



FUEL EU REGULATION - THE USE OF RENEWABLE AND LOW-CARBON FUELS IN MARITIME TRANSPORT

Merchant Shipping Notice 188

Notice to Ship-owners, Ship Operators, Managers, Masters, Owners' Representatives and Recognized Organizations

The Directorate brings to the attention of all concerned the FuelEU Maritime Regulation ([EU 2023/1805](#)), which applies to ships above 5000 GT that serve to transport passengers or cargo for commercial purposes, in respect of ships arriving at, staying within or departing from EU ports. The Regulation sets requirements on annual average GHG intensity of energy used by ships.

By 31 August 2024, companies shall submit a FuelEU Monitoring Plan for each of their ships to an accredited verifier, indicating the method chosen from among methods set out in Annex I of the Regulation for monitoring and reporting the amount, type and emission factor of energy used on board by ships and other relevant information.

As of 1 January 2025, companies shall start monitoring and recording on an annual basis the required data for each of their ships, including the amount of each type of fuel consumed and the emission factors covering all relevant greenhouse gases. By 31 January of the verification period, companies shall provide to the verifier a ship-specific FuelEU report containing all the relevant data for the reporting period.

By 30 June 2026 and for each subsequent year, the verifier shall issue a FuelEU Document of Compliance for the ship concerned, provided that the ship does not have a GHG intensity compliance deficit or non-compliant port calls. The FuelEU Document of Compliance should be held by ships as evidence of compliance with the Regulation. In case of ships having a compliance deficit, a FuelEU penalty to be calculated by the verifier in accordance with the formula in the Regulation shall be due. The pertinent data in relation to the Regulation shall be recorded in the FuelEU database.

As of 1 January 2030, container, and passenger ships falling under the scope of the Regulation and at berth for more than two hours in a Ten-T port, shall use the Onshore Power Supply (OPS) or zero-emission technology, and by 1 January 2035 this shall also apply to all EU/EEA ports where onshore power is available.

The Merchant Shipping Directorate advises all concerned to ensure compliance with the provisions of this Regulation.

Merchant Shipping Directorate

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Merchant Shipping Directorate
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