



## **TECHNICAL CIRCULAR No. 603 of 07<sup>th</sup> January 2020**

To	All Surveyors/Auditors
Applicable to flag	All Flags
Title	<b>Emission concerns</b>
Reference	Monitoring, Reporting and Verification (MRV) system

### **Responds to Emissions Concerns**

Container ship owners has recently started using biofuels and says it is strongly committed to further reducing CO<sub>2</sub> emissions. The companies are investing heavily in low-carbon technologies and extensive newbuild and retrofit programs to boost performance and minimize environmental impact. For example, MSC's fleet improvement program has resulted in a 13 percent reduction in CO<sub>2</sub> emissions per transport work in 2015-18.

Also, it has been introduced a new class of sustainable container shipping, with the lowest carbon footprint by design, at 7.49 grams of CO<sub>2</sub> emissions to move one ton of cargo one nautical mile.

It is important to report CO<sub>2</sub> emissions transparently and precisely in the European Union (EU) Monitoring, Reporting and Verification (MRV) system, as mandated by EU legislation, but it is vital that the raw data reported in the system are analyzed accurately and take operational realities fully into account, to give a realistic picture of the related emissions.

In this respect, a recently published report by Transport and Environment (T&E) offers an incomplete analysis of these data and therefore does not give an accurate picture of the emissions from the shipping sector. In particular, the T&E analysis fails to take several operational aspects of MSC's services fully into account, and thus does not offer a complete assessment of our role and impact in terms of emissions.

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Furthermore, CO2 emissions should be compared on an equal basis. The analysis by T&E focuses on emissions in the EU and, if it is to be fully comparable across shipping lines and industries, should only consider emissions which actually occurred in the geographical area of the EU.

- Shipowners are mandated to report consumption and CO2 emission data for voyages starting and terminating in EU ports (including voyages between EU ports). These emissions are calculated based on the last port of call before entering EU or the first port of call after leaving EU. As an example, a ship carrying fruits from the Caribbean to Northern Europe and back needs to report emissions for the whole distance of the trip, even though only part of it takes place in the EU. As a result, the actual emissions in the EU for this particular ship may be up to 65 percent less than is recorded in the MRV.

#### REFERENCES:

- Monitoring, Reporting and Verification (MRV) system

- ATTACHMENTS: No

Kindest Regards,

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