



Revision of the MRV regulation

Maritime transport, which is the major transport mode in terms of volume transported, emits around 1000 million tonnes of CO₂ annually and is responsible for about 2.5% of global greenhouse gas emissions. Shipping emissions are predicted to increase between 50% and 250% by 2050 – depending on future economic and energy developments. This is clearly not compatible with the internationally agreed goal of limiting global warming.

Considerable attempts have been made in International Maritime Organisation (IMO) to agree such an approach with a view to ensure a fair contribution of the sector to the objective of the Paris agreement to limit the increase of the temperatures to +1,5°C in the years to come. In this respect, reducing CO₂ emission and limit environmental impact of maritime transport has always been very important for shippers.

One should not forget that, in 2016 the IMO reached an important deal on a global data collection system as the next step in their action to tackle CO₂ emissions. Also, it agreed to develop a Road Map for addressing CO₂ emissions from international shipping, with initial CO₂ reduction commitments to be agreed to by 2018. The work is still going on at global level and should be supported. However, although they are aiming at the right direction, these global schemes are not perfect.

To keep level playing field, our organisation, the European Shipper's Council, representing shippers, have always been favouring a global approach of this global problem, in a globalised sector. Regional regulation should not be put in place with the risk of distortion of competition as well as traffics avoidance.

The Monitor, Report and Verify scheme put in place by European Commission since few years is very interesting. We consider there is a lot to take in it to improve the current IMO global proposal.

Namely, we believe the transparency of data is of utmost importance if we want a real change. All data collected should be clearly available to the world so that the customers of maritime carriers can choose their supplier also on environmental characteristics easily (which is not yet the case).

Considering the real energy efficiency and not only theoretical architectural performance of ships is of course challenging but should be considered as a prerequisite to any global regulation.

In the past (and coming) consultation process by EC, we proposed to support the IMO global solution if, and only if, it is improved thanks to EU proposal on transparency and real energy efficiency of ships. These two elements are achievable and will bring lots of improvement in the global warming fight. EU should take a leading role in this task but not by imposing a regulation which will harm its economy but rather in making the IMO deal even greater.