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Monitoring of CO2 emissions from ships: the Council reaches a political agreement

The Council reached a political agreement on the regulation setting out new EU-wide rules for monitoring, reporting and verification of CO2 emissions from ships.

The new mechanism for monitoring reporting and verification of CO2 emission from ships is a building block towards the implementation of the 2030 framework. At the same time, it is a contribution to the international negotiations at the International Maritime Organization, aimed at a global monitoring, reporting and verification system.

International maritime shipping is the only means of transportation not included in the EU's commitment to reduce greenhouse gas emissions. Monitoring CO2 emissions from ships is the first step in a staged approach to reducing greenhouse gas emissions in this sector as well.

The new regulation will improve information about CO2 emissions relating to the consumption of fuels, transport work and energy efficiency of ships. This will make it possible to analyse emission trends and assess ships' performances.

New rules will cover CO2 emissions from ships above 5000 gross tons. Warships, naval auxiliaries, fish catching or processing ships, wooden ships of a primitive build, ships not propelled by mechanical means and government ships used for non-commercial purposes will be excluded from these measures.

From 1 January 2018, ship-owners will be obliged to monitor emissions for each ship on a per voyage and an annual basis. There are also provisions on monitoring and reporting, verification and accreditation, and compliance and publication of information as well as international cooperation.

The European Commission will have to publish an annual report on emissions from maritime transport to inform the public and to allow for an assessment of the emissions and the energy efficiency of maritime transport per size, type of ships, activity, etc. It will also have to assess biennially the maritime sector's overall impact on the global climate, including through non-CO2-related emissions or effects.

Press office - General Secretariat of the Council

Rue de la Loi 175 - B-1048 BRUSSELS - Tel.: +32 (0)2 281 6319
press.office@consilium.europa.eu - www.consilium.europa.eu/press

www.parlament.gv.at

1/2

The European Commission will have to review this regulation in the event that an international agreement to reduce greenhouse gas emission from maritime transport is reached, in order to align it with that international agreement.

The regulation, once formally adopted, is to enter into force on 1 July 2015.

The political agreement follows the agreement reached with the European Parliament on 18 November in informal trilogues. The Permanent Representatives Committee (Coreper) endorsed the text on 26 November, while the European Parliament's Environment Committee endorsed it on 3 December. The formal adoption of a Council common position will follow the legal linguists' verification of the text in the months ahead.

[Political agreement of the Council on the monitoring, reporting and verification of CO2 emissions from maritime transport](#)
