



# ETS Maritime

EMSA/European Commission 4<sup>th</sup> Webinar

*5 March 2024*

# Structure of the webinar

- I. State of Play and Compliance Steps
- II. Monitoring Plan: content
- III. Monitoring Plan: process
- IV. THETIS MRV Live Demo: drafting and submission of the Monitoring Plan
- V. Q&A

# I.State of play

# State of play

## *Implementing and delegated acts*

- [Directive \(EU\) 2023/959](#) amending the ETS Directive and [Regulation \(EU\) 2023/957](#) amending the EU MRV maritime Regulation were published in the Official Journal of the European Union on 16 May 2023. They entered into force on 5 June.
  - [Consolidated version](#) of Directive 2003/87/EC (the 'ETS Directive')
  - [Consolidated version](#) of Regulation (EU) 2015/757 (the 'MRV Regulation')
- A total of 8 maritime-specific acts (3 delegated acts and 5 implementing acts) are now published on the Official Journal and entered into force.
- Attribution List published on 31 January 2024
  - **Quick access through [CLIMA dedicated webpage](#) with links to OJEU** (consolidated versions now available)

# State of play

## *Support to implementation*

### Key tools and activities

- Webpages [climate.ec.europa.eu](https://climate.ec.europa.eu) and [emsa.europa.eu](https://emsa.europa.eu) (fit for 55)
- Frequently Asked Questions (FAQs) for [MRV](#) and [EU ETS](#), including [interim guidance on Monitoring Plan revision](#)
- Webinars: links available under 'Events' at [CLIMA Webpage](#)
- List of contact points for administering authorities per Member State available on [CLIMA webpage](#) (*'Documentation > Administering authorities'*)
- Unique Helpdesk: [fitfor55@emsa.europa.eu](mailto:fitfor55@emsa.europa.eu) (*CLIMA-MRV-SHIPPING-HELPDESK@ec.europa.eu to be deactivated*)
- Best practice/guidance documents (revision ongoing)
- THETIS-MRV IT developments: tutorial videos revision

# IT developments

## IT updates deployed so far in THETIS-MRV:

- Revised Monitoring Plan
- Attribution function in THETIS MRV
- Maritime Operator Holding Account (MOHA) in the Union Registry

## Next deployments foreseen:

- Revised Emissions Reports (end Q1 2024)
- Reports at company level (Q4 2024)

## *Need further support?*

- Contact the THETIS MRV Helpdesk - [thetis@emsa.europa.eu](mailto:thetis@emsa.europa.eu)

# ETS maritime

## *Compliance steps from a shipping company perspective*

**Assign MRV/ETS Responsibility**, i.e. identify the 'shipping company', issue mandate (If needed): see 3<sup>rd</sup> Webinar

**Revise Monitoring Plan and submit to verifier** through THETIS MRV

**Request the opening of a Maritime Operator Holding Account (MOHA)** in the Union Registry

- Case A: Shipping company is on the list > request MOHA opening **within 40 working days** from the publication of the list
- Case B: Shipping company is not on the list > contact THETIS MRV Helpdesk which will attribute AA > request MOHA opening **within 65 working days** from the first port of call

**By 1 April 2024 – submit your assessed Monitoring Plan to your Administering Authority (AA) for approval**

**By 31 March 2025 – submit your verified Emissions Reports**

 In case of change of company, you shall submit a verified *partial* emissions report no later than 3 months after the change of company

# II. The Monitoring Plan: content

## *Disclaimer*

*The content of this presentation is to be meant for illustrative purposes only and shall under no circumstances be considered as establishing a compulsory nor approved standard for the content of the Monitoring Plan. The Administering Authority in respect of a shipping company remains ultimately responsible for the approval of the Monitoring Plan.*



# Monitoring Plan: content

Annex I to [Implementing Regulation \(EU\) 2023/2449](#)

Structure in 6 Parts maintained:

Part A: Revision Record Sheet

Part B: Basic Data

Part C: Activity Data

Part D: Data Gaps

Part E: Management

Part F: Further Information

# Monitoring Plan: content

## Main changes – **impacted parts**

**Part A: Revision Record Sheet:** new workflows, new actors involved

**Part B: Basic Data:** Ship and company data, emission sources, fuel type and emissions factors, following revised rules for GHG monitoring as in [Delegated Regulation 2023/2776](#)

Part C: Activity Data

Part D: Data Gaps

**Part E: Management:** impact due to inclusion of new Part C of Annex I on Data Management and Control Activities

Part F: Further Information

# Monitoring Plan: content – Part A

## Revision Record Sheet

PART A

### REVISION RECORD SHEET

Version No	Reference date	Status at reference date <sup>(1)</sup>	Reference to parts where revisions or modifications have been made, including a brief explanation of changes

<sup>(1)</sup> Status to be attributed by the IT system, as: 'Working draft', 'Under revision', 'Final draft submitted to the verifier', 'Assessed by verifier', 'Modified without need for re-assessment', 'Submitted to the administering authority responsible for approval', 'Approved'.

