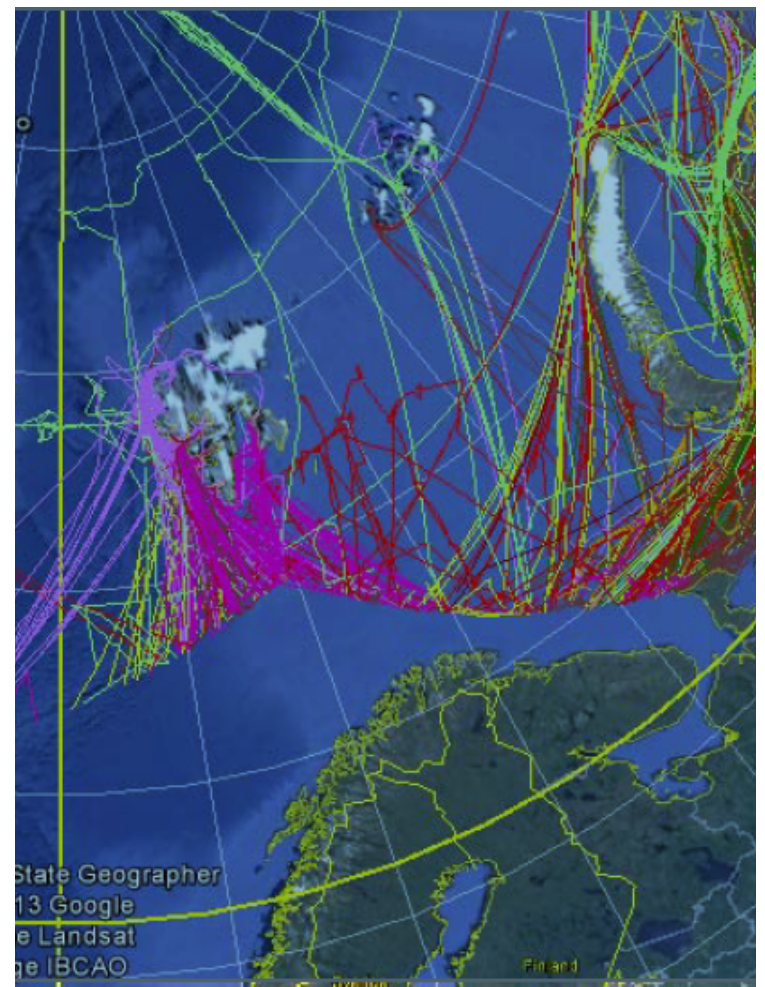
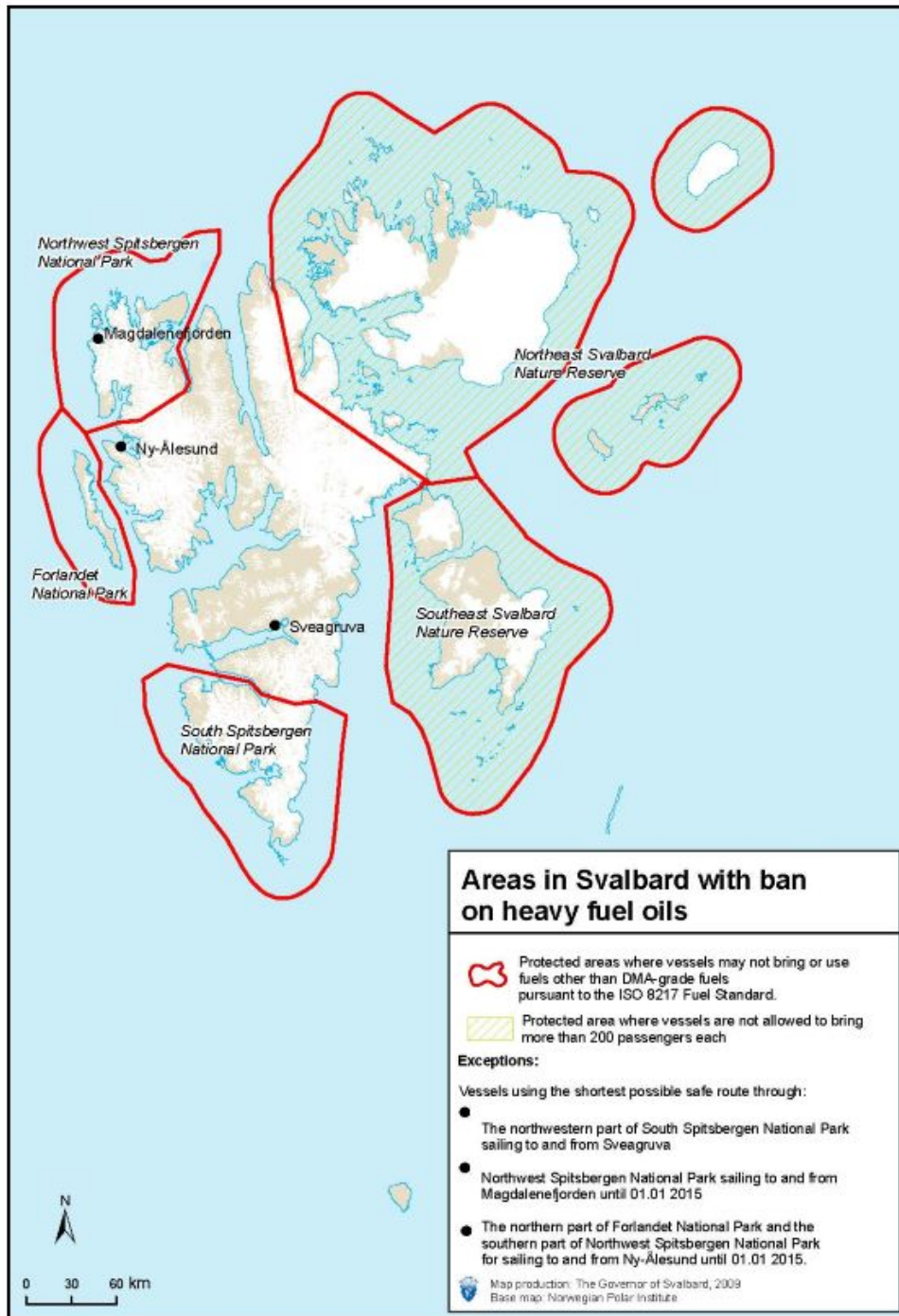


