



European Sustainable Shipping Forum
5th meeting of the Sub-group on Shipping MRV Monitoring
Brussels, 24th May 2016
Location: Berlaymont building, room Schuman
(Rue de la Loi 200, 1040 Brussels)

Welcome and Opening

1. After having adopted the Agenda, the sub-group approved the minutes of the 4th meeting.
2. The Chair informed that the main topic for this meeting will be to present, discuss and approve the final report of the sub-group as well as, and already included in this report, the recommendations on guidance on cargo parameters for ro-ro ships and vehicle carriers.

Task 5: Identification of best practice for monitoring MRV relevant parameters

Guidance on cargo parameters for ro-ro ships and vehicle carriers

3. A presentation on ***recommendation for cargo parameter for Ro-Ro ships*** was delivered by **Poul Woodall (DFDS)** and provided a summary and outcome of the discussions held in this *ad-hoc* group of experts (reference is made to the document produced and circulated to the sub-group ahead of this meeting on 4/05/2016).
 - One member asked for further clarification regarding the principle of each company developing their preferred standard values for cargo carried, particularly if in the future ships could be compared with each other and/or within their segment.
 - The Chair, while clarifying that currently there are no measures in place in result of the public display/use of ships' energy efficiency information apart from those already agreed in the EU MRV Regulation, finalised the discussion and concluded that the sub-group endorsed the report with its recommendations.
4. A presentation on ***consideration of default values for vehicle carriers*** was also delivered by **Poul Woodall (DFDS)** provided a summary and state of play of the discussions held in this *ad-hoc* group of experts. In summary, while informing that no consensus was reached so far on recommendations as a

majority of the group was in favor of adopting the IMO cargo proxy i.e. Design DWT.

- The Chair, once again reminded the sub-group of the current obligations to report transport work which requires data on actual cargo carried. While concluding that further discussions are needed on guidance and in particular on default values for the indirect determination of cargo carried, the Chair informed that a one year extension of this sub-group mandate will be requested to the Plenary to continue discussing matters where it has already been identified that further guidance is needed.

Report of ESSF sub-group on shipping MRV Monitoring to the ESSF Plenary

Presentation and discussion of draft report

5. A presentation on the draft report was made by the sub-group's rapporteur **Ludovic Laffineur** (Royal Belgian Shipowners Association (**RBSA**)). It consisted of the summary of the work that was carried by this sub-group, its findings, agreements and recommendations, as well as the next steps foreseen. Several comments on substance were made, debated and agreed by the sub-group. These will be reflected in a revised report version that will be circulated for further editorial comments with a deadline **Tuesday 7th June**. A final version would then be submitted for **Plenary's** endorsement on the **28th June**.
6. On a more general aspect, regarding verification of additional information to be included on a voluntary basis (memo field) on the reporting template for all ship types to help understanding the average efficiency indicators, the Chair informed that input will be requested from the V&A sub-group.

Concluding Remarks

7. The Chair concluded the meeting with some general observations as follows:
 - The minutes of the meeting will be circulated by **EMSA as soon as ready**.
 - On the next steps of the legal process: legal acts (Implementing and Delegated Acts) will be mainly built on the basis of the MRV Monitoring and Verification&Accreditation sub-groups' reports. While Implementing Acts will go through the comitology process involved a Committee composed of Member States' representatives, the Delegated Acts will be submitted to translation after an ad-hoc meeting with Member States. The process is expected to be finalised by November.
 - On the potential alignment with the IMO Data Collection Scheme: while recognising that the overall objective would be to have an alignment, such alignment would have to be prepared by a review analyzing both systems. This review could be concluded only after the IMO regulatory framework

is in place (including all related ILO guidelines) followed by a legislative proposal to amend the MRV Regulation, if appropriate. The Chair underlined that this alignment process is entirely independent from the on-going MRV implementation process.

- Subject to endorsement of the request for prolongation of the subgroup's mandate by the ESSF Plenary, the date for the next meeting will be communicated in due time, probably after the summer break.

[Signed] Carlos Pereira - EMSA (Technical Secretariat)