

Item 15: Impact assessment

The proposed regulation is expected to achieve significant greenhouse gas reductions from vessels operating in the aquaculture industry. The zero-emission requirement is expected to primarily be met through the use of battery-electric vessels. The measure may influence newbuilding activity in the sector and is likely to accelerate the development and deployment of zero-emission technology on vessels compared to what would otherwise be expected.

Overall, the regulation is estimated to reduce emissions by approximately 64,000 tonnes of CO₂ equivalents in 2030, 185,000 tonnes in 2035, and 192,000 tonnes in 2040, assuming adequate charging infrastructure is established. These reductions correspond to a substantial contribution toward national climate goals and Norway's commitments under the Paris Agreement.

Compliance will require investments of roughly NOK 18 billion in vessels and NOK 5 billion in charging infrastructure. The average abatement cost is estimated at about NOK 5,300 per tonne of CO₂ equivalent. The transition is also expected to generate positive secondary effects, including the development and standardisation of maritime battery systems and charging infrastructure, as well as improved working conditions and reduced noise and emissions for crew and nearby environments.

The regulation will entail administrative and operational adjustments for operators and additional supervisory responsibilities for the Norwegian Maritime Authority. However, the measure is considered proportionate and consistent with Norway's commitments under the EEA Agreement, ensuring the intended level of environmental protection through the least restrictive means.