

Can MRV implementation learn from our SECA experience?

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Agenda

- Why an MRV
- Key differences
- What went wrong with SECA
- What went right with SECA
- What to look out for with MRV











Key differences

SECA

- Directive
 - 28 National intrepretations
- Limited geografical scope
- All (commercial) vessels
- No commercial sensitive data
- Policing difficult
- Proven environmental effect
 - Less SOx, more CO2

MRV

- Regulation
 - 1 set of rules
- Geografical scope also outside EEZ
- Vessels over 5000 GT
- Commercial sensitive date
- Policing "easy"
- No proven environmental effect
- 1st step to MBM



What went wrong with SECA

- Countries were not ready to police
- Different national approach to penalties
- No base line established against which future results can be measured
- Overlapping legal framework WFD, National/regional legislation
- 2020/2025 uncertainty halting all progress
- CO₂ being increased



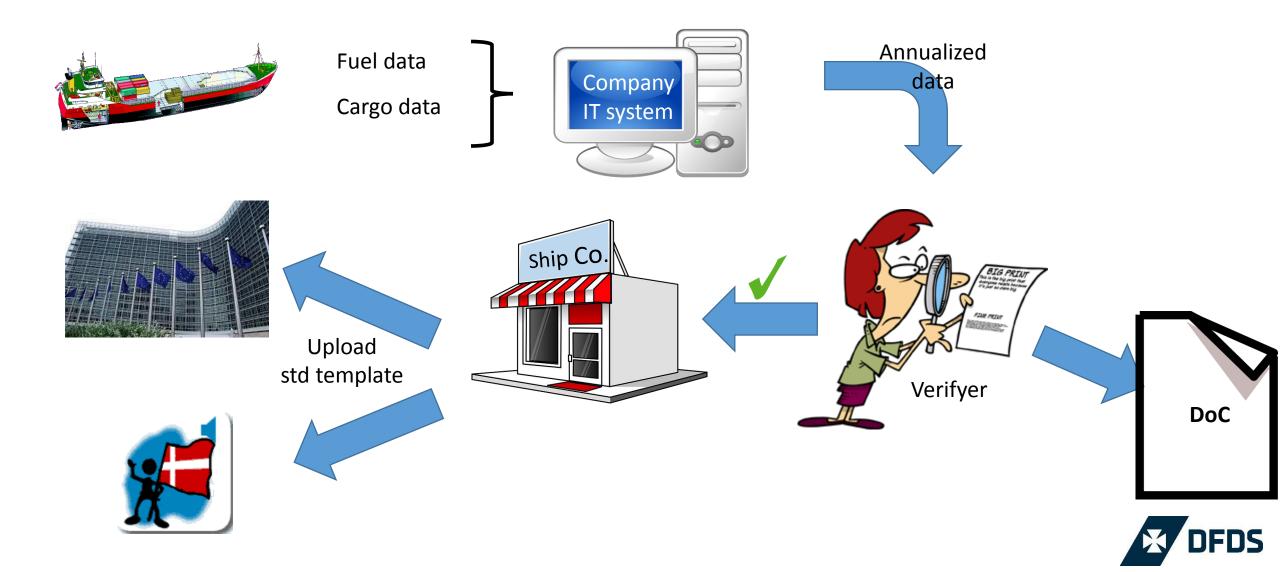
What went right with SECA

- Switchover without problems
- MGO available
- SOX being reduced
- EU supportive

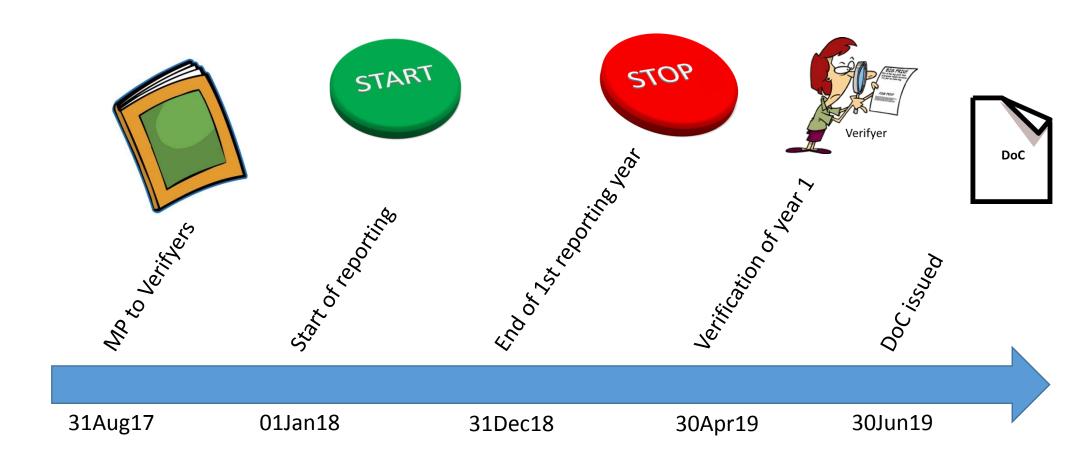




How is MRV intended to work



The MRV time line





What to look out for with MRV

- Clear definitions in implementing acts
 - Realistic accuracy levels
- Significant data collection required
 - IT systems needs upgrading/constructed
- Timely readiness of verification mechanism
- Timely readiness of reporting templated
- Common policing approach
 - Non EU operators/flags
- Legal issues around commercial data
 - Owner/operator/charterer/VSA
- Cost
- "Me too" reaction around the World
- Bottlenecks around the system



What is it all going to be used for?















