



Methodological note - November 2025

EU shipping emissions

Analysis based on the EU Shipping MRV database

1. Data sources

Shipping emissions data from the [THETIS-MRV publication](#) (EMSA, August 2025). Data for 2018: version 271, Data for 2019: version 224, Data for 2020: version 203, Data for 2021: version 212, Data for 2022: version 229, Data for 2023: version 59, Data for 2024: version 44. General trade and fossil fuel import and export data from Eurostat (2025, [mar_qg_qm_cwh_custom_17933265](#), [ext_go_detail](#)). Vessel characteristics from Clarksons (2024).

2. Assumptions and limitations

Emissions data include emissions from ships above 5000 GT and all EEA countries. Emissions 2018-2020 are adjusted for EU27, excluding emissions from UK shipping based on inhouse analysis. Emissions under EU ETS scope include all within EU emissions, all emissions at berth and 50% of EU inbound and EU outbound emissions. In the ranking of companies and for the ranking of single ships, company information refers to the parent company of the ship operator. Emissions from coal carriers are estimated based on bulk carrier emissions and the share of coal trade of all bulk trade in the EU (Eurostat, [ext_go_detail](#), 2025). For fossil fuel imports shown on the map, the imports are assigned to a country if the country is the final destination of the product and the goods entered EU territory by sea. Hence, land-locked countries can have imports by sea, because they can be the final destination of imports entering the EU by sea. The top 10 fossil fuel carrier companies are parent companies of the ship managing company.

Further information

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