenger ships shall use shore power where it is available.

Ships shall carry on board documentation demonstrating compliance with the requirements. Compliance with sustainability characteristics and greenhouse gas reductions for fuels shall be demonstrated through certification and documentation as described in Article 10(3) of Regulation (EU) 2023/1805.

Passenger ships deployed in scheduled traffic under a public contract due to planned roadworks or emergency response situations are exempt from this provision.

County high-speed craft operating under a public service contract are exempt from this provision.

New section 10c should read:

Section 10cExemption for passenger ships of less than 10,000 gross tonnage operating in world heritage fjords

The Norwegian Maritime Authority may, upon written application from the company, grant an exemption from section 10b first paragraph for passenger ships of less than 10,000 gross tonnage if the following conditions are met:

1. The passenger ship has operated in the world heritage fjords in 2024 and in each year up to the date of application.
2. The passenger ship meets the other specific requirements for operation in the world heritage fjords.
3. The company can demonstrate that the zero-emission requirements in section 10b cannot be met due to lack of access to shore power.
4. The company can demonstrate a plan to secure access to shore power.

The exemption applies to the individual ship and can only be granted for a period of up to two years at a time, but not beyond 31 December 2029.

Section 14f first sentence should read:

The Norwegian Maritime Authority may, upon written application, grant an exemption from the requirements in sections 10a, *10b*, 14b and 14c for ships that are protected or given status as historical by the Directorate for Cultural Heritage.

**II**

This Regulation enters into force on 1 January 2026.