

Subject

FuelEU Maritime implementation delayed in Norway and Iceland

ClassNK

Technical Information

No. TEC-1342
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To whom it may concern

As announced in ClassNK Technical Information No. TEC-1329 (issued on 29 July 2024) and No. TEC-1308 (issued on 3 October 2023), the FuelEU 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 States for transporting passengers or cargo for commercial purposes, regardless of their Flag State, are required to monitor the amount of energy (fuel type and consumption) used by ships during voyages and at berth.

The EEA (European Economic Area) Member States consist of the 27 EU member states plus Norway, Iceland, and Liechtenstein, forming a total of 30 states.

However, the Norwegian Maritime Authority (NMA) has announced that the incorporation of the FuelEU Maritime Regulation into the EEA Agreement is delayed, and it is highly likely that the implementation of the FuelEU regulations in Norway will not be completed by 1 January 2025.

The Norwegian Maritime Authority website:

https://www.sdir.no/en/news/FuelEu_delayed_in_Norway/

DG MOVE (European Commission Directorate-General for Transport) website:

https://transport.ec.europa.eu/transport-modes/maritime/decarbonising-maritime-transport-fueleu-maritime_en

Due to this delay, Norwegian and Icelandic ports will be regarded as "non-EU/EEA ports" under the FuelEU Regulation from 1 January 2025, until the incorporation into the EEA Agreement is completed. As of the issuance date of this Technical Information, the completion date of that work is not known.

In the meantime, the NMA still recommends preparing FuelEU monitoring plans before the legislation is implemented in Norway.

(To be continued)

NOTES:

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Please note that Norway and Iceland will continue to be treated as "EU/EEA ports" under the EU-MRV/ETS.

ClassNK summarizes examples of voyages in the scope of FuelEU and EU-ETS and points to note when reporting through the ClassNK MRV Portal as follows:

1. Examples of voyages in the scope of FuelEU and EU-ETS related to Norway/Iceland:

Departure/Arrival	FuelEU			EU-ETS		
	Departure port (in port)	(at sea)	Arrival port (in port)	Departure port (in port)	(at sea)	Arrival port (in port)
(Dep.) Spain (Arr.) Norway	100%	50%	0%	100%	100%	100%
(Dep.) India (Arr.) Norway	0%	0%	0%	0%	50%	100%
(Dep.) Norway (Arr.) Iceland	0%	0%	0%	100%	100%	100%
* FuelEU applies to energy used during voyages and stays in ports.						
* EU-ETS applies to GHG emissions during voyages and stays in ports.						

2. Handling in ClassNK MRV Portal

On voyage data in the ClassNK MRV Portal used to submit emission report for EU MRV/FuelEU, there are checkboxes to select whether each port is an EU port or not. Since Norway and Iceland are still treated as "EU/EEA ports" under the EU-ETS, please continue to report them as "EU/EEA ports" (EU port).

The MRV Portal will be updated to treat Norway and Iceland as non-EU ports for calculations under FuelEU from 2025 onwards.

Additionally, the Voluntary Voyage Statement currently used for cost settlements, etc. under EU-ETS will be enhanced to calculate and include a FuelEU GHG intensity and a compliance balance for any specified period.

This update of MRV Portal is planned to be implemented in early 2025, along with the above modifications for Norway and Iceland matter. Notification will be provided for ClassNK MRV Portal users upon completion.

(To be continued)

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

Location: Home > Certification Services > EU-MRV/UK-MRV regulations/EU-ETS/FuelEU Maritime

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

For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

DCS Section, Green Certification Department, Administration Center, Head Office

Address: 4-7 Kioi-cho, Chiyoda-ku, Tokyo 102-8567, Japan

Tel.: +81-3-5226-3025

Fax: +81-3-5226-3026

E-mail: dcs@classnk.or.jp