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Introduction to the EU ETS

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Introduction to the EU ETS

- Established mechanism to combat climate change
- EU MRV CO2 emissions since 2017
- EU ETS Complements EU MRV for comprehensive decarbonization

Scope of EU ETS

- Inclusion of cargo/passenger ships from Jan 1, 2024
- Offshore ships included from Jan 1, 2027: Definition?
- Phased approach

Phase-in	2024	2025	2026
Share of emissions subject to the EU ETS	40%	70%	100%

Emission Scope

Туре	Size (GT)	EU MRV	EU ETS
Ships transporting cargo or passengers	5000+	In force	2024
General cargo and offshore ships	400-5000	2025	To be evaluated
Offshore ships	5000+	2025	2027

GHG	EU MRV	EU ETS
CO ₂	In force	2024
Methane (CH ₄), Nitrous oxide (N ₂ O)	2024	2026

Voyages Scope

Voyage scope	EU MRV	EU ETS
Emissions on voyages and port calls within the EU/EEA	100%	100%
Emissions on voyages into and out of the EU/EEA	100%	50%

Requirements for Shipping Companies

- Reporting and verification under EU MRV system
- Role of the verifier?
- Responsibility for compliance lies with the shipping company

Responsibility for Compliance

 Definition of "Shipping Company" as per Directive (EU) 2023/959

"shipping company" means the shipowner or any other organisation or person, such as the manager or the bareboat charterer, that has assumed the responsibility for the operation of the ship from the shipowner and that, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed by the International Management Code for the Safe Operation of Ships and for Pollution Prevention, set out in Annex I to Regulation (EC) No 336/2006 of the European Parliament and of the Council

Cost allocation outlined in BIMCO ETS 2023

Marine ingenuity

Cost Allocations and Negotiations

- Commercial decisions on EUAs
- Charterparties



