



THE MRV REGULATION

**The Commission Regulation (EU) 2015/757 of 29th April 2015
on the Monitoring, Reporting and Verification of carbon
dioxide emissions from maritime transport**



During the recent Genoa Shipping Week, celebrated in Genoa between 14th and 20th September 2015, meetings and seminars were held to discuss several current issues for the world of shipping.

One of the sessions of Green Shipping Summit, organized within the Port & Shipping Tech, was devoted to the Commission Regulation (EU) 2015/757 of 29th April 2015 concerning the Monitoring, Reporting and Verification of carbon dioxide emissions generated by shipping ("MRV Regulation").

This tool, once become routine, will have a crucial importance for the sector, both for its aims and for its broad scope. In fact, it moves by the need to achieve a significant reduction of greenhouse gas emissions and, to that end, imposes on owners of all ships calling at EU ports to carry out expensive activities.

It is important to stress that **it will apply to all ships arriving, circulate or depart from ports under the jurisdiction of a Member State, regardless of any nationality requirement.** Article 2, entitled "Scope", states that *"This Regulation applies to ships above 5,000 gross tonnage in respect of CO2 emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State"*.

MRV Regulation came into effect last 1st July 2015 and establishes in the near future, from now to 2019, a sequence of time frames within which the owners will have to plan and implement the tools for monitoring and reporting defined in the MRV Regulation. The latter, and the data derived from them, will be then checked by independent verifiers and made public.

Let us consider specifically some of the most significant provisions of the MRV Regulation.

Article 4, entitled "*Common principles for the monitoring and reporting*", requires shipping companies to **monitor and report periodically** - for each of their ships - **CO2 emissions** within all ports under the jurisdiction of a Member State and for any voyages to or from a port under the jurisdiction of a Member State.



Article 6, entitled "*Content and submission of monitoring plan*", requires shipping companies to **prepare and submit to the prior approval of independent accredited verifiers a monitoring plan** for each of their ships, defining the method chosen to monitor and report CO2 emissions and other information required by

the MRV Regulation. The article sets out in detail the elements that must be contained in the monitoring plan and insists that it will be specifically designed for each vessel. The deadline set by the MRV Regulation to complete these tasks is **31st August 2017**.

Article 11, entitled "*Content of the emissions report*" imposes on shipowners to **submit to the European Commission and to the authorities of the flag States** concerned, **a report concerning CO2 emissions** and other information required by the Regulation, upon certification of compliance obtained by an independent verifier. The report, prepared individually for each ship in the fleet business, must necessarily include the elements listed in detail in Article 11 of the MRV Regulation, including, of course, the data obtained from the monitoring carried out in accordance with the requirements of the MRV Regulation. This activity will be carried out annually from **30th April 2019**.



Finally, with its Article 21, entitled "*Publication of information and Commission report*", the MRV Regulation governs the element perhaps best qualifying the whole set of rules, namely the **periodic publication** by the European Commission **of the performance and consumption data sheets of each vessel** covered by the monitoring of emissions, with the declared intention to achieve reduction in harmful emissions by encouraging the adoption of virtuous behavior.



The application of the MRV Regulation is of interest for a wide range of parties, either inside and outside the EU; actions shall be taken in order to adapt the company policies to the numerous and incisive requirements of the MRV Regulation.

Whilst every care has been taken to ensure the accuracy of this information at the time of publication, the information is intended as guidance only. It should not be considered as legal advice. For any further information, please contact Studio Legale Garbarino Vergani at the following contacts as reported hereunder.

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