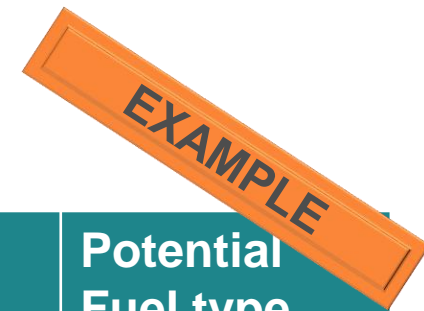
# Monitoring Plan: content – Part B, basic data

## **Table B.1, B.2: Identification data on the ship, shipowner and the ‘shipping company’**

- Owner shall correspond to the registered owner, i.e. the owner specified on a ship’s certificate of registry.
- The ‘shipping company’, i.e. the company entitled to assume MRV and ETS compliance responsibility, shall be indicated as Company within Table B.2.
- Company details (Nature/Contacts) are sourced from the Company section (Edit Company tab in THETIS MRV) which can only be amended by an Account user with ‘Config Admin’ role.
- Contact details of a third party (i.e. other companies providing operational support in THETIS MRV) can be indicated in the ‘Additional information’ section under the ‘Further info.’ tab within the Monitoring Plan page of THETIS MRV.

# Monitoring Plan: content – Part B

**Table B.3: emission sources and fuel types**



Ref. number	Name	Type	Class	Technical description	Potential Fuel type Used
1	HITACHI ZOSEN TYPE MAN B & W 6S60MC Mk6	Main Engine	ICE	Serial No: 3896 Year of Installation: 2001 Rated Power (MCR): 10750 kW @ 99 RPM SFOC (MCR): 172 g/ kWh	HFO LFO MGO
2	WARTSILA W6L20DF	Auxiliary Engine	LNG Otto (dual fuel medium speed)	Serial No: PAA124785 Year of Installation: 2017 Rated Power (MCR): 1123kW @ 1200RPM SFOC: 198g/kWh SFC: 7010(kJ/kWh)	MDO MGO LNG
3	WARTSILA MOSS AS	Inert Gas Generator	Inert Gas Generator	Serial No: n/a Year of Installation: 2016 Performance: 4500 Nm <sup>3</sup> /hr SFOC: 333 kg/hr	MDO MGO

# Monitoring Plan: content – Part B:

## B.4,B.5,B.8,B.9 – Emissions factors

- Companies to select, for each potential fuel type for use onboard, the relevant emissions factors, and, where applicable, slippage coefficients
- Select either a default emissions factor (see point 2, Part A, Annex I to Regulation (EU) 2015/757) or an actual emissions factor
- Actual emissions factor can only be provided in accordance with the conditions and restrictions provided in Annex I to the MRV Maritime Regulation, which itself refers to the international standards and certification references to be identified within the FuelEU Maritime Regulation
- Procedures used for the determination and update of applicable emission factors, including those applicable to CO<sub>2</sub> for biofuels and RFNBOs/RCF under Annex II to be described in dedicated tables (B.8 and B.9)

# Monitoring Plan: content – Part B

## **Table B.6: Application of carbon capture and storage technologies**

- Description of installed technology, reference to emissions source, evidence for compliance and any other relevant information as required by the implementing acts on CCS/CCU technologies

## Table B.7: Procedures, systems and responsibilities used to update the completeness of emission sources

- Procedure to be applied in case of known changes onboard (i.e. installation of new emissions source or replacement of existing one), but also regular checks (f.i. once a year) to confirm whether the monitoring plan needs update (e.g. comparison of engine room drawings with actual situation onboard).

# Monitoring Plan: content – information on procedures

- **The role of procedures and their description in the monitoring plan – Article 6(3) and recital 5 of Implementing Regulation (EU) 2023/2449:**

*When providing information on elements and procedures as part of the monitoring plan pursuant to Article 6(3) of Regulation (EU) 2015/757, it should be possible for companies to also refer to procedures or systems effectively implemented as part of their existing management systems, such as the International Safety Management Code (ISM Code), the Ship Energy Efficiency Management Plan (the SEEMP), or to systems and controls covered by harmonised quality, environmental or energy management standards, such as EN ISO 9001:2015, EN ISO 14001:2015 or EN ISO 50001:2011. In such cases or when the relevant procedures, pursuant to the rules on the monitoring of emissions laid down in Annexes I and II to Regulation (EU) 2015/757, are already described in established written procedures, monitoring plans should be allowed to include a brief description or a summary of such procedures.*

- A mere reference to an existing procedure is not enough: the monitoring plan shall include a description of procedures: this can be brief when those are established and referred to in an external source (such as written procedures or harmonised quality, environmental or energy management standards)



# Monitoring Plan: content – information on written procedures

- Written procedures are specifically required for the cases referred to in Part C of Annex I to Regulation (EU) 2015/757:
  - Data flow activities description
  - Risk assessment
  - Control activities
  - To avoid data gaps
- Further written procedures may be established outside the monitoring plan and their role is to supplement the monitoring plan and provide additional flexibility to it (i.e. changes in the written procedures or in descriptions may not require a revision of the monitoring plan)

