

Monitoring, reporting and verification of greenhouse gas emissions from maritime transport

2021/0211B(COD) - 18/04/2023 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 500 votes to 131, with 11 abstentions, a legislative resolution on the proposal for a directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 on the establishment and operation of a market stability reserve for the greenhouse gas emission allowance trading system of the Union and Regulation (EU) 2015/757.

The European Parliament adopted its position at first reading with a view to adopting a regulation amending regulation (EU) 2015/757 to provide for the inclusion of shipping activities in the EU Emissions Trading Scheme and for the monitoring, reporting and verification of emissions of other greenhouse gases and of emissions from other types of ships.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the Commission's proposal as follows:

Amendments to Regulation (EU) 2015/757 on the monitoring, reporting and verification of greenhouse gas emissions from maritime transport (MRV)

The amendments to Regulation (EU) 2015/757 aim to provide for rules on monitoring, reporting and verification that are necessary to extend the EU Emissions Trading Scheme (EU ETS) to maritime transport activities and to provide for the monitoring, reporting and verification of other greenhouse gas emissions and emissions from other types of ships.

The amended Regulation lays down rules for the accurate monitoring, reporting and verification of greenhouse gas emissions and of other relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State, in order to promote the reduction of greenhouse gas emissions from maritime transport in a cost-effective manner.

Scope of application

To increase the environmental effectiveness of the monitoring, reporting and verification system, ensure a level-playing field and reduce the risk of circumvention, general cargo ships below 5 000 gross tonnage but not below 400 gross tonnage should be included in Regulation (EU) 2015/757 **from 2025**.

Offshore ships emit a relevant share of greenhouse gas emissions. Therefore, that Regulation should also apply to offshore ships of **400 gross tonnage and above from 2025**. The Commission should assess before 31 December 2024 whether additional ship types below 5 000 gross tonnage but not below 400 gross tonnage should be included in Regulation (EU) 2015/757.

The amended text highlights that while carbon dioxide (CO₂) emissions represent the large majority of greenhouse gas emissions from maritime transport, methane (CH₄) and nitrous oxide (N₂O) emissions represent a relevant share of such emissions. The regulation therefore provides for the **inclusion of non-CO₂ emissions (methane and N₂O) in the MRV regulation from 2024**.

Methods for monitoring CO2 emissions and other relevant information

By 1 October 2023, the Commission should adopt delegated acts to take into account the inclusion of CH₄ and N₂O emissions, as well as the inclusion of greenhouse gas emissions from offshore ships, within the scope of this Regulation. The methods for monitoring CH₄ and N₂O emissions shall be based on the same principles as the methods for monitoring CO₂ emissions as set out in Annex I, with any adjustments necessary to reflect the nature of the relevant greenhouse gas.

Emissions reporting

From 2025, by 31 March of each year, companies should, for each ship under their responsibility, submit to the administering authority responsible, to the authorities of the flag States concerned for ships flying the flag of a Member State and to the Commission an emissions report for the entire reporting period of the previous year, which has been verified as satisfactory by a verifier. The administering authority responsible may require companies to submit their emissions reports by a date earlier than 31 March, but not earlier than by 28 February.

Publication of information and reporting by the Commission

The Commission should assess every two years the overall impact of shipping activities on the global climate, including through emissions or effects of greenhouse gases other than CO₂ and particulate matter with a global warming potential not covered by this Regulation.

Review

Lastly, the Commission should, by 31 December 2024, review the Regulation, in particular taking into account the experience gained from its implementation, inter alia, to include offshore ships of less than 5 000 but not below 400 gross tonnage in the scope of the Regulation with a view to a possible future inclusion of such ships in the scope of Directive 2003/87/EC or to propose other measures to reduce greenhouse gas emissions from such ships. The review will be accompanied, if appropriate, by a legislative proposal.