

## Shipping MRV – Consideration of voyages and ports of call for the monitoring of fuel consumption, CO<sub>2</sub> emissions, distance travelled, time spent at sea and cargo carried

A voyage is considered from the last berth or ship-to-ship transfer within a port of call<sup>1</sup> to the first berth or ship-to-ship transfer in the following port of call.

For the parameters to be monitored<sup>2</sup>, following scope applies:

Parameter	During voyage	In EEA ports	Total
Fuel consumption	Yes	Yes*	During voyages
CO <sub>2</sub> emissions	Yes	Yes (CO <sub>2</sub> emitted from arrival at 1 <sup>st</sup> berth until departure from last berth)	During voyages + in EEA ports
Distance travelled	Yes	No	During voyages
Time spent at sea	Yes	No	During voyages
Cargo carried	Yes	No	During voyages

\* The monitoring of fuel consumption in EEA ports is required to determine the CO<sub>2</sub> emissions unless direct emissions monitoring is applied.

For the purpose of shipping MRV, specific situations and activities are considered as follows:

Ship-to-ship transfer of cargo or passengers:

- Part of voyage if carried out outside a port of call<sup>3</sup> (cargo carried needs to consider the amount of cargo before and after ship-to-ship transfer by calculating the weighted average for the entire voyage)
- If carried out within a port of call, ship-to-ship transfers are treated as cargo operations at berth: A ship-to-ship transfer within a port (prior to arrival at the first berth, if applicable) would be considered as the endpoint of the incoming voyage (and ship-to-ship transfer within a port after the last berth considered as start point of next voyage).

Anchoring:

- Considered as part of voyage if happening prior to arrival at port of call (arrival at 1<sup>st</sup> berth or 1<sup>st</sup> ship-to-ship transfer) or after departure from port of call (departure from last berth or last ship-to-ship transfer)
- Excluded for determination of time spent at sea

Drifting

<sup>1</sup> To recall that the Shipping MRV Regulation defines 'port of call' as the port where a ship stops to load or unload cargo or to embark or disembark passengers.

<sup>2</sup> by measurement, calculation or estimation in accordance with the relevant provisions of the Shipping MRV Regulation

<sup>3</sup> Port limits are defined by the competent authority or body designated by Member States e.g. port authority in each port

- Considered as part of voyage if happening prior to arrival at port of call or after departure from port of call

Tank cleaning:

- Considered as part of voyage if happening prior to arrival at port of call or after departure from port of call
- CO<sub>2</sub> emissions from movements to tank cleaning between the arrival at port of call and the departure from port of call (in the EEA) are considered as part of 'CO<sub>2</sub> emissions within EEA ports'