



EU POLICY:

ETA Position on EU CO2 emissions legislative initiative

ETA welcomes the EU Proposal for Regulation on Monitoring, Reporting and Verification (MRV) of carbon dioxide emissions, regarding it as a noble and worthy initiative to provide reliable information on greenhouse gas (GHG) emissions within the maritime transport.

ETA supports the Regulation as originally proposed, that is, being intended to focus on CO2 emissions by ships greater than 5,000 GRT undertaking voyages into, out of and between EU ports. ETA recognises a great deal of value in the establishment of a GHG emissions inventory - a prelude to the introduction of any further efficiency measures and future reduction targets.

This said however, ETA does not at this stage approve that the MRV Regulation is to be extended to capture within its scope ships that are over 400 GRT and to include Nitro Oxides (NOx) or other GHG emissions other than CO2.

For the same reasons cited by ESCA in its position paper dated 11th October, 2013 (to read click [here](#)) the latter is joined by ETA to call on the Legislators to restrict the focus of the Regulation, as was originally intended, on ships above the 5000 GRT threshold. Needless to reiterate, for it to be technically, administratively and ultimately environmentally viable, the Regulation should focus on those ship that account for the lion's share of CO2 emissions.

The rationale driving the Regulations is to eventually attain the development of globally agreed energy measures. Pursuant to this goal ETA also urges the Commission that whatever the MRV Regulation would finally enact as obligatory and legally binding on the ship owners must first also be agreed and endorsed by IMO.

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