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Commission Implementing Regulation (EU) 2016/1927 of 4 November 2016 on templates for monitoring plans, emissions reports and documents of compliance pursuant to Regulation (EU) 2015/757 of the European Parliament and of the Council on monitoring, reporting and verification of carbon dioxide emissions from maritime transport (Text with EEA relevance)

COMMISSION IMPLEMENTING REGULATION (EU) 2016/1927

of 4 November 2016

on templates for monitoring plans, emissions reports and documents of compliance pursuant to Regulation (EU) 2015/757 of the European Parliament and of the Council on monitoring, reporting and verification of carbon dioxide emissions from maritime transport

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC[(1)], and in particular Articles 6(5), 12(2), and 17(5) thereof,

Whereas:

(1) Articles 6(1) and 6(3) of Regulation (EU) 2015/757 require companies to submit to the verifier a monitoring plan consisting of complete and transparent documentation of the monitoring method to be applied for each ship falling under the scope of that Regulation.

(2) In order to ensure that those monitoring plans contain standardised information allowing for harmonised implementation of the monitoring and reporting obligations, it is necessary to lay down templates, including technical rules for their uniform application.

(3) The monitoring plan should contain at least the elements laid down in Article 6(3) of Regulation (EU) 2015/757. It should also use the units for determining 'cargo carried' as specified in Commission Implementing Regulation (EU) 2016/1928[(2)]. Given the two distinct transport services that ro-pax ships provide, such ships will need to differentiate between fuel consumption and CO_2 emissions data for freight and for passengers. This would allow for a better determination of their average operational energy efficiency indicators.

(4) Without prejudice to Article 6(3) of Regulation (EU) 2015/757, and in accordance with the last paragraph of Article 10 of that Regulation, the monitoring plan should allow for the monitoring and reporting of fuel consumption and CO_2 emitted on the basis of other voluntary criteria. This would make it possible to better understand the average reported energy efficiency. This concerns in particular differentiated monitoring of fuel

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consumption for cargo heating and for dynamic positioning as well as differentiated monitoring of laden voyages and when navigating through ice.

(5) To make it easier to prepare monitoring plans for companies with several ships, it is appropriate to allow companies to indicate which procedures described of the monitoring plan would apply in a relevant manner to all ships under the company's responsibility.

(6) When providing information on elements and procedures as part of the monitoring plan pursuant to Article 6(3) of Regulation (EU) 2015/757, companies should be able to also refer to procedures or systems effectively implemented as part of their existing management systems, such as the International Safety Management Code (ISM Code)[(3)], the Ship Energy Efficiency Management Plan (the SEEMP)[(4)], or to systems and controls covered by harmonised quality, environmental or energy management standards, such as EN ISO 9001:2015, EN ISO 14001:2015 or EN ISO 50001:2011.

(7) To make monitoring easier, it is appropriate to allow the use of default values for the level of uncertainty associated with fuel monitoring.

(8) To make the entire compliance cycle (including monitoring, reporting and verification) easier, information on management, in particular on appropriate data management and control activities, should be considered as useful information. A dedicated section in the monitoring template should help companies to structure the necessary management elements.

(9) It is necessary to lay down specifications for an electronic template for emissions reports. This is needed to ensure that verified emissions reports are submitted electronically and that they contain complete and standardised aggregated annual information, which can be made publicly available and which enables the Commission to prepare the reports required under Article 21 of Regulation (EU) 2015/757.

(10) The emissions report should cover the minimum content as laid down in Article 11(3) of Regulation (EU) 2015/757, including the results of the annual monitoring. It should also allow for the reporting of additional information that can help understanding of the average operational energy efficiency indicators reported on a voluntary basis. This concerns in particular the elements for voluntary monitoring of fuel consumed and CO_2 emissions emitted, differentiated on the basis of criteria specified in the monitoring plan.