Use and carriage of HFO at Svalbard

Report of Discrete area in response
to record of decision # 2



Tracks of vessels operating on HFO in 2012. (From DnV: Heavy Fuel Oil in the Arctic Phase II report).

Regulations. Ban on the carriage and use of HFO at Svalbard.

The ban on heavy fuel oil was introduced in 2007 and is enforced by The Governor of Svalbard

- **It is prohibited to bring or use heavy fuel oil in:**
 - Northeast Svalbard Nature Reserve
 - Southeast Svalbard Nature Reserve
 - Northwest Spitsbergen National Park
 - Forlandet National Park
 - South Spitsbergen National Park
- **Vessels entering these areas are required to carry DMA (in accordance with ISO 8217 Fuel Standard).**
- **Exemptions:**
 - Vessels using the shortest possible safe route through:**
 - The north-western part of South Spitsbergen National Park sailing to and from Sveagruva
 - Northwest Spitsbergen National Park sailing to and from Magdalenefjorden until Jan. 1st 2015.
 - The northern part of Forlandet National Park and the southern part of Northwest Spitsbergen National Park for sailing to and from Ny-Ålesund until Jan. 1st 2015 .

Why HFO is undesirable on ships in the Arctic.

- Navigation in the Arctic is demanding.
- The operations of the ships in the Arctic is especially demanding. HFO needs preheating to be used.
- The risk of engine failure is higher with HFO than with other fuels.
- The quality of HFO is variable and decreasing with increasing cut of light fractions. The crude oil and the refinery configuration affect the quality. Ignition properties are becoming poorer.
- HFO may float or sink dependent on its density. If spilt in the Arctic it will persist for a long time and cause oiling of wildlife at the surface, smothering at the ice edge or intertidals, and long term sediment contamination.