

---

# MRV – GHG from ships



**BIMCO**

## Session 2 Entities in charge of data collection

*Lars Robert Pedersen*

---



## Data Collection - issues

---

Can we build on existing structures?

- Who should transmit data?
- How often should data be transmitted?
- Does Administration have a Role?
- Does Port State have a Role?
- What is the requirement to a Data centre?





- Who should transmit?
  - The ship!
    - Is the source of all data
    - Is the entity regulated
    - Normal practice for regulating the shipping industry
- When should data be transmitted?
  - Beginning and end of voyage?
  - Daily?
    - Scope of data decides
- Verification?
  - Data cannot be verified prior to transmission



# Does Administration have a Role?

---



BIMCO

- Legal requirement already in place for various recordings forms basis for PSC inspections
    - SOLAS V, Reg. 28
      - Daily reporting of position, speed, course
      - All ships on all voyages (>150 GT)
    - MARPOL
      - Annex I, Reg.17.2.5 – ORB: Bunkering of Fuel
      - Annex VI, Reg.18.3.5 – BDN
    - STCW A-VIII
      - Reg.4. Chief Eng shall determine in advance the needs of the intended voyage, ... Requirements for fuel, ....
      - Reg.104.5. Ensure that all important events affecting the operation of the ship's machinery are satisfactorily recorded
    - IMO Resolution A.916(22)
      - Recording in the ships logbook all data relating to ... Cargo onboard
-

# Does Administration have a Role?

---



BIMCO

- Ships are classed by a multitude of Societies
- 391/2006 relates to classification of EU-flagged ships
- We should keep in mind the international aspect
- Requiring the Administration to audit the data periodically could be a solution

Class may be RO for the ship

---

# What are the requirements to a Data centre?

---



BIMCO

- “Competent Authority” – what does that mean?
    - “MRV First” is about reporting
    - Risk of evasion small
    - Under-reporting and over-reporting could both turn out to be disadvantageous
  - Data use
    - Purpose of data should be to replace estimation
    - Need to protect commercial interests with respect to the individual ship’s performance
  - Use existing structures
    - EMSA LRIT data center has structures in place to ensure data protection
    - Scaling to IMO level important
-



- 
- The ship is the entity to which regulation applies
  - The ship is the entity to which regulations is enforced
  - The ship should be the transmitter
  - PSC can have a check function
  - The Administration could audit periodically
  - Shipping is international – solutions should be international even in a regional context
  - **Fuel burned per ton\*mile cargo transported is NOT a measure of a ship's efficiency**
-