

Type of newsletter: **STATUTORY NEWSLETTER, Implementation of EU Regulations**
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APPLICATION:

Type of ships: **All ships above 5000 GT**

Flag(s): **All ships, irrespective of their flag, engaged in intra-EU voyages, voyages from the last non-EU port of call to the first EU port and voyages from the EU port to the next non-EU port of call, as well as at berth in EU ports**

**Implementation of Regulation (EU) 2015/757 of the European Parliament and of the Council
of 29 April 2015
on the monitoring, reporting and verification of carbon dioxide emissions from maritime
transport, and amending Directive 2009/16/EC**

0. GENERAL NOTES

Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC has entered into force on 15 July 2015, prescribing the rules for developing the monitoring plans and submitting the emission reports for ships above 5000, regardless of their flag, engaged in intra-EU voyages, voyages from the last non-EU port of call to the first EU port and voyages from the EU port to the next non-EU port of call, as well as at berth in EU ports.

CRS Technical Circular QC-T-291 describes general provisions for the application of the Regulation (EU) 2015/757.

1. MILESTONES DERIVING FROM THE REGULATION

(a) By 31 August 2017, companies must submit to the accredited verifiers a monitoring plan for each of their ships indicating the method chosen to monitor and report CO₂ emissions and other relevant information (Articles 6 and 7 of the Regulation).

(b) Starting from 1 January 2018, companies must, based on the verified monitoring plan, monitor CO₂ emissions for each ship on a per-voyage and an annual basis by applying the appropriate method for determining CO₂ emissions among those set out in Part B of Annex I of the Regulation and by calculating CO₂ emissions in accordance with Part A of Annex I of the Regulation (Article 8 of the Regulation).

(c) Starting from 2019, by 30 April of each year, companies shall submit to the European Commission (EC) and to the authorities of the Flag States concerned, annual emissions report concerning the CO₂ emissions for the previous entire reporting period for each ship, which has been verified as satisfactory by a verifier.

The reporting period means one calendar year during which CO₂ emissions have to be monitored and reported. For voyage starting and ending in two different calendar years, the monitoring and reporting data shall be accounted under the first calendar year concerned (Articles 11 and 17 of the Regulation).

(d) By 30 June of the year following the end of a reporting period, ships shall carry on board a valid Document of Compliance (Article 18 of the Regulation).

In addition to above data collection for IMO fuel data collection system (DCS) shall start on 1 January 2019.

2. SEQUENCE OF ACTIVITIES AND GENERAL INFORMATION

By 30 April 2019, companies shall submit the annual emissions reports for 2018 to the European Commission (EC).

Verification by accredited verifier should ensure that submitted monitoring plans (MPs) and emissions reports (ERs) are correct and in compliance with the requirements set out in the Regulation. Note that CRS is an accredited verifier pursuant to Regulation (EC) 765/2008 for carrying out verification activities under provisions of the Regulation.

It is to be expected that submitted ERs usually need to be corrected in order to satisfy the EU regulations. Consequently, submission of ERs should be done duly in advance allowing such corrections to be made on time and giving accredited verifier sufficient time to perform the verification.

Verified ER constitutes the basis for the Document of Compliance that can be downloaded from EMSA THETIS MRV database (available on the following address: <https://mrv.emsa.europa.eu/#public>), after accredited verifier completes verification activities and indicates that in THETIS MRV database.

Uploading the MPs to THETIS MRV database is not mandatory, as it is considered to be possible as part of the voluntary module in THETIS. Approval of the MPs is handled directly by the accredited verifier. In the case that MP is submitted directly to the accredited verifier and is not uploaded in the THETIS MRV database, such MP shall not be visible in THETIS database.

EMSA has provided adequate video tutorials on use of THETIS database. In the case that companies experience problems in accessing THETIS database CRS can provide adequate instructions, however only in cases when CRS appears as accredited verifier.

Document of Compliance should be kept on board ships to demonstrate compliance with the obligations for monitoring, reporting and verification. Document of Compliance should be available on board ship not later than 30 June 2019 (Article 18 of the Regulation).

3. OTHER SPECIFIC CASES

As newbuildings are unable to fulfil requirements of the Regulation with regard to ER, on delivery they should be supplied with an approved SEEMP Part II, and if going to call EU ports, with the MP and with the Document of Compliance.

In the case of the change of the company provisions of Article 11.2 of the Regulation shall apply. To facilitate the fulfilment of obligations deriving from the Regulation, the new company should receive a copy of the latest MP plan and Document of Compliance, if applicable.

Any Inquiries?

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