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Friday, 30th June, 2017 at 10:55 am

Posted in **ENVIRONMENTAL**

MRV regulations require all ships destined for European ports must have verified monitoring plan by end of July

Italian shipowner **d'Amico** Group has had its entire fleet of 71 vessels verified under the EU rules for monitoring and reporting CO2 emissions.

The EU MRV regulations require that all vessels over 5,000 gt calling at European ports following January 1 next year must record CO2 emissions and report them annually. The data must be verified by an approved body, which for **d'Amico** was the Italian class society RINA.

Additionally, all vessels are required to have a monitoring plan in place by the end of July this year, which also needs to be verified.

The European MRV is part of the region's long term strategy to reduce overall greenhouse gas emissions. It remains undecided what the collated data will be used for, but there remains a proposal for shipping to be brought into the next iteration of Europe's emission trading scheme, or for a fund to be created to allow investment in maritime GHG abatement technologies.

In a statement, Salvatore **d'Amico**, Fleet Director of **d'Amico** Group said that his company created a fleet performance monitoring department more than five years ago. "We were among the first ones in Europe to do so and this allowed us to gain a significant competitive advantage on MRV compliance. We recognised the environmental and commercial benefits of meeting the new regulations and we are pleased to have worked with RINA on this initiative".

Fathom-News

Tags: **ENERGY EFFICIENCY** **EU** **MRV, GHG** **REGULATION** **RINA**



The European Union has one rule in force and one in the making. The regulation on monitoring reporting and verification of CO2 emissions has come into force with some immediate deadlines that certain ship operators need to prepare for.

[\(The actual regulation is found here\)](#)



It applies to all ships of 5,000 gt and over calling at European ports. It demands that these vessels monitor, record, have verified and report voyage specific CO2 emissions and work done (There are other greenhouse gases but the regulation specifies CO2 as the most prevalent one and therefore the only one for this regulation

The regulation expressly references itself being amendable as and when an international rule is agreed:

(34) The Union MRV system should serve as a model for the implementation of a global MRV system. A global MRV system is preferable as it could be regarded as more effective due to its broader scope. In this context, and with a view to facilitating the development of international rules within the IMO for the monitoring, reporting and verification of greenhouse gas emissions from maritime transport, the Commission should share relevant information on the implementation of this Regulation with the IMO and other relevant international bodies on a regular basis and relevant submissions should be made to the IMO. Where an agreement on a global MRV system is reached, the Commission should review the Union MRV system with a view to aligning it to the global MRV system.

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