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Your ref: 12/3722

Our ref: JRP\_2013.08.01\_comments to hearing proposed changes to regulations under smi

Longyearbyen, Aug 1<sup>st</sup>, 2013.

## Jason Roberts Productions (JRP) comments to: “Høring – forslag til endringer i forskrifter etter lov om miljøvern på Svalbard 15. juni 2001 nr. 79 (svalbardmiljøloven)”

Reference is made to the hearing documents and letter of 16<sup>th</sup> May, 2013.

### Summary of JRP comments

Jason Roberts Productions (JRP) has objections to certain changes proposed in section 3 and 4 of the document.

### Comments to the proposal changes:

#### 3.3 Motorferdselsforskriften § 8 tredje ledd - tilliggende islagte sjøområder

The comment “På sjøis nær det store snøskuterfrie området sør for Agardhbukta, er det ikke ment at motorferdsel skal være tillatt.” is a incorrect statement. The snowmobile free area was enforced to give a motorised free area in the ‘vercintiy’ of Longyearbyen. The sea ice east of this area is not in the vercintiy of Longyearbyen. Currently the regulations only allow for local residents to use this area and in the current, and foreseeable future, use of this sea ice area is/will be extremely minimal.

Sea ice cannot be defined as ‘land’; if the ‘none motor’ cause was to be enforce on sea ice, then all motorized boat traffic in the same area would also be illegal.

By removing the local resident's possibilities to drive along the coast sea ice in this region it would create only more mortised traffic as the diversion around the snowmobile free area is of a massive distance. Thus this proposed change would have a negative effect on on the desire to reduce motorised traffic.



JRP a.s

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### 3.4 Motorferdselforskriften § 12 - tillatelse etter søknad

Currently and in the foreseeable future the numbers of 'previous residents' using this dispensation possibility is extremely minimal and is not predicted to rise; thus we see no need for this proposed change.

### 4.1 Forslag om innføring av minstehøyde for flyvning i verneområdene

Currently the minimum height is regulated on Svalbard under the Norwegian aviation laws 'LOV 1993-06-11 nr 101: Lov om luftfart (luftfartsloven)' and sub regulations 'FOR 2003-02-07 nr 252: Forskrift om lufttrafikkregler'. In addition the Svalbard Environmental Law bans nearly all aviation. Thus there is no need to enforce the proposed changes with a separate minimum height, and if so, then the text should mirror the Norwegian aviation laws text for clarity and safety.

JRP has no other comments.

Sincerely, Jason Roberts.

