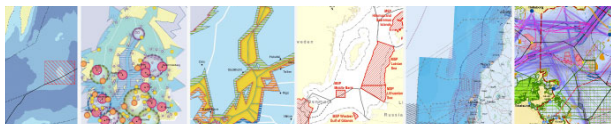




Country Fiche

Norway



1. General information

Marine areas under Norwegian jurisdiction (following the United Nations Convention on the Law of the Sea, UNCLOS):

Norway has established three zones of 200 nautical miles: an exclusive economic zone around the Norwegian mainland (EEZ), a fishery protection zone around Svalbard and a fishery zone around the Jan Mayen island. All three zones were created pursuant to the Act of 17 December 1976 relating to the economic zone of Norway, also called the Zone Act.

1.1. Governance

The Norwegian [Ministry of Climate and Environment](#) has the main responsibility for ensuring integrated governmental climate and environmental policies. This ministry, and the underlying [Environment Agency](#), has the main responsibility for the management plans for Norwegian waters.

The Ministry of [Transport](#) and Communications has the overall responsibility for, among other areas, “coastal management, the marine environment and port and sea transport policy” in Norwegian waters.

The [Norwegian Coastal Administration](#), an agency under the Ministry of Transport and Communications, has as its main objective to ensure safe and efficient navigation in the fairways along the coast and into ports, as well as national preparedness for acute pollution. They have a GIS/mapping service (only partly in English)

<http://kart.kystverket.no/default.aspx?gui=1&lang=1>

Fisheries.no, an official web site provided by the [Norwegian Ministry of Trade, Industry and Fisheries](#), includes information on MSP:

http://www.fisheries.no/resource_management/Area_management/

1.2. Contacts

MSP in general:

The Norwegian [Ministry of Climate and Environment](#)

P.O.Box 8013 Dep

N-0030 Oslo

Visiting address:

Kongens gate 20, Oslo

Telephone: 47 22 24 90 90

Email: postmottak@kld.dep.no

Espoo contact point:

As above



2. General information on legislation

There is limited legislative authority behind MSP in the Norwegian EEZ in form of the integrated ecosystem-based management plans for the Barents, Norwegian, and North Seas.

The most important legal tool for integrated coastal zone planning in Norway, which includes sea areas out to the baseline (i.e., a straight line between the outer islets and reefs), 90 000 km² of sea, is the Act relating to Planning and the Processing of Building Applications ([Planning and building act](#), 2008) where ground rules are laid down for the planning process. The purpose of the act is to bring about uniform planning for national-, county- and municipal activities. The municipalities (there are 428 in total) have the main responsibility for coastal zone planning

3. General applicability (e.g. territorial Sea, EEZ, other distinctions)

The integrated ecosystem-based management plans apply to the parts of the Barents, Norwegian, and North Seas that lie within the Norwegian EEZ, not including the coastal zone, which may be covered by local plans.

4. Spatial Plans

4.1. Integrated ecosystem-based management plans for Norwegian EEZ

4.1.1. Legal basis

There is limited legislative authority behind MSP in Norwegian waters. Each sector (in particular shipping, fisheries and aquaculture, petroleum and energy) is managed separately through specific legislations and dedicated ministries. However, the *Act relating to the management of wild living marine resources* ([Marine Resources Act, 2008](#)) has been designed with this in mind and addresses, e.g., MPAs. Chapter 1, Section 1 of this act states: "The purpose of this Act is to ensure sustainable and economically profitable management of wild living marine resources and genetic material derived from them, and to promote employment and settlement in coastal communities." Ch. 4, Sec. 19 states that: "The King may establish marine protected areas where harvesting and other forms of use of wild living marine resources is prohibited. Exemptions may be granted for harvesting activities and other forms of use that will not be in conflict with the purpose of protecting the area".

Further, MSP is anchored in government reports to the parliament and in government declarations. Also, a number of area-based management tools are in place, with a basis in various legislations (e.g. provisions on MPAs in the Nature Diversity Act, fisheries closures based on the Marine Resources Act and routing measures/shipping regulations).

