



Norwegian Ministry
of Climate and Environment

Ratification of the Hong Kong Convention -

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Norwegian Ministry of Climate and Environment

Some basic questions

Does your country:

- Have a general policy on workes safety, human health and environment?
- Have active interests in shipping or ship recycling?
- Want to be an international partner?

Do you:

- Really want to ratify? Do you have the motivation?
- Are you familiar with the national procedure required?
- Have the recourses to run the process?

Have you:

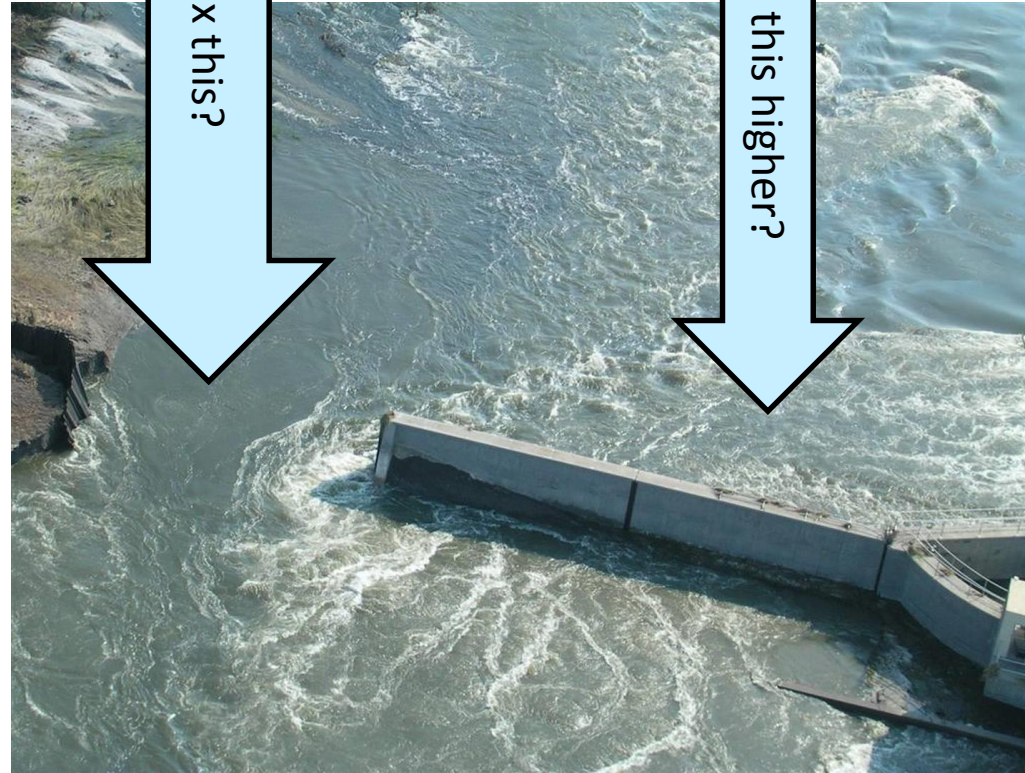
- Considered the consequences of not ratifying?

A Global Solution is needed

How would you fix
the problem?

Fix this?

Build this higher?



What did we do in Norway?

We did have the basic willingness to become a future Party, therefore:

In 2007:

We established the needed legal basis for possible requirements resulting from the Hong Kong Convention. The The Ship Safety and Security Act.

Section 36

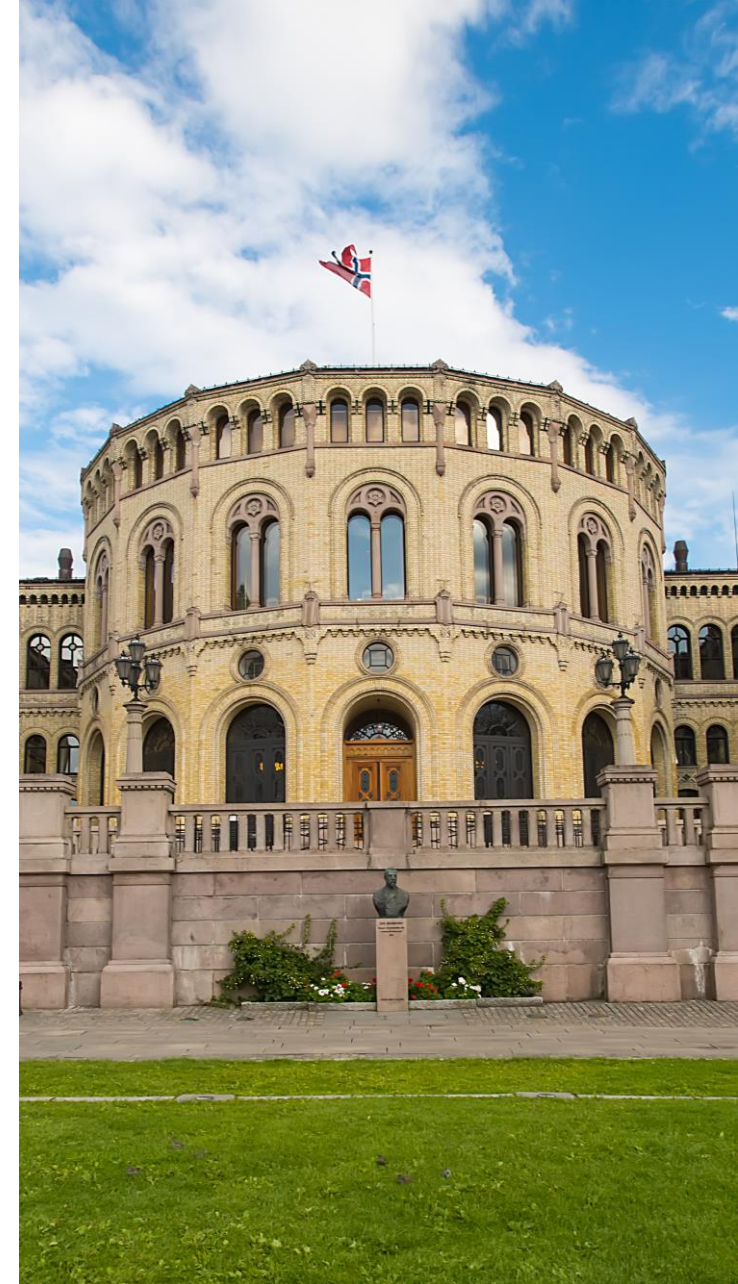
Ships which are finally taken out of service

A ship that is finally taken out of service shall be handled in a safe and proper manner, so that it does not pose a risk to life, health or the environment.

The Ministry may issue further regulations concerning the requirements of the first paragraph, including regulations concerning the duty to notify and on the removal of harmful substances on board.

The further steps

- 2009 – 2011
 - Translation of the Convention into Norwegian
 - Evaluation of economic and administrative consequences
 - Interministerial consultations
- 2013
 - 08. March: A proposition to the parliament to agree to Norwegian accession to the Convention (Prop. 73 S)
 - 14 May: The Parliament agreed.
 - "A royal resolution" agreeing to execute the decision
 - **26 June:**
Norwegian accession to the Hong kong Convention as the first IMO Member State





Thank you for the attention !