(11) It is necessary to lay down technical rules establishing an electronic template for documents of compliance. This ensures that standardised, easily processable information can be included in the documents of compliance sent by the verifiers pursuant to their obligation under Article 17(4) of Regulation (EU) 2015/757 to inform without delay the Commission and the authorities of the flag State of the issuance of a document of compliance.

(12) Thetis MRV, a dedicated Union information system developed and operated by the European Maritime Safety Agency, should be available for companies and accredited verifiers so that they can use it to electronically submit satisfactorily verified emissions reports and related documents of compliance to the Commission and flag States. It

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should be designed in a flexible way so as to consider the event of a global monitoring, reporting and verification system for greenhouse gas emissions.

(13) The Commission has consulted parties concerned on best practices on matters addressed by this Regulation. The consultation was carried out through the 'Shipping MRV experts' subgroups' set up under the umbrella of the European Sustainable Shipping Forum.

(14) The measures provided for in this Regulation are in accordance with the opinion of the Climate Change Committee established by Article 26 of Regulation (EU) No 525/2013 of the European Parliament and of the Council[(5)],

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation lays down templates and technical rules for the submission of monitoring plans, emissions reports and documents of compliance pursuant to Regulation (EU) 2015/757.

Article 2

Template of the monitoring plan

1 Companies shall draw up the monitoring plan referred to in Article 6 of Regulation (EU) 2015/757 using a template corresponding to the model set out in Annex I.

2 Companies may split the monitoring plan into a company-specific part and a ship-specific part, provided that all elements set out in Annex I are covered.

The information contained in the company-specific part, which may include Tables B.2, B.5, D, E and F.1 of Annex I, shall be applicable to each of the ships for which the company is to submit a monitoring plan pursuant to Article 6 of Regulation (EU) 2015/757.

Article 3

Electronic template of the emissions report

1 For the purposes of submitting the emissions report pursuant to Article 11(1) of Regulation (EU) 2015/757, companies shall use the electronic version of the template available in the Thetis MRV automated Union information system operated by the European Maritime Safety Agency (hereinafter referred to as 'Thetis MRV').

2 The electronic version of the template of the emissions report referred to in paragraph 1 shall contain the information set out in Annex II.

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Article 4

Electronic template of document of compliance

1 For the purposes of issuing a document of compliance pursuant to Article 17(4) of Regulation (EU) 2015/757, the verifier shall provide relevant data using the electronic version of the template available in Thetis MRV.

2 The electronic version of the template of the document of compliance referred to in paragraph 1 shall contain the information set out in Annex III.

Article 5

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 4 November 2016.

For the Commission

The President

Jean-Claude JUNCKER

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ANNEX I

Template for monitoring plans

Part A

Revision record sheet

Version No	Reference date	Status at reference date[a]	Reference to Chapters where revisions or modifications have been made, including a brief explanation of changes

a Select one of the following categories: 'Working draft', 'Final draft submitted to the verifier', 'Assessed', 'Modified without need for re-assessment'.

Part B

Basic data

Table B.1.

IDENTIFICATION OF THE SHIP

Name of the ship	
IMO identification number	
Port of registry	
Home port (if not identical with port of registry)	
Name of the shipowner	
IMO unique company and registered owner identification number	
Type of the ship[a]	
Deadweight (in metric tonnes)	
Gross Tonnage	
Classification Society (voluntary)	

a Select one of the following categories: 'Passenger ship', 'Ro-ro ship', 'Container ship', 'Oil tanker', 'Chemical tanker', 'LNG carrier', 'Gas carrier', 'Bulk carrier', 'General cargo ship', 'Refrigerated cargo ship', 'Vehicle carrier', 'Combination carrier', 'Ro-pax ship', 'Container/ro-ro cargo ship', 'Other ship types'.

b Select one of the Polar Classes PC1 — PC7 or one of the Finnish-Swedish Ice Classes (IC, IB, IA or IA Super).