4.1.2. Legal impact

There is limited legislative authority behind MSP in Norwegian waters.



4.1.3. Area covered

The integrated ecosystem-based management plans apply to the parts of the Barents, Norwegian, and North Seas that lie within the Norwegian EEZ, not including the coastal zone.

- Total (Norwegian continental shelf): 2 039 951 km²
- Marine internal waters: 89 091 km²
- Territorial sea (12-nm zone): 145 458 km²
- Exclusive Economic Zone: 787 640 km²

4.1.4. Historical development

The foundation for integrated, ecosystem-based management of Norwegian coastal and marine areas was laid in the coming to power declaration to the parliament of the government elected in September 2001, followed by a more in-depth government white paper in 2002 («Protecting the riches of the sea»). The first Norwegian integrated management plan for a large marine area covers the the Norwegian part of the Barents Sea and the sea areas off Lofoten. It was developed in 2002–2006 adopted by the Norwegian Parliament in 2006. A similar plan for the Norwegian Sea was adopted in 2009 and a plan for the Norwegian part of the North Sea and Skagerrak was adopted in 2013. Each of the plans are to be updated at regular intervals, the Barents Sea-Lofoten plan was fully revised in 2010, a revision of the Norwegian Sea plan is close to being finalized.

4.1.5. Objectives of the plan

The main goal of the plan is to allow for sustainable use while ensuring the health of the ecosystem. The latter part of the goal is the basis for environmental protection. Coordination across sectors is sought through the establishment of regional integrated management plans. The management plans set an overall framework for both existing and new activities in these waters, and facilitates the co-existence of different industries, particularly the fisheries industry, maritime transport and petroleum industry. The aim of the plan is to establish a holistic and ecosystem-based management of the activities in the seas around Norway. Thus, the ideal goal is that marine spatial planning is not carried out as a separate process, but as a tool with an ecosystem-based, integrated approach to the management of marine areas.



4.1.6. Map

Integrated ecosystem-based management plans for the Norwegian EEZ (Figure 2)

