

Carbon dioxide emissions from maritime transport: global data collection system for ship fuel oil consumption data

2019/0017(COD) - 04/02/2019 - Legislative proposal

PURPOSE: to amend Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from the maritime transport sector (EU MRV Regulation) to take into account the new International Maritime Organisation (IMO) global data collection system.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: International maritime shipping remains the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions. In 2015, it emitted 13% of the total Union greenhouse gas emissions from transport.

In its [Resolution](#) of February 2014 on a 2030 framework for climate and energy policies, Parliament noted that all sectors of the economy would need to contribute to the reduction of greenhouse gas emissions if the Union is to deliver its fair share of global efforts.

In the future, seaborne trade volumes are likely to grow, which will lead to a significant increase of associated GHG emissions if mitigation measures are not put in place swiftly. According to a study from the International Maritime Organisation (IMO), depending on future economic and energy developments, global shipping emissions could grow between 50% and 250% by 2050.

The aim of the EU MRV Regulation is to collect data on shipping emissions for further policymaking and to incentivise emission reductions by providing information on ships' efficiency to relevant markets. It obliges companies to monitor, report and verify the fuel consumption, CO₂ emissions and energy efficiency of their ships on voyages to and from European Economic Area (EEA) ports on an annual basis, starting from 2018.

Following the 2015 Paris Agreement on Climate Change, in October 2016 the IMO adopted the legal framework for a global data collection system for fuel oil consumption of ships ("global IMO DCS"). Taking into account the coexistence of these two monitoring, reporting and verification systems, the Commission has examined how the two systems could be aligned in order to reduce the administrative burden on vessels, while preserving the objectives of the EU MRV Regulation.

IMPACT ASSESSMENT: the option chosen is a partial alignment of the two monitoring, reporting and verification systems to help reduce the administrative burden on shipping companies, while preserving the key objectives of the EU MRV Regulation.

However, this partial alignment should not change the EU MRV Regulation in terms of governance, the scope of the Regulation and its requirements for verification, transparency and reporting of CO₂ emissions. Any amendment to the EU MRV Regulation should therefore be limited to aligning it with the IMO global data collection system for aspects relating to definitions, monitoring parameters and monitoring plans and templates.

CONTENT: the proposal to amend [Regulation \(EU\) 2015/757](#) proposal aims at reducing the administrative burden for ships performing maritime transport activities that are covered by both the EU MRV Regulation and the global IMO DCS while preserving the specific objectives of the EU action in this area.

Therefore, the proposal seeks to:

- amend the definitions of "company" and "reporting period" and also the attribution of monitoring and reporting obligations in case of "changes of company". This will ensure that the same legal entities monitor and report according to similarly calculated reporting periods for their ships performing EEA-related maritime transport activities under the EU MRV Regulation and under the IMO's global data collection system;
- amend the monitoring parameters: for this purpose, (i) the deadweight parameter should be provided, but the declaration of the "cargo carried" should remain optional; (ii) the parameter "time at sea" should be replaced by the parameter "hours underway" as defined in the IMO global data collection system; (iii) the "distance travelled" should be calculated according to the method provided by the IMO global data collection system in order to reduce the administrative burden;
- streamline the content of monitoring plans to take into account the IMO's global data collection system, except for those provisions which are necessary to ensure that only EU-related data are monitored and reported under the EU MRV Regulation. Therefore, all provisions for "per voyage" monitoring should be maintained in the monitoring plan.

On the other hand, some relevant features of the EU MRV Regulation should be maintained:

- scope in terms of ships and activities covered under the EU MRV Regulation will be maintained (thus covering the majority of ships above 5000 GT calling at EU ports for maritime transport purposes);
- ships' CO₂ emissions within Union ports are also to be monitored and reported separately. Also data on voyages internal to any EU Member State is to be monitored and reported so as to enable Member States authorities to have robust and comparable data of their national shipping emissions. Current MRV provisions on verification of data by accredited third parties are to be kept ;
- the EU MRV Regulation provisions on publication of individual ships' data of CO₂ emissions and energy efficiency is also to be kept.