Maritime

From EU MRV to IMO DCS

Entering a new era of environmental performance management in shipping
FROM EU MRV TO IMO DCS

Both the EU and the IMO have clear ambitions to reduce greenhouse gas (GHG) emissions from ships, and two similar albeit separate regimes have been introduced:

- **EU MRV**
  EU Monitoring, Reporting and Verification of CO\(_2\) emissions (data collection started 1 January 2018)

- **IMO DCS**
  IMO Data Collection System on fuel consumption (data collection starts 1 January 2019)

**Overall ambitions**
Both schemes have as the overall objective to mitigate climate change. Both EU MRV and IMO DCS requirements are mandatory and intend to be the first step in a process to collect and analyze emission data related to the shipping industry. The outcome of both schemes will be annual reports stating CO\(_2\) emissions per vessel (EU MRV) or aggregated fuel consumption (IMO DCS).

Considering the experience from EU MRV and IMO DCS schemes, the IMO and EU will further decide on setting targets with respect to GHG emission levels from international shipping.

**EU MRV vs IMO DCS**
Whilst the EU scheme focuses on CO\(_2\) emissions from shipping activities to, from and within the EU area, the IMO scheme covers emissions from shipping globally. Whether, how and when the two regimes will converge is not yet decided. The table on the right provides an overview of the requirements from the two schemes in terms of scope and reporting:
<table>
<thead>
<tr>
<th>EU MRV (Monitoring, Reporting and Verification)</th>
<th>IMO DCS (Data Collection System)</th>
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</thead>
<tbody>
<tr>
<td><strong>Applicability</strong></td>
<td>Ships &gt;5,000 gross tonnage (GT) calling at EU ports</td>
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<tr>
<td><strong>First reporting period</strong></td>
<td>■ 2018 (1 Janur to 31 December)</td>
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<td></td>
<td>■ Reporting to verifier by the end of January 2019</td>
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<tr>
<td><strong>Monitoring plan</strong></td>
<td>■ Separate document describing the methodology for data collection and reporting</td>
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<td></td>
<td>■ Pre-defined format published by the European Commission (EC)</td>
</tr>
<tr>
<td></td>
<td>■ Subject to verification by an independent, accredited verifier</td>
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<tr>
<td></td>
<td>■ The deadline for submission of monitoring plan has passed. For unplanned visits, the monitoring plan should be submitted no later than two months after the ship’s first port of call to an EU port.</td>
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<tr>
<td><strong>Reporting details</strong></td>
<td>■ Log abstract reports for voyages to and from EU ports, voyages between EU ports and at berth.</td>
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<td></td>
<td>■ The reports should contain fuel consumption, cargo carried, distance, time and transport work.</td>
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<td></td>
<td>■ Fuel balance report containing bunker delivery notes and remaining on-board reports.</td>
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<tr>
<td></td>
<td>■ European Commission:</td>
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<tr>
<td></td>
<td>■ Company reports annual emissions to “THETIS MRV”.</td>
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<td></td>
<td>■ Annual report to be verified by an accredited verifier (such as DNV GL).</td>
</tr>
<tr>
<td><strong>Disclosure</strong></td>
<td>European Commission will make data publicly available.</td>
</tr>
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</table>
31 August 2017
Monitoring plans submitted to accredited verifier

1 January - 31 December 2018
First reporting period

1 March 2018
Reg 22A of MARPOL Annex VI entered into force

31 December 2018
SEEMP Part II assessed for compliance by flag state or RO and CoC (Certificate of Compliance) issued.
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DNV GL – Maritime

IMO DCS reporting
As for the EU MRV, DNV GL has set up a DCS reporting process with the objective to minimize the efforts for the ship operator, mainly by using the existing reporting of fuel consumption commonly applied in the shipping industry.

For vessels subject to both EU MRV and IMO DCS, the DNV GL reporting requirements cover both schemes.

To ensure that the content and reporting parameters are in line with the guidelines and requirements as set out by the EU and IMO respectively, DNV GL has established a digital reporting concept. To further ease the process, DNV GL has appointed a dedicated interface manager to support our customers in setting this up, either as a system-to-system automated data upload or as a manual upload of fuel consumption data - whichever is the most convenient. For DNV GL customers currently subscribing to the ECO Insight service, the reporting requirements for the MRV and DCS are already covered and in place.

SEEMP Part II
For the MRV, the EU regulation requires a Monitoring Plan, while for the IMO DCS, a SEEMP Part II is required.
To ensure compliance with the IMO requirements (see link on page 7), DNV GL has established an electronic reporting form for this purpose. The form is available on the My Services customer portal in Veracity.

Customers who have used our app for generating the EU MRV Monitoring Plan, we recommend to use the generated data set also as a basis for generating the SEEMP Part II for IMO DCS compliance. This saves time and money as it just takes a few clicks to generate the SEEMP Part II plan, and ensures compliance.
Verification of emission data
The verification process for IMO DCS was finalized at MEPC 71; however, the practical details of how and what to check as part of the verification within the DCS framework is up to the flag state and will be more precisely defined as we get closer to 2019. But the basic principles are indicated below:
DNV GL supports the combined verification of the EU MRV and IMO DCS. Using the same verifier makes great practical and financial sense.

DNV GL offers a fully digital reporting approach, with the objective to minimize efforts for the ship operator, including an online tool to generate the SEEMP Part II.

For vessels subject to both EU MRV and IMO DCS, DNV GL’s reporting requirements will cover both schemes.

DNV GL provides online tools to allow you to check the quality of your reported voyage and emission data through the reporting period.

DNV GL has appointed an interface manager dedicated to supporting your implementation.

DNV GL has established reporting formats specifying the necessary information needed to verify the emissions report. This will minimize the need for site visits and requests for more information.

DNV GL offers a flexible and cost-efficient solution to ensure that your vessels are in compliance with IMO DCS at all times – and to EU MRV if applicable.

Further details on DCS can be found here:

- IMO DCS page
- DNV GL website
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DNV GL
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DNV GL is the world’s leading classification society and a recognized advisor for the maritime industry. We enhance safety, quality, energy efficiency and environmental performance of the global shipping industry - across all vessel types and offshore structures. We invest heavily in research and development to find solutions, together with the industry, that address strategic, operational or regulatory challenges.

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