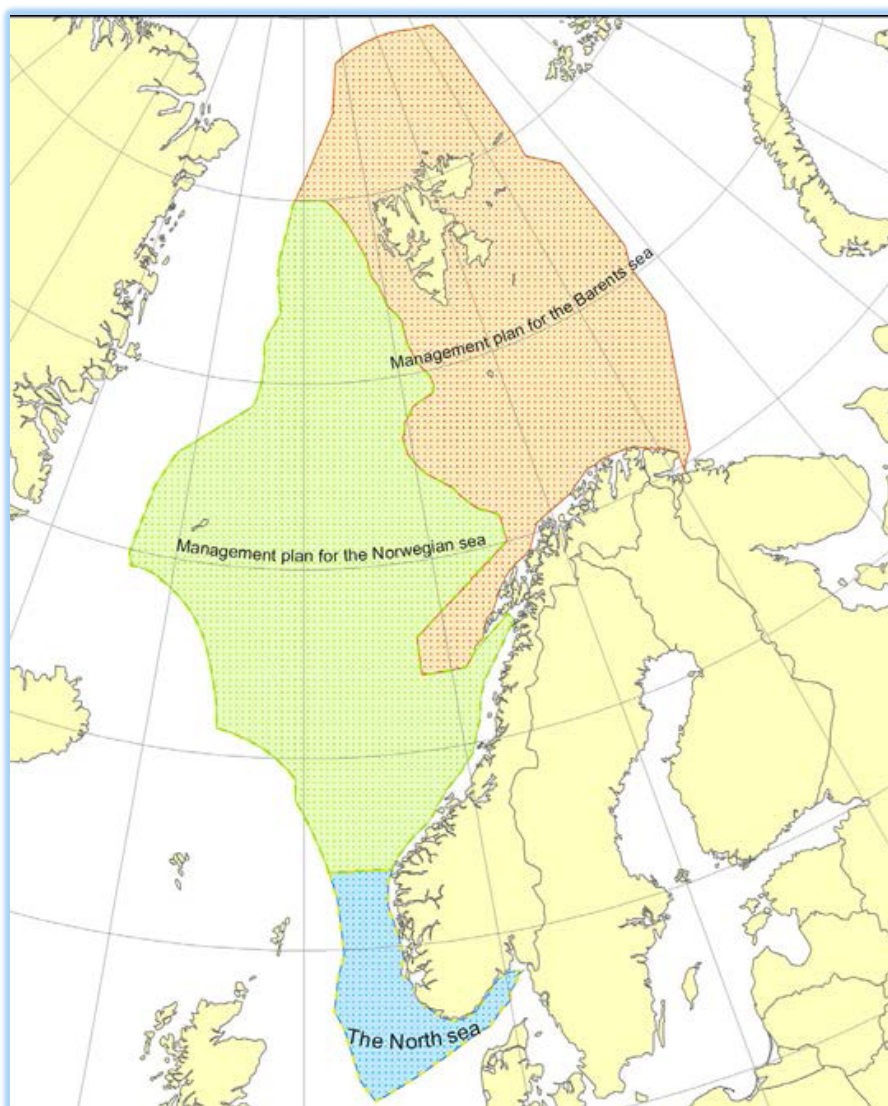


Fig. 2. The areas covered by the three integrated ecosystem-based management plans. The parts of the Barents, Norwegian and North Seas within the Norwegian EEZ.

4.1.7. Designation

To allow for sustainable use while ensuring the health of the ecosystem. Spatial designations have been made by the identification of areas which have been designated as Valuable and Vulnerable based on their biodiversity or biological production (e.g. spawning areas or breeding sites). These areas are subject to special considerations, e.g. when it comes to restrictions on petroleum activity, shipping lanes etc.



4.1.8. Regulations

The management plans are mainly strategic and advisory, not regulatory, and it to a large degree remains to be seen how much they actually influence the management of the seas around Norway. Each sector (in particular shipping, fisheries and aquaculture, petroleum and energy) is managed separately through specific legislations and dedicated ministries.

The plans have contributed, via the Norwegian Coastal Administration and IMO, to changes in the routing system for all non-domestic voyages of tankers and larger ships. Their routes are now to be further from the coast, reducing risk of accidents and environmental consequences of accidents.

4.1.9. Adoption

The plans have been adopted and enacted by the Norwegian parliament.

4.1.10. SEA

The SEA instrument was not used, but extensive sectorwise EIAs were carried out. The EIAs covered the impacts of fisheries, petroleum related activities and maritime transport, which were the sectors deemed most likely to affect the state of the environment. In addition, the impacts of external pressures such as climate change, long-range transboundary pollution, ocean acidification, emissions from activities in the coastal zone, and the introduction of alien species were assessed. Each EIA described and discussed the relation between the activities within the sector and external pressures. Impacts were assessed in relation to the current situation and for scenarios for projected levels of activity in the different sectors in 2020/2025.

4.1.11. Public participation

Figure 1 illustrates the process behind the development of the integrated ecosystem-based management plan for the Norwegian Sea; it was similar but not identical for the Barents and North Seas. Note that consultations with stakeholders took place at three different stages. The stakeholders responding covered a wide range, including local and regional elected authorities, organizations representing sectorial interests at the local, regional and national level, NGOs and concerned citizens.

