

EU Monitoring, Reporting and Verification

IMO Data Collection System

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Athens, 14th November 2017

**LEADING THE WAY,
MAKING A DIFFERENCE**



INTERTANKO

<p>MARPOL ANNEX VI 1st monitoring 2019 Applied to 5,000 GT and above All ships</p>		<p>EU MRV 1st monitoring 2018 Applied to 5,000 GT and above Ships to/ from EU ports</p>
<p>Additional Survey by Flag Admin. (SEEMP)</p>	<p>MONITORING PLAN</p>	<p>Assessment by Verifier (EU Template)</p>
<ul style="list-style-type: none"> Fuel consumption Distance travelled Hours underway DWT (design) 	<p>MONITORING</p>	<ul style="list-style-type: none"> Fuel consumption & CO₂ Distance travelled Time spent at sea DWT (design) Cargo carried Average Energy Efficiency
<p>Administration & PSC</p>	<p>VERIFICATION</p>	<p>Verifier & EU MS</p>
<ul style="list-style-type: none"> Company to Flag Admin. Flag Admin. to IMO Database (electronically) 	<p>REPORTING</p>	<p>Company to EC using Thetis MRV</p>
<p>Confidential</p>	<p>PUBLICATION</p>	<p>Public every year on 30 June</p>



INTERTANKO Involvement

- **Active involvement since 2011**
- **Coordination by INTERTANKO Safety & Technical Committee (ISTEC)**
- **Meetings with DG CLIMA & EMSA**
- **Part of the European Sustainable Shipping Forum (ESSF)**
 - Monitoring & Reporting Sub-Group
 - Verification Sub-Group
- **INTERTANKO Guidance to support the drafting of the Template Required for a Monitoring Plan under MRV Regulations**





Information System to Support Regulation (EU) 2015/57

THETIS-MRV - web-based application – includes :

- a mandatory module: companies will generate Emission Reports which will then be assessed by Verifiers who will issue a Document of Compliance in system;
- a voluntary module: companies may draft their monitoring plans and the system will make them available for verifier' assessment

THETIS-MRV available from 7 August 2017 @

<https://mrv.emsa.europa.eu>

Support of end-users by set of video tutorials @

<http://emsa.europa.eu/thetis-mrv-videos.html>





The Automated Union Information System – THETIS - MRV

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<https://mrv.emsa.europa.eu>

Thetis MRV_Leaflet.pdf - Adobe Acrobat Standard DC

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Protecting the marine environment

THETIS-MRV

WHAT ARE THE BENEFITS?

THETIS-MRV is an integrated web-based automated reporting and notification system that allows the publication of reliable data on ships' CO₂ emissions and other relevant information. The system offers:

- A harmonised approach among all interested parties companies, verifiers, Flag States & European Commission
- Control of the workflow process from drafting the Monitoring Plan to issuing the Document of Compliance
- The possibility to fulfil obligations with reduced administrative burden
- Added value in managing resources to collect and process information.

HOW TO USE THETIS-MRV

THETIS-MRV application:
<https://mrv.emsa.europa.eu>

Training material (including video tutorials):
<http://emsa.europa.eu/ship-inspection-support/thetis-mrv.html>

OTHER USEFUL LINKS

For additional information, see:
https://ec.europa.eu/clima/policies/transport/shipping_en (DG CLIMA)

For queries, please contact:
CLIMA-MRV-SHIPPING-HELPDESK@ec.europa.eu
(if related to the regulatory framework)

thetis@emsa.europa.eu
(if related to the THETIS-MRV system)



THETIS-MRV

emsa.europa.eu

SUPPORTING MONITORING REPORTING & VERIFICATION OF CO₂ EMISSIONS

INFORMATION FOR STATE AUTHORITIES, COMPANIES AND ACCREDITED VERIFIERS ON THE WEB-BASED APPLICATION SUPPORTING REGULATION (EU) 2015/757

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European Maritime Safety Agency (EMSA)
Praça Europa 4 / 1249-206 Lisbon / Portugal



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Leading the way; making a difference



The Automated Union Information System – THETIS - MRV

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<http://emsa.europa.eu/thetis-mrv-videos.html>

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Protecting the marine environment

THETIS-MRV

NEW LEGAL REQUIREMENT

The MRV Shipping Regulation adopted in April 2015 creates an EU-wide legal framework for the monitoring, reporting and verification of CO₂ emissions and other relevant information from maritime transport. In a nutshell, it requires large ships (over 50 000 gross tonnes), irrespective of their Flag State or where the company is registered, calling at European ports from 1 January 2018, to monitor their CO₂ emissions and other relevant information on journeys to, from and between ports of call.

KEY DATES

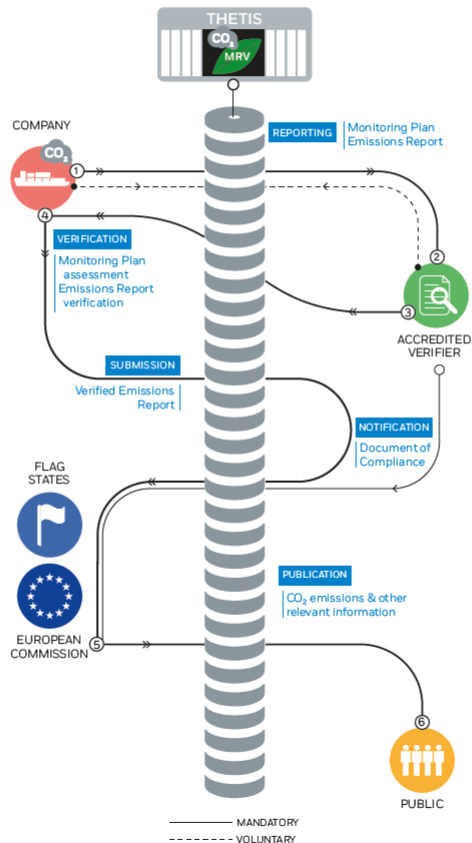
- By 31 August 2017, a company shall submit a Monitoring Plan to an accredited EU MRV shipping verifier
- From 1 January 2018, a company shall monitor and report, to an accredited verifier, data on each ship's CO₂ emissions and other relevant information
- From 2019, by 30 April each year, a company shall submit a verified Emissions Report for each of the ships concerned to the European Commission
- From 2019, by 30 June of each year, all ships having performed activities in the preceding reporting period and visiting EU ports shall carry on board a Document of Compliance issued by an accredited verifier. This might be subject to inspections by Member State authorities.

MEET THE SYSTEM

The "Automated Union Information System" THETIS-MRV and its templates (Monitoring Plan, Emissions Report and Document of Compliance) have been developed, using a modularity concept that caters for both voluntary and mandatory modules to report information, as per Implementing Regulation (EU) 2016/1927.

To access this system one should be either: a company (shipowner/operator), accredited verifier or Member State/Flag State.

THE SYSTEM WORKFLOW

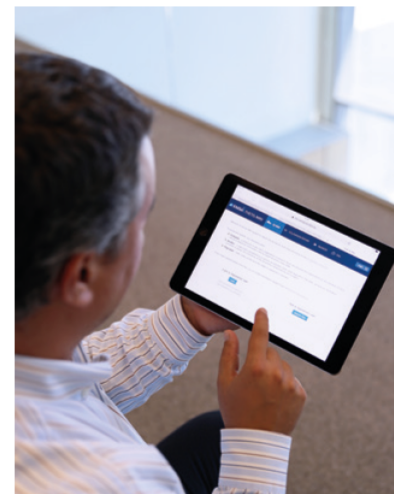


System Modularity - Mandatory & Voluntary

- Mandatory: Emissions Report (ER) & Document of Compliance (DoC)
- Voluntary (in dashed lines): Companies may build their Monitoring Plan (MP) while the system makes it available for verifier assessment. This template contains all the required information as per the implementing regulation.

All submissions and notifications as required by the EU MRV Regulation can be fulfilled by using the THETIS-MRV system.

Using the information submitted, the European Commission will publish annual aggregated data per ship covering fuel consumption, CO₂ emissions and average energy efficiency indicators, among others.





How to use THETIS-MRV:

- 1. Apply for a registration as a company user**
- 2. Enter MRV company details**
- 3. If necessary, add additional users under the same Company account**
- 4. Define email notification as deemed appropriate**
- 5. Request a partnership to a Verifier**
- 6. Wait that the verifier accepts the request**
- 7. Add ship under the scope of the regulation**
- 8. Update missing mandatory ship particulars**

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CLIMATE ACTION

European Commission > Climate Action > Consultations > Articles > Public consultation on the revision of the policy on monitoring, reporting and verification of CO₂ emissions from maritime transport


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Public consultation on the revision of the policy on monitoring, reporting and verification of CO₂ emissions from maritime transport

08/09/2017 - 01/12/2017

Title

Public consultation on the revision of the policy on monitoring, reporting and verification of CO₂ emissions from maritime transport

Policy field(s)

Climate action, transport

Agenda planning

Target group(s)

"All citizens and organisations are welcome to contribute to this consultation. Contributions are particularly sought from stakeholders that are actively involved in tackling emissions from maritime transport the EU and worldwide, such as:

- i. the shipping industry in general (shipowners as well as other parties generally assuming the responsibility for the operation of the ship and their European and global associations).
- ii. MRV shipping verifiers and Recognised Organisations entitled to carry out verification under the IMO global data collection system.





