



EUROPEAN COMMISSION

Brussels, 10.3.2014
C(2014) 1434 final

Dear President,

The Commission would like to thank the Kamra tad-Deputati for its Opinion on the proposal for a Regulation of the European Parliament and of the Council on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amending Regulation (EU) No 525/2013 {COM(2013) 480 final} and apologises for the delay in replying.

As pointed out in the Communication on "Integrating maritime transport emissions in the EU's greenhouse gas reduction policies" {COM(2013) 479 final} accompanying the proposal, the Commission shares the preference for measures to be introduced and implemented by the International Maritime Organisation (IMO). By proposing monitoring, reporting and verification (MRV) as a first step in a gradual approach towards reducing maritime emissions, the Commission reflects this preference. The Commission expects that by sharing the experience gained through its preparatory work with our international partners, it will enable the IMO to take more informed decisions.

The introduction of regional measures to reduce greenhouse gas emissions from shipping can make a significant contribution to the economy wide mitigation efforts – the share of CO₂ emitted during EU-related voyages constitutes around 20% of the global emissions, and the absolute emissions from maritime transport are already higher than the ones of important European industrial sectors such as refineries or the cement industry. Incentivising early action by improving availability of standardised information on emissions is the first step.

The proposed regulation, developed following extensive consultations with industry stakeholders, uses a lean approach for MRV based on documents and information already legally required to be held on board of ships today. Therefore, the administrative costs triggered would be limited. At the same time, according to the Impact Assessment accompanying the proposal {SWD(2013) 236 final}, the introduction of MRV would lead to a reduction of fuel consumption of about 2% compared to business-as-usual as improvement potentials for the energy efficiency of ships would be identified and to some extent implemented. Overall, costs for the shipping sector are expected to be reduced by around EUR 1 billion per year. EU Member States would therefore not be at risk of being put at a competitive disadvantage.

Mr Anglu FARRUGIA
President of the
Kamra tad-Deputati
The Palace
MT – VALLETTA CMR 2000

An EU Member State would not be required under the proposed Regulation to oblige ships not flying its flag to provide data on greenhouse gas emissions or to take part in any system to keep a record of emissions when sailing outside of the Member State's internal waters. Instead, EU Member States would have to apply the obligation to carry a valid document of compliance on board as a port entry condition to ships flying the flag of a third country. Compliance with the proposed Regulation by ships flying the flag of an EU Member State would be ensured by the Flag State.

The Commission hopes that these clarifications address the concerns raised by the Kamra tad-Deputati and looks forward to continuing our political dialogue in the future.

Yours faithfully,

*Maroš Šefčovič
Vice-President*