

Implementation of Shipping MRV Regulation Determination of cargo carried

European Sustainable Shipping Forum
Subgroup on Shipping MRV Monitoring

19 January 2016

Agenda

Task 1: Determination of cargo carried for other ship types than passenger, ro-ro and container ships (Working Paper on Determination of Cargo Carried)

- 1. Options for determination of cargo carried**

Cargo parameter options: Chemical tankers

Recommended cargo parameter

For chemical tankers, cargo carried should be defined as the **mass** of the cargo on board.

A memo field should be included in the reporting template to convey additional information on a voluntary basis.

Question for discussion

What should be reported in the voluntary data field?

Cargo parameter options: LNG carriers

Recommended cargo parameter

For LNG carriers, cargo carried should be defined as the **volume** of the cargo on discharge.

If cargo is discharged at several locations, **the sum of the volume** of the cargo discharged at those locations.

Question for discussion

Do you agree with this recommendation?

Cargo parameter options: Gas carriers

Recommended cargo parameter

For gas carriers, cargo carried should be defined as the **mass** of the cargo on board.

Question for discussion

Do you agree with this recommendation?

Cargo parameter options: Ro-ro / passenger ships

Recommended cargo parameters

1. Number of passengers
2. Mass of cargo (calculated as units or occupied lane meters multiplied by default mass per unit or per lane meter)

These cargo parameters require that, in order to report fuel efficiency, the total fuel consumption and emissions are split into:

1. Fuel used to transport passengers
2. Fuel used to transport cargo

It is recommended that this split is done according to one of the methods defined in CEN 16258 (area-based or weight-based).

Cargo parameter options: Ro-ro / passenger ships

Questions for discussion

1. Do you agree with the assessment and the recommendation to report two cargo parameters: the number of passengers and the mass of cargo, and split the fuel and emissions between passengers and cargo?
2. Should default values be specified in the implementing legislation or provided by guidance documents?
3. Do you have proposals for default values for cargo mass per unit and per occupied lane meter?

Cargo parameter options: General cargo ships and reefers

Options

1. Mass
2. Volume
3. Deadweight carried
4. Combination of 2 parameters (mass/ volume & deadweight carried)

Questions for discussion

1. Would you agree with the recommendation to use deadweight carried?
2. How should deadweight carried be monitored:
 - Displacement or
 - Mass plus ballast water (plus consumables)?

Cargo parameter options: bulk carriers and combination carriers

Options

1. Mass
2. Volume
3. Mass + a correction factor
4. Mass and volume
5. Deadweight carried

Evaluation

The cargo parameters **mass** and **deadweight carried** score better than volume and mass with a correction factor on accuracy, verifiability and administrative efficiency.

Deadweight carried contains an approach of a correction for differences in density.

Question for discussion

Which of the two options do you prefer?

Cargo parameter options: Container/ Ro-Ro cargo ships

Options and evaluation

| Options | Accuracy | Verifiability | Admin efficiency | Robust and Fair |
|--------------------|-----------------|----------------------|--|--|
| Mass | + | + | + | Does not take variations in cargo density into account |
| Deadweight carried | + | + | + | ? |
| TEUs | + | + | ? (Not clear whether all ships monitor TEUs) | ? |

Cargo parameter options : Container/ Ro-Ro cargo ships

Questions for discussion

- What is your assessment of the three options in particular regarding:
 - the accuracy and verifiability of the results,
 - the administrative efficiency/ coherence with industry standards and common practices, and
 - the suitability to express energy efficiency?
- Which option do you prefer?

Cargo parameter options: Other ship types

Options

- Ad Hoc Working Group on 'Other ship types' concluded that work vessels (cable layers, dredgers, et cetera) and offshore vessels (offshore support vessels, anchor handling tug supply vessels, et cetera) do not carry out activities under the scope of the MRV Regulation and that no cargo carried parameter is needed for them.
- However, such need would emerge if, in future, ships not covered by one of the categories for which cargo carried parameters are developed may call at EU ports.
- Two most widely used parameters could be applied to such ships: mass and/or deadweight carried.

Preliminary selection of cargo parameters

No evaluation possible for hypothetical ships.

To provide flexibility, it is proposed to allow the company to choose one of the two parameters. To be specified in the respective section of the monitoring plan.

Question for discussion

Do you agree with this proposal?

Cargo parameter options: Vehicle carriers

State of play of discussion

- Task force did not propose parameter for cargo carried
- High level of diversity of ships within this group of ships

Possible way forward/ possible options for further discussion

- Follow IMO's approach (EEOI guidelines offering 3 parameters for choice by company: mass, occupied lane meters, number of car units)
- Deadweight carried
- Mass with an option of indirect determination using percent occupied deck area (converted to “mass” by using design DWT)

Question for discussion

Which of the three options do you prefer?

Thank you for your input

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