



REDUCING EMISSIONS FROM THE SHIPPING SECTOR
The revision of the EU ETS Directive entered into force on 5 June 2023

Purpose:

Notice to Shipowners, Ship Operators, Managers, Masters, Owners' Representatives and other stakeholders regarding amendments to EU MRV Regulation (EU) 2015/757 by (EU)2023/957.

Reference:

Amendments to EU MRV Regulation (EU) 2015/757 by (EU)2023/957.

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Introduction:

In 2015, the European Parliament and the Council introduced Regulation (EU) 2015/757, a groundbreaking initiative focused on the monitoring, reporting, and verification of carbon dioxide emissions from maritime transport. The primary objective was to oversee and validate carbon dioxide (CO₂) emissions originating from maritime activities within the European Union (EU) and ports within the European Economic Area (EEA).

Originally targeting ships at sea and those berthed or moving within ports, the EU MRV Regulation has undergone a significant amendment to enhance its effectiveness. The revised regulation now extends its purview to include vessels with a gross tonnage of 5,000 and above, encompassing their greenhouse gas emissions during voyages for commercial purposes between ports under the jurisdiction of a Member State.

Commencing from January 1, 2025, this updated regulation will further extend its applicability to encompass general cargo ships and offshore vessels below 5,000 gross tonnage. Noteworthy is the expanded scope, which now incorporates a comprehensive assessment of greenhouse gases, covering not only carbon dioxide (CO₂) but also methane (CH₄) and nitrous oxide (N₂O). This strategic expansion underscores the commitment to holistic environmental monitoring and regulation within the maritime industry.

Applicability

The revised EU ETS Directive officially took effect on June 5, 2023, marking a pivotal moment in environmental regulation. Its implementation within the maritime industry unfolds in a phased approach:



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- a) Starting from January 1, 2024, cargo and passenger ships with a gross tonnage (GT) of 5000 and above will fall under the purview of the directive.
- b) For offshore ships with a gross tonnage of 5000 and above, the directive's implementation is scheduled to commence on January 1, 2027.

This extension of the EU ETS Directive to maritime transport brings about new reporting obligations, particularly in the realm of monitoring. The key milestones are outlined as follows:

Monitoring:

By December 31, 2023, or at the earliest before April 1, 2024, shipping companies are mandated to submit updated Monitoring Plans (MPs) to accredited verifiers. These plans must adhere to the EC delegated and implementing acts, and each ship should have its dedicated plan.

On or before April 1, 2024, shipping companies must, for each of their ships, present to their responsible administering authority an MP that has undergone assessment by the verifier.

For ships falling under the directive's requirements post-January 1, 2024, and making their initial port call in an EU member State, shipping companies must submit an MP to their administering authority within three months of the ship's first port call. The administering authority is then obliged to approve it within four months.

This comprehensive framework establishes clear timelines and procedures, ensuring a systematic and coordinated integration of the EU ETS Directive into the maritime sector, ultimately contributing to a more sustainable and accountable industry.

Enhanced Reporting Framework:

- Commencing January 1, 2024, shipping entities are obligated to meticulously monitor and report emissions for cargo and passenger vessels with a gross tonnage (GT) of 5000 and above, aligning with the revised Monitoring Plan (MP).
- Effective January 1, 2025, the reporting ambit extends to include additional vessel categories:
 - a) Offshore ships with a GT of 5000 and above.
 - b) Offshore ships and general cargo vessels falling within the range of 5000 GT to 400 GT.
- Starting March 31, 2025, and subsequently on an annual basis, companies must submit, for each ship under their purview, an emissions report covering the entire monitoring period of the previous year. This report should be verified as satisfactory by their appointed verifier



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and directed to the administering authority, relevant flag states, and the European Commission.

- Concurrently, as of March 31, 2025, and annually thereafter, shipping companies are mandated to furnish their administering authority with a verified emissions report at the company level, presenting aggregated emissions data under the ETS.

In adherence to these revised guidelines, shipping companies are required to persist in the reporting of their greenhouse gas emissions to accredited verifiers and administering authorities, contributing to a transparent and accountable maritime industry.

Enhanced Application of EU MRV Regulation:

As of January 1, 2024, the scope of the EU MRV Regulation encompasses, in a broad sense, ships with a gross tonnage of 5,000 and above. This inclusion pertains specifically to the measurement and accountability for greenhouse gas (GHG) emissions occurring during their voyages dedicated to the commercial transportation of cargo or passengers. The regulatory reach extends from the departure port to the arrival port under the jurisdiction of an EU member State and vice versa, encompassing the leg between consecutive ports under the jurisdiction of an EU member State.

Annexes

- [Monitoring, reporting and verification of EU ETS emissions](#)

Technical Department