

## Brief summary of the Impact Assessment

### Consequences for the industry

For the shipping companies, there will be costs associated with the establishment of a system, as well as the creation and implementation of a plan for handling biofouling on the hull and associated biofouling record book for the specific ships and mobile offshore units.

The industry is already acquainted with handling biofouling today. The Norwegian Maritime Authority (NMA) therefore assume that it will not entail significant administrative work for the shipping companies to establish a system that includes a plan and biofouling record book. The system can also form part of the shipping company's and the ship's or mobile offshore unit's established system for safety management.

There is nevertheless reason to expect that there will be some increased costs for the shipping companies when removing biofouling in Norwegian waters, particularly because there will be a requirement that the biofouling is collected when cleaning the hull. However, shipping companies are already familiar with cleaning hulls and removing biofouling. As there is already practice for handling biofouling, the NMA further assumes that the proposed rules will only entail financial consequences of a relatively modest scale. It is nevertheless important to point out that the technologies for collecting biofouling are not well known, and in the initial phase there may be limited providers of such services. This may result in the costs associated with these services being higher.

### Consequences for the authorities

For the authorities, the proposed rules will entail an increased workload in the form of supervision.

The supervisory authority shall not approve plans or record books to be found on board, but they will have the opportunity to check that such plans exist, and that the record books cover all activities related to handling biofouling. If it is discovered that plans or record books are missing in accordance with the requirements of the regulations, an order can be issued in line with the Ship Safety and Security Act § 49. The provision on orders for the removal of biofouling will make it relevant to monitor the degree of biofouling on the hull, including assessments of the danger the biofouling constitutes for the marine environment. For this type of inspection, it is necessary to train inspectors, as those who carry out inspections do not necessarily have knowledge of the alien species that exist today. The regulations will therefore require the establishment of a training program for the inspectors, where they must learn what to check, how it should be done, and how thorough the inspection should be. It is the Norwegian Maritime Authority's assessment that the regulations will entail definite financial and administrative consequences for the authorities, but the magnitude of the consequences is yet to be determined.

It must nevertheless be pointed out that the introduction of a set of regulations for handling biofouling is based on well-thought-out and well-founded considerations. The costs that accompany the introduction of the regulations are assumed to be a necessary investment to achieve the desired environmental effect.