BRITISH MONITORING AND REPORTING PROGRAM AND VERIFICATION OF CO2 EMISSIONS FROM SHIPS

General information

This study is addressed to Shipowners, ship operators and verifiers. The information contained is applicable to all ships over 5000 GT in voyages between UK ports and ports outside the European Economic Area (EEA) and vice versa, between UK ports and to ships at berth in ports in Great Britain.

Although the UK is no longer part of the EU MRV system, UK legislation SI 2018/1388 has retained and changed EU legislation, thus establishing an MRV system to monitor, report and verify CO_2 emissions data from ships calling at UK ports. However, it should be borne in mind that the requirements for MRV systems in Great Britain and the EU are the same.

To avoid duplication, data on voyages between UK and EEA ports and vice versa do not need to be reported under the UK MRW system. Data on these voyages should continue to be reported to the European Commission in line with the EU MRV system.

Data concerning emissions from voyages between UK ports, between UK ports and non-EEA ports and vice versa, and from ships moored in a UK port will need to be included in the UK MRV emissions report.

No emission data should be provided for 2021 for the UK MRV system, although data on voyages between UK and EEA countries should still be reported to the European Commission under the EU MRV system. All data on emissions from cruises to and from UK ports in 2020 should be reported to the European Commission by April 2021.

Preparation for the British MRV system

Operators should start collecting emission data for their ships from 1 January 2022 for the 2022 reporting period

Travel and emissions data required under the UK MRV system

The type of data and parameters that have to be monitored for each voyage under the UK MRV system are the same as those required under the EU MRV system. They include:

- Port of departure and port of arrival including date and time of departure and arrival.
- Total amount and emission factor for each type of fuel consumed.
- Emitted CO_2.
- Distance traveled.
- Time at sea.
- Transported cargo.
- Transport work.

Similar parameters apply under the UK MRV to monitor emissions on an annual basis. These are:

- Total amount and emission factor for each type of fuel consumed.
- Total aggregated CO_2 emitted within the scope of the regulation.
- Aggregate CO_2 emissions from all voyages between UK ports.
- Aggregate CO_2 emissions from flights departing from UK ports
- (except for cruises to a port in the EEA).
- Aggregate CO_2 emissions from cruises to UK ports (excluding those originating in an EEA port).
- CO_2 emissions that have occurred in berthed ports in Great Britain.
- Total distance traveled.
- Total time spent at sea.
- Complete transport work.
- Average energy efficiency.

Flights between a UK port and a port in one of the UK's overseas territories or depending on the Crown - such as the Falkland Islands, Gibraltar, Isle of Man, Jersey - must be monitored and reported according to the UK MRV system. However, ports in these overseas territories do not count as British ports under the UK MRV system. Consequently, travel between two Crown's dependencies or overseas territories - for example between Jersey and Guernsey, should not be taken into account. Likewise, travel from a port in an overseas territory or, depending on the Crown, to a port outside the UK should not be taken into account.

What should the clients of the Polish Register of Shipping do?

PRS clients should be aware of the above regulations and prepare their systems and procedures to start collecting data on emissions for the 2022 reporting period.

In the event that the customer is satisfied with the possibility of voyages between UK ports, UK ