

EUROPEAN UNION MONITORING, REPORTING AND VERIFICATION (EU-MRV) REGULATION

GHG*



WHICH VESSELS DOES THE EU MRV REGULATION APPLY TO?

The Regulation applies to the following vessels, irrespective of their flag, undertaking one or more voyages into, out of and between ports that are under the jurisdiction of an EU/EEA¹ Member State:

- All vessels ≥5000 GT engaged in transporting cargo and passengers for commercial purposes.
- General cargo ships and offshore ships ≥400 GT.



The Regulation is applicable when a ship makes a port of call to load or unload cargo or to embark or disembark passengers, or the port where an offshore ship stops to relieve the crew. The Regulation does not apply to the following:

- Warships
- Naval auxiliaries
- Fish catching or fish processing
- Ships not propelled by mechanical means
- Government ships used for non-commercial purposes

Vessels are exempted from the Regulation in the event of calling Member State's port for the sole purposes of:

- Refuelling
- Obtaining supplies
- Relieving the crew of a ship (other than an offshore ship)
- Going into dry-dock or making repairs to the ship, its equipment, or both
- Stops in port because the ship is in need of assistance or in distress
- Ship-to-ship transfers carried out outside ports
- Stops for the sole purpose of taking shelter from adverse weather or rendered necessary by search and rescue activities
- Stops of containerhips in a neighbouring container transshipment port listed in EU Directive 2003/87/EC

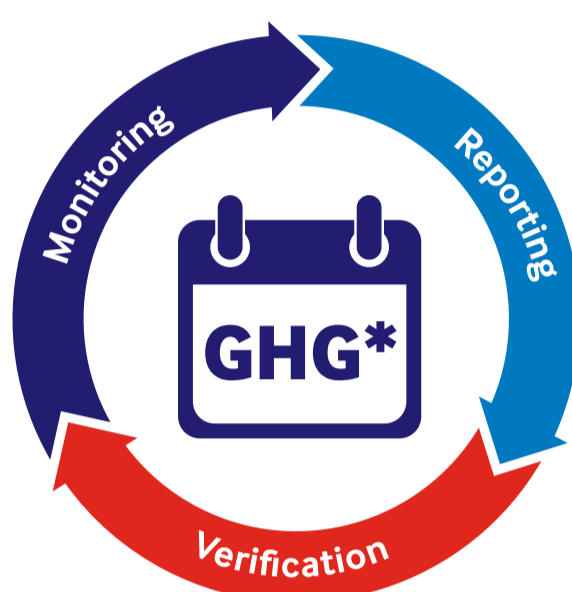
MONITORING

Applicable vessels are required to monitor carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions for each voyage and annually when travelling to/from Member State ports. The *monitoring plan*² should be checked regularly and at least annually. Vessels should record the following in accordance with their monitoring plan for each voyage:

- Port of departure and of arrival including dates and times
- Amount and emission factor for each type of fuel consumed
- CO₂, CH₄ and N₂O emitted
- Distance travelled
- Time spent at sea
- Cargo carried
- Transport work. (This is calculated by multiplying the distance travelled by the amount of cargo carried for the voyage)

Companies may also monitor information relating to the ship's ice class and navigation through the ice, where applicable.

Annual monitoring aggregates the per-voyage data above over one calendar year.



REPORTING

From 2025, an *emissions report*³ for each ship must be submitted to the European Commission and flag States concerned by 31 March each year (but not earlier than 28 February). The report needs to be verified as satisfactory by the verifier.

The emissions report should contain the following:

- Data identifying the vessel and company
- The details of the verifiers of the emissions report
- Information on the monitoring method
- The results from the annual monitoring



For ships falling within the scope of this Regulation for the first time, companies shall submit a monitoring plan in conformity with the requirements of this Regulation to the administering authority responsible without undue delay and no later than three months after each ship's first call in a port under the jurisdiction of a Member State.

Where there is a change of company, the previous company shall submit to the administering authority responsible, to the authorities of the flag States concerned for ships flying the flag of a Member State, to the new company and to the Commission, as close as practicable to the day of the completion of the change and no later than three months thereafter, a verified report, but limited to the period corresponding to the activities carried out under its responsibility.

Based on the emissions report for each ship, from 2025, companies shall determine and submit the **verified aggregated emissions data** at the company level to the administering authority by 31 March of each year.

For voyages starting and ending in two different years, the definition of "reporting period" has been amended. Specifically, the reporting period for such voyages now refers to the timeframe from 1 January to 31 December of the year in question. Any data pertaining to these voyages shall be accounted for under the appropriate year.

VERIFICATION

Verification of emission reports of each ship and company aggregated emissions data is carried out by an independent legal entity accredited by a national accreditation body. Verifiers will look to identify potential risks related to the monitoring and reporting process and will consider (or recommend) any effective risk control methods. The company shall provide the verifier with any additional information, as required, to conduct the verification process. Spot checks may be carried out to determine the reliability of data and information that has been reported.

Where the emissions report fulfils the requirements, the verifier will issue a document of compliance for the vessel. It is valid for 18 months and should be carried on board.



CLIMATE CHANGE ACTION



According to the Fourth IMO GHG Study, the share of shipping emissions in global anthropogenic GHG emissions has increased from 2.76% in 2012 to 2.89% in 2018. Other reports suggest that global warming can only be limited to 1.5 °C if strong and sustained reductions in global greenhouse gas emissions within this decade are immediately undertaken.



PENALTIES

If a vessel has failed to comply with the Regulations for two or more consecutive reporting periods or where other enforcement measures have failed, the Member State of the port of call may issue an expulsion order and entry of the vessel can be refused until the company complies with the Regulation. Where the vessel flies the flag of the Member State and the vessel enters or is found in its port, the Member State concerned can detain the vessel.



TIMELINE

EU MRV Regulation entered into force for Monitoring, Reporting and Verification of CO₂ emissions for vessels ≥5000 GT calling EU/EEA ports for commercial reasons.

UK MRV became a separate CO₂ reporting scheme.

The monitoring year for CO₂, CH₄ and N₂O emissions started.

EU MRV Regulation also applies to Offshore vessels ≥400 GT and General Cargo vessels ≥ 400 GT and <5000 GT.

1 Jul 2015

1 Jan 2018

1 Jan 2021

5 Jun 2023

1 Jan 2024

1 Apr 2024

1 Jan 2025

31 Mar 2025

The monitoring year of EU MRV started for CO₂ emissions.

Amendment to EU MRV Regulation comes into force.

Deadline for submission of a verified plan that reflects the inclusion of CH₄ and N₂O emissions.

Companies are to submit verified emissions data for each ship and aggregated emission at the company level by 31 Mar 2025 and subsequently each year.

Footnote:

1. EEA – European Economic Area
2. Monitoring plan – A document, prepared by the company for **each ship**, that sets out the method chosen to monitor and report emissions and other relevant information for that ship.
3. Emission report – The annual output document, submitted for **each ship** after the reporting period ends, containing the verified results for that whole calendar year.

*GHG – Greenhouse Gases covered under this regulation are CO₂, CH₄ and N₂O