

## France / EU – operator information on CO<sub>2</sub> emissions

---

### France – emission disclosure requirements in force as of 1 October 2013

As part of France's objectives to reduce greenhouse gas (GHG) emissions, ship operators are required as of 1 October 2013 to disclose the quantity of carbon dioxide (CO<sub>2</sub>) emitted during transport services.

This new CO<sub>2</sub> emission disclosure requirement applies to "any public or private persons organising or selling transport services for passengers, goods or moving purposes, carried out using one or several means of transport, departing from or travelling to a location in France, with the exception of transport services organised by public or private persons for their own behalf" - including ships transporting passengers or cargo to/from French ports (see Article 2 of the [French decree No. 2011-1336](#)). The requirement does, however, not apply to ships: transiting French waters; making stops for refuelling or making other technical stops in France; and with no goods or passengers departing from or transporting to a location in France.

A [guide](#) to the implementation of the requirements, including methods for calculating relevant emissions is provided on the website of the French Ministry for Ecology, Sustainable Development and Energy. The guide provides examples of how to calculate the amount of CO<sub>2</sub> emitted. Chapter 4.4, including fact sheet 6-9 relates to freight by sea. Chapter 2.6 of the guide also details the information to be provided, when it should be provided and how to provide it. Additional information may also be found in the article "[France Demands Carbon Footprint on Transport – Further Details](#)" on the website of Carbon Footprint of Freight Transport (COFRET).

Members and clients with ships calling at French ports should immediately familiarise themselves with the new CO<sub>2</sub> disclosure requirements in force and, as the possible methods available for communicating the required information are numerous, carefully consider the most suitable method for disclosing the required information when taking into account their type of transportation (passengers or goods) and their relationship with the "customer" (individual passenger or shipper).

### EU – emission monitoring and reporting requirements proposed to come into force 1 January 2018

In June 2013 the European Commission set out a strategy for progressively integrating maritime emissions into the EU's policy for reducing its domestic GHG emissions. As a first step in the implementation of the strategy, a legislative proposal was put forward to establish an EU system for monitoring, reporting and verifying (MRV) emissions from large ships using EU ports.

The proposal will create an EU-wide legal framework for collecting and publishing verified annual data on CO<sub>2</sub> emissions<sup>1</sup> from all large ships (over 5,000 gross tonnes) on voyages to, from and between EU ports - irrespective of where the ships are registered. From 1 October 2018, ship owners and operators will have to monitor, in accordance with the methodology agreed in each ship's monitoring plan, the amount of CO<sub>2</sub> emitted by their large ships. The amount and type of fuel consumed by ships on routes covered by the regulation are the core data to be collected but also additional information such as data to determine the ships' energy efficiency will be required. The data will then need to be verified by an accredited verifier and reported to the EU and to the ship's flag state. The monitoring and reporting obligations will apply by calendar year.

For further details on the proposal and the consequences for shipowners and operators, please see EU's document "[Questions & Answers on greenhouse gas emissions from shipping](#)". A link to the legislative proposal can be found [here](#).

In anticipation of the CO<sub>2</sub> MRV regulations coming into force, Members and clients with ships calling at EU ports are advised to monitor the progress of the proposed regulations and, as early as possible, plan for the implementation of the measures required to eventually ensure compliance.

---

<sup>1</sup> The proposed MRV system will not cover other GHGs besides CO<sub>2</sub> nor air pollutants since measuring equipment for these is currently not sufficiently reliable. However the scope could be expanded at a later stage, in order to clarify and simplify monitoring and reporting requirements.

The information is provided for general information purposes only. Whilst we have taken every care to ensure the accuracy and quality of the information provided at the time of original publication, Gard AS can accept no responsibility in respect of any loss or damage of any kind whatsoever which may arise from reliance on this information.

Gard Alerts not distributed to Members and clients by e-mail are marked with "Web only" in the heading and are available on [www.gard.no](http://www.gard.no).