Consultations per theme

Select a theme:

All consultations ▾



TARGET GROUP(s):

1. The shipping industry
2. MRV shipping verifiers & Recognised Organisations accredited for MRV
3. National accreditation bodies
4. Other businesses/associations e.g. cargo owners & logistics companies, ports, shipyards, maritime equipment manufacturers, maritime service providers, shipping emission players, science & technology experts, etc.
5. Civil society groups addressing the impact of maritime transport e.g. academia, think tanks, Environmental NGOs, etc.
6. EEA Member States and third countries

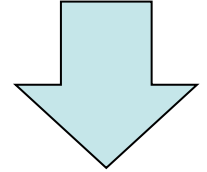
Period of consultation - From 08 September 2017 to 01 December 2017



EU MRV – POLICY OPTIONS (offered)

NO ALIGNEMENT

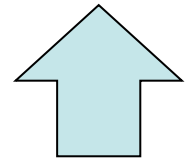
too much of a burden?



FULL ALIGNMENT – EU MRV fully aligned to the IMO DCS but ships using EEA ports have to report in both systems with the reports for the EU system only covering voyages from and to EEA ports.

Verification is in principle carried out according to IMO rules. EU data will not be published.

... or an opportunity?



PARTIAL ALIGNMENT – EU MRV retained with all elements (monitoring, reporting, verification and publication). Similar elements are harmonised to minimise admin burden, e.g. responsibilities for actors involved, scope, the list of data to be monitored as well as templates and procedures.



THANK YOU!



**FOLLOWING SLIDES SHOULD NOT BE
DISPLAYED
BUT CAN BE SHARED/DISTRIBUTED**



General Policy Objective

WHAT IS YOUR OPINION ON THE FOLLOWING STATEMENT:

GHG emissions from ships should be reduced so as to bring a fair contribution to the climate goals of the Paris Agreement

Fully agree

Tend to agree

Tend to disagree

Fully disagree

I don't know/no views



Public consultation on the revision of the policy on MRV

INTERTANKO Answers

Specific Policy Objectives

IN YOUR OPINION, HOW IMPORTANT ARE THE FOLLOWING OBJECTIVE WHEN CONSIDERING OPTIONS FOR ALIGNMENT BETWEEN EU MRV & IMO DCS

How important are the following objectives for alignment?	Very important	Important	Somewhat important	Not important	I don't know/no views
Monitoring of ships' fuel consumption & related energy efficiency parameters as company-internal tool to raise awareness of emission reduction opportunities and to trigger actions at company level				X	
Providing transparent and robust information on ships' fuel consumption and energy efficiency to the markets to create incentives for investments into energy efficiency technologies				X	
Collection of transparent data to ensure informed decision making further policy measures for the sector on emissions reductions					X
Reducing administrative burden for ships	X				



Public consultation on the revision of the policy on MRV INTERTANKO Answers

Policy Options- Priorities

VIEWS ON THE PRIORITIES FOR ALIGNEMENT BETWEEN EU MRV & IMO DCS

1 – highest priority

5 – lowest priority

	1	2	3	4	5
Scope (ships, voyages and activities covered)				X	
Parameters to be monitored and reported	X				
Verification			X		
Transparency					X
Monitoring and reporting processes and templates		X			



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INTERTANKO Answers

Policy Options- Parameters to be monitored and reported

DO YOU AGREE WITH THE FOLLOWING STATEMENT?




	Fully agree	Tend to agree	Tend to disagree	Fully disagree	I don't know/ no views
Operational energy efficiency of a ship is a relevant parameter for business decisions in the shipping sector and political decision making				X	
EU MRV should use the same monitoring and reporting parameters as the IMO DCS and replace “cargo carried” by “cargo capacity”	X				
EU MRV should use the IMO DCS’ definitions for distance travelled and time spent at sea/hours under way	X				



Public consultation on the revision of the policy on MRV

INTERTANKO Answers

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Do you agree with the following statement?	Fully agree	Tend to agree	Tend to disagree	Fully disagree	I don't know/ no views
Ensuring a high quality of reported data is an important an essential aspect for a MRV system					
Ensuring level playing field for ships and companies is an important and essential aspect for a MRV system					
The benefits of a robust and comparable data justify verification costs (of up to €500 per ship and year)					



Public consultation on the revision of the policy on MRV INTERTANKO Answers

Policy Options- Transparency of data collected

DO YOU AGREE WITH THE FOLLOWING STATEMENT?

	Fully agree	Tend to agree	Tend to disagree	Fully disagree	I don't know/ no views
Publication of environmental information on CO2 emissions of individual ships is relevant for the general public				X	
Providing information on the technical and operational efficiency of ships helps market actors to take informed decisions			X		