# Monitoring Plan: content – Part C, Activity Data

## Part C largely unchanged

Table C.1 Conditions of exemption related to Article 9(2), now to take into account the additional rules set in Point 2, Part C of Annex II (in relation to derogations under **Article 12** of the EU ETS Directive)

Table C.2 Monitoring of fuel consumption: a subset of 12 tables (unchanged), some of which describing procedures

Table C.3 List of voyages: now to include reference to procedures for **voyage specific information relevant within ETS scope**, when applicable

Table C.4 Distance travelled

Table C.5 Amount of cargo carried & Number of passengers

Table C.6 Time spent at sea

# Monitoring Plan: content – Part D, Data gaps

Part D largely unchanged. It describes alternative methods and procedures applicable for closing potential data gaps (i.e. determining surrogate data) with reference to:

D.1 Fuel consumption

D.2 Distance travelled

D.3 Cargo carried

D.4 Time spent at sea

# The Monitoring Plan: content – Information on Data Management and Control

- The importance of a sound control system: key to comply with monitoring and reporting principles within the EU ETS, namely: completeness, consistency, comparability, transparency, accuracy, integrity and continuous improvement.
- Three main elements of a control system:
  1. Written procedures for data flow activities;
  2. Risk assessment;
  3. Written procedures for control activities.

Relevant references: Part C of Annex I to Regulation (EU) 2015/757 as revised & [Interim guidance on Monitoring Plan revision](#)

# Monitoring Plan: content – Part E, Management

Table E.1 Regular check of the adequacy of the monitoring plan

**Table E.2 Procedures for data flow activity: new element**

**Table E.3 Procedures for risk assessment: new element**

Table E.4, E.5, E.6, E.7, E.8: Procedures for control activities:

- Quality assurance and reliability of information technology
- Internal reviews and validation of data
- Corrections and corrective actions
- Outsourced activities
- Documentation

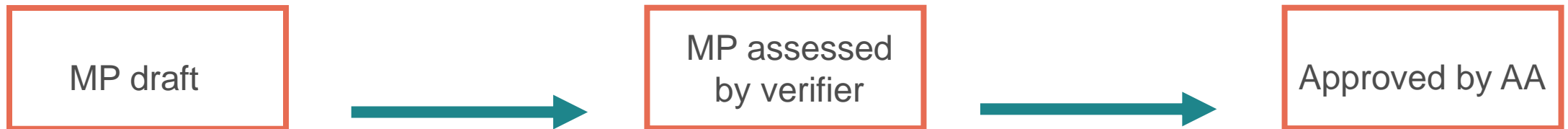
# III. The Monitoring Plan: Process

# The Monitoring Plan process – company obligations for the MP submission

- For each ship under its responsibility and falling under ETS scope, the company shall **submit a MP** assessed by an accredited verifier to the Administering Authority (for approval):
  - **By 1 April 2024** if the ship is already falling within MRV scope;
  - **No later than three months** after the ship's first port of call if it falls within scope for the first time after 1 January 2024.



Administering Authorities shall issue their decision on MP approval at the latest **by 6 June 2025 or**, for ships falling within scope for the first time after 1 January 2024, **within four months** from the first port of call in a MS port.



*Company submits to verifier*

*Company submits to AA*

# The Monitoring Plan process – amendments to the MP

- Obligation to **keep the MP up-to-date** (Article 7 of Regulation (EU) 2015/757)
  - Companies shall check regularly, and **at least annually**, whether a ship's MP reflects the nature and functioning of the ship and whether the monitoring methodology can be improved.
  - **Article 7(2)** specifies cases where a company shall modify its MP:
    - ✓ change of company ;
    - ✓ new greenhouse gas emissions are generated (new sources, new fuels);
    - ✓ change in the availability of data (e.g. new types of measuring equipment, new sampling methods or analysis methods or any other reasons);
    - ✓ data resulting from the monitoring method has been found to be incorrect;
    - ✓ any part of the Monitoring Plan has been found not to be in conformity.
- Obligation to **submit the revised MP** to the verifier, and then to the AA for approval



# The Monitoring Plan process – use of THETIS MRV

- [Implementing Regulation \(EU\) 2023/2449](#) has established the **obligation to use electronic templates and submit the MP through THETIS MRV**
  - either by filling in the MP directly in THETIS MRV; or
  - by uploading files in a compliant format/extension (available on THETIS MRV).
- The MP is **ship-specific** (one MP per ship) but there is possibility to re-use some information (ship-specific vs company specific information).
- THETIS MRV will allow for **synergies** between MRV and FuelEU common fields/information.
- There is flexibility for the language used when drafting the MP, but there is an obligation to provide an **English version** of the MP as assessed by the verifier.
- **Attachments** can be submitted with the monitoring plan (e.g. copy of a mandate).

## **IV. Live Demo:**

**The THETIS MRV  
environment for the drafting  
and submission of the  
Monitoring Plan**

# V. Questions and Answers

# Thank you

Further questions? Frequently Asked Questions (FAQs) available for [MRV](#) and [EU ETS](#)

Dedicated Helpdesk: [fitfor55@emsa.europa.eu](mailto:fitfor55@emsa.europa.eu)



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