

Subject

FuelEU monitoring plan required under the FuelEU
Maritime Regulation

ClassNK Technical Information

No. TEC-1329
Date 29 July 2024

To whom it may concern

As announced in ClassNK Technical Information No.TEC-1308 (issued on 3 October 2023), the "Fuel EU Maritime" Regulation, an EU regulation aimed at promoting the decarbonization of fuels used on ships, has entered into force and starts on 1 January 2025.

In accordance with this regulation, ISM companies having ships above 5,000 gross tonnage calling at ports within the jurisdiction of EEA Member States¹ for transporting passengers or cargo for commercial purposes, regardless of their Flag State, are required to develop FuelEU monitoring plan, which sets out the methods for monitoring and reporting the amount of energy (fuel type and consumption) used by ships during voyages and at berth and submit it to verifier by 31 August 2024. The submitted FuelEU monitoring plans will be verified by the verifier by 31 December 2024.

Implementing regulations setting out the template for the FuelEU monitoring plan and the verification activities of FuelEU Maritime have now been published. We accordingly provide you with this information, together with other updates as follows.

1. FuelEU monitoring plan

On 29 July 2024, implementing regulations setting out the template for the FuelEU monitoring plan was published (Reference URL 1.). The FuelEU monitoring plan should be submitted to a verifier (ClassNK) electronically on TEHTIS-MRV in accordance with the specified format. The procedure for the submission on THETIS-MRV is expected to be announced in early August and ClassNK MRV Portal users will be informed separately as soon as the details are known.

Please pay a special attention to that the responsible entity for the FuelEU Maritime Regulation is always the ISM company of the ships concerned. Therefore, FuelEU monitoring plan should also be submitted by the ISM company. This is different from the EU-ETS, where either the registered owner or the ISM company is the responsible entity. (The mandate document required under the EU-ETS is not required under the FuelEU Maritime Regulation.)

(To be continued)

¹ EEA(European Economic Area) Member States: 30 States consist of 27 EU Member States and 3 EEA States, Norway, Iceland and Lichtenstein.

NOTES:

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The FuelEU monitoring plan shall include such as the following information and it is recommended to prepare in advance:

- Information on ship's identification, shipowners and ISM companies concerned
- Description of energy sources (fuel consumer) to be used on board while in navigation and at berth
- Procedures for monitoring the fuel consumption of each fuel type
- Procedures for monitoring the WtT and TtW emission factors of energy to be used (when using actual measured values other than the default values)
- Standards and characteristics of OPS or a zero-emission technology (only for containerships and passenger ships)
- Value of the established total electrical power demand of the ship at berth (only for containerships and passenger ships)

Please also note that the verifier shall carry out site visits in order to gain sufficient understanding of the ISM company and the FuelEU monitoring plan and reporting system as described in the plan. Details of the site visits will be provided in due course.

2. Q&A on FuelEU Maritime Regulation issued by the European Commission

The European Commission has published a Q&A on the FuelEU Maritime Regulation on the following web page:

https://transport.ec.europa.eu/transport-modes/maritime/decarbonising-maritime-transport-fueleu-maritime/questions-and-answers-regulation-eu-20231805-use-renewable-and-low-carbon-fuels-maritime-transport_en

The Q&A includes a clarification on the calculation of GHG intensity when renewable and low-carbon fuels, including biofuels, are used, as outlined in Attachment 1 of this document.

3. ClassNK's support services

ClassNK published the "FAQs on the FuelEU Maritime (2nd Edition)", which provide an overview of the regulations in Q&A manner. We hope that the document will help maritime stakeholders in their preparations for FuelEU Maritime.

https://www.classnk.or.jp/hp/pdf/authentication/eumrv/FuelEU_faq_2_e.pdf

We will update the FAQs once new information becomes available.

Please refer to our website for an overview of the relevant treaties.

Location: Top > Certification Services > EU-MRV/UK-MRV Regulation/EU-ETS/FuelEU Maritime

URL: <https://www.classnk.or.jp/hp/en/authentication/eumrv/index.html>

(To be continued)

For any questions about the above, please contact:

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Attachment:

1. Calculation of GHG intensity when renewable and low-carbon fuels, including biofuels, are used

Reference URL:

1. [Regulation \(EU\) 2024/2031 of 26 July 2024 on the template for monitoring plans pursuant to Regulation \(EU\) 2023/1805 of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC](#)

Attachment 1. to
ClassNK Technical Information No. TEC-1329

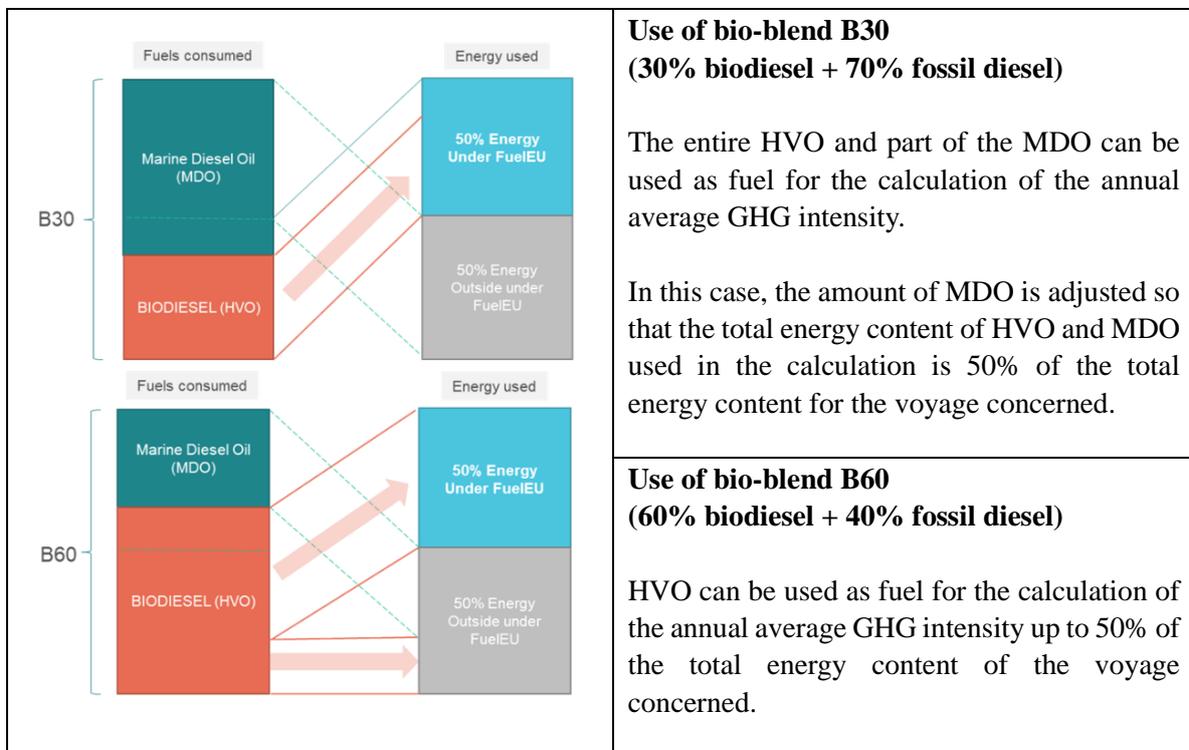
Calculation of GHG intensity when renewable and low-carbon fuels, including biofuels, are used

The GHG intensity requirements under Fuel EU Maritime Regulation apply to the energy used on board ships during the following voyages and port stays:

- ① 100% of the energy used on board during voyages between EEA ports;
- ② 100% of the energy used on board at EEA ports;
- ③ 50% of the energy used on board during voyages between an EEA port and a non-EEA port; and
- ④ 50% of the energy used on board during voyages arriving at or departing from an EEA port located in an outermost region.

In case where renewable and low-carbon fuels are used during voyages specified in ③ and ④ above, up to 50% of the energy used during the voyage can be counted as contributing to the GHG intensity.

In the Q&A on the FuelEU Maritime Regulation issued by the European Commission, the following examples are given for the use of marine diesel oil (MDO) and biodiesel (HVO) blend fuels, B30 and B60 respectively.



Example of GHG intensity calculations for the use of biofuels during a voyage between ports in EEA Member States and non-EEA Member States
(Source: Questions and Answers on Regulation (EU) 2023/1805 on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC)