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**Reference to:** Rules for the measurement of CO<sub>2</sub> emissions from ships (MRV)

## Measurement of CO<sub>2</sub> emissions from ships (MRV) – the impact on offshore vessels

In line with Regulation (EU) No 2015/757 (MRV), the Norwegian Maritime Authority (NMA) laid down amendments to the Regulations on environmental safety on 1 June 2017, see Circular [RSR 5 – 2017](#).

The rules on monitoring, reporting and verification of greenhouse gas emissions from ships apply to ships of more than 5,000 gross tonnage carrying cargo or passengers to, from or between ports within the EEA. As a guidance to how to interpret the scope of application, the EU has published a list of questions and answers covering a range of issues, see the FAQ published by the European Commission here:

[https://ec.europa.eu/clima/policies/transport/shipping\\_en#tab-0-3](https://ec.europa.eu/clima/policies/transport/shipping_en#tab-0-3)

In this regard, the NMA has received several inquiries as to whether, or to which extent, the rules apply to ships in the offshore industry, and in particular ships carrying cargo, provisions and equipment from shore to offshore installations.

The NMA want to base their interpretation of the MRV legislation on the same understanding as that of the other EEA States. Accordingly, they contacted the European Commission, which stated that this ship type in itself is not exempt, but that the transfer of cargo and passengers to offshore installations is not to be regarded as commercial transport of cargo or passengers pursuant to the MRV legislation. For that reason, such ships will only exceptionally be affected by this legislation, i.e. when being used in other transport operations.

Based on this, the NMA concludes that the MRV legislation as a main rule is not applicable to vessels carrying cargo or passengers to offshore installations.

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