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MINISTRY OF TRANSPORT

MARITIME ADMINISTRATION OF LATVIA

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Maritime Safety/ Environment Protection
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Information on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport

**EUROPEAN LEGAL ACTS
(Regional requirements)**

The Regulation (EU) 2015/757 of the European Parliament and of the Council on the Monitoring, Reporting and Verification of carbon dioxide emissions from maritime transport (EU MRV) entered into force on 1st July 2015¹. Regulation requires Shipping Company to monitor and report verified CO₂ emissions for vessels larger than **5,000 GT** and which call at any EU port regardless of their flag starting from 1st January 2018. The overall scope implementing this Regulation is to calculate the amount of CO₂ emitted from certain ship during the specific period of time as well as to make an energy efficiency assessment of a ship.

This Regulation is intended to be as the 1st step in three-step approach² to reduce greenhouse gas emissions from maritime transport.

Timeline

Date	Activity	Additional Information	Article of the Regulation
By 31st August 2017	Shipping Company has to submit a monitoring plan ³ to the verifier for its verification.	<i>Monitoring plans shall indicate the methodologies chosen to monitor and report CO₂ emissions and other relevant information for each of their ships</i>	<i>Art.6</i>
From 1st January 2018	Shipping Company has to monitor CO ₂ emissions	<i>Monitoring of CO₂ emissions and other relevant information (fuel consumption data and related measurements and calculations) for each ship on a per-voyage and an annual basis in accordance with the approved monitoring plan</i>	<i>Art.8</i>
By 30th April 2019 (and each year thereafter)	Shipping Company has to submit to the authority of the flag	<i>Emission report for each ship under their responsibility concerning CO₂ emissions and</i>	<i>Art.11</i>

¹ This Regulation shall be binding in its entirety and directly applicable in all Member States.

² Three-step approach: 1st – Data collection (Monitoring, Reporting); 2nd – Data analysis; 3rd – Decision making (e.g., such market based measures as emission quotas, pricing of emissions).

³ Templates for Monitoring plan, Emission Report and Document of Compliance is set out in European Commission's Implementing Regulation (EU) 2016/1927

	State an emission report ³ for the reporting period, which has been verified as satisfactory by a verifier	<i>other relevant information. The report must be verified by an independent accredited verifier</i>	
By 30th June 2019 (and by this date of the year following the end of a reporting period)	Ships have to carry on-board a valid document of compliance ³ for the previous reporting period	<i>For ships arriving at, within or departing from a port under the jurisdiction of a Member State. This document may be subject to inspection by MS authorities⁴</i>	<i>Art.18</i>

ANNEX VI OF MARPOL CONVENTION (Global requirements)

The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) at its 70th session adopted the mandatory MARPOL Annex VI requirements for ships of 5,000 gross tonnage and above to record and report their fuel oil consumption, the principle of which is similar to that in EU MRV Regulation.

The aggregated data will have to be reported to the flag State after the end of each calendar year and the flag State will issue a Statement of Compliance to the ship. Flag States will be required to subsequently transfer this data to an IMO Ship Fuel Oil Consumption Database. IMO will be required to produce an annual report to the MEPC, summarizing the data collected. It is foreseen that this database will be anonymized in a way that no ship will be recognized by the cargo carried, taking into account the principles of confidentiality of different shipping companies.

These amendments are adopted by the IMO Resolution **MEPC.278 (70)** with entry into force date **1st March 2018**.

Timeline

1st March 2018	Entry into force of the amendments to the MARPOL ANNEX VI
By 31st December 2018 (including)	SEEMP ⁵ shall include: <ul style="list-style-type: none"> ✓ Chosen data collection methodology; ✓ Procedure on reporting of aggregated data to the Flag State Administration
From 1st January 2019	Data collection in accordance to the SEEMP
<u>Within three months</u> after the end of each calendar year	Shipping Company submits aggregated data to its Flag State Administration
Not later than <u>one month</u> after issuing the Statements of Compliance	The Administration <u>shall ensure</u> that the reported data are transferred to the IMO Ship Fuel Oil Consumption Database using a standardized format developed by the Organization

⁴ The inspection of Document of Compliance is to be performed in line with the Directive 2009/16/EC of the European Parliament and of the Council (23 April 2009) on port State control

⁵ SEEMP – *Ship Energy Efficiency Management Plan*.

INTERACTION BETWEEN IMO AND EU REQUIREMENTS

Newly developed IMO system slightly differs from EU MRV Regulation. As an example the reporting procedure – within the scope of MARPOL Convention a ship submits the report to its Flag State Administration, who in turn forwards the information to the IMO Database, whereas the Regulation provides that Shipping Company shall report directly to a database developed by the European Commission.

Taking into account the amendments adopted at IMO, EU MRV Regulation provides that *“In the event that an international agreement on a global monitoring, reporting and verification system for greenhouse gas emissions or on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and shall, if appropriate, propose amendments to this Regulation in order to ensure alignment with that international agreement.”*

Currently two Commission’s Delegated acts and two Implementing acts are adopted.

Act	Number	Date	Description	Article of the EU MRV Regulation
COMMISSION DELEGATED REGULATION	2016/2071	22.09.2016.	Amendments in Regulation (EU) 2015/757 of the European Parliament and of the Council as regards the methods for monitoring CO ₂ emissions and the rules for monitoring other relevant information	Article 5(2)
	2016/2072	22.09.2016.	On verification activities and accreditation of verifiers (competences and procedures)	Article 15(5) (verification) Article 16(3) (accreditation)
COMMISSION IMPLEMENTING REGULATION	2016/1927	04.11.2016.	On templates for monitoring plans, emissions reports and documents of compliance (DOC)	Article 6(5) (plan) Article 12(2) (report) Article 17(5) (DOC)
	2016/1928	04.11.2016.	On determination of cargo carried for categories of ships other than passenger, ro-ro and container ships	paragraph 2 of Part A of Annex II

Within the IMO, in turn, the amendments were developed to the Guidelines for the development of SEEMP with regard to the fuel oil consumption data collection. These amendments are adopted by IMO Resolution **MEPC.282 (70)**.

The IMO continue its work on the following supporting documents for the implementation of new regulations:

- Guidelines for Administration data verification procedures;
- Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database;

- MEPC circular to address non-Party ships submitting data to the IMO Ship Fuel Oil Consumption Database.

IMPORTANT

EU MRV Regulation in comparison to the new MARPOL Annex VI regulations provides that the data collection or monitoring of CO₂ emissions shall begin 1st January 2018. The EU MRV Regulation does not foresee to amend this date. Shipping companies have to be aware that at IMO it was agreed to include a paragraph in MEPC Resolution amending MARPOL convention, encouraging voluntary early implementation of data collection and submission. Thus the ships sailing in European waters shall follow Regional requirements beginning with 2018, but ships sailing outside European waters beginning the same year may do the data collection on a voluntary basis.

Since the EU MRV Regulation provides for to carry out the monitoring beginning **from 1st January 2018**, shipping companies shall prepare and submit a monitoring plan to the verifier for its verification **by 31st August 2017**.

EU MRV COMPLIANCE CYCLE