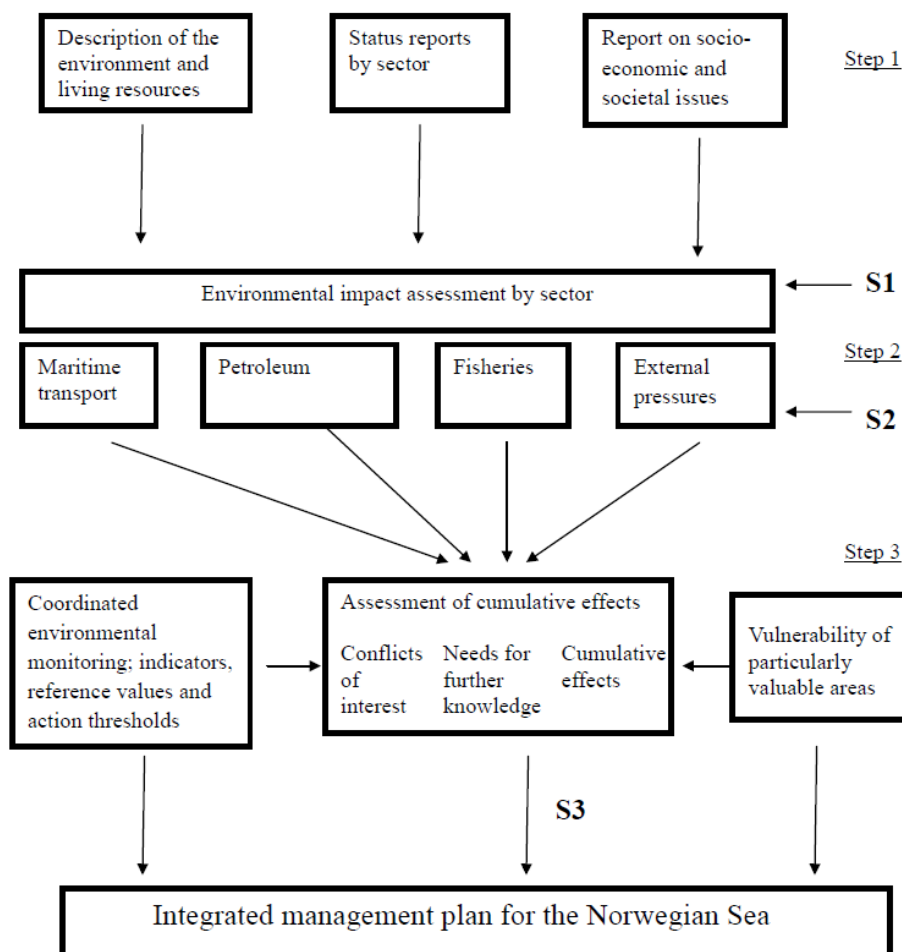


Fig. 1. The process behind the integrated ecosystem based management plan for the Norwegian Sea. S1: written feedback from stakeholders on plan for Environmental impact assessments (EIAs), 2: written feedback from stakeholders on EIAs, S3: stakeholder hearing conference on Assessment of cumulative effects.

4.1.12. Transboundary consultation

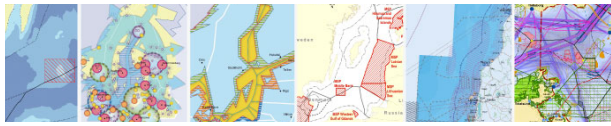
No formal transboundary consultations have been conducted.

4.1.13. Harmonisation with other plans

The plans build upon sectorial plans and plans for nature protection.

4.1.14. Monitoring

Designated groups, representing the governmental agencies and research institutes involved in developing the plans, undertake continuous monitoring of the implementation of the plans. Annual reports of ecosystem status, human use and level of knowledge are provided, based mainly on an indicator reporting system. Work has been done towards assessment of environmental risk.



4.1.15. Electronic resources

The original management plan for the Barents Sea–Lofoten area (2006):

<http://www.regjeringen.no/en/dep/md/documents-and-publications/government-propositions-and-reports-/reports-to-the-storting-white-papers-2/20052006/Report-No-8-to-the-Storting-20052006.html?id=456957>

The updated management plan for the Norwegian part of the Barents Sea-Lofoten area (2011):

<http://www.regjeringen.no/en/dep/md/documents-and-publications/government-propositions-and-reports-/reports-to-the-storting-white-papers-2/2010-2011/meld-st-10-20102011.html?id=682050>

The management plan for the Norwegian Sea (2009):

<http://www.regjeringen.no/en/dep/md/documents-and-publications/government-propositions-and-reports-/reports-to-the-storting-white-papers-2/2008-2009/report-no-37-2008-2009-to-the-storting.html?id=577875>

5. What countries want to share

N/A

6. New developments / current status

A full revision of the plan for the Barents Sea was published in 2011. The intent is that all plans should be updated on a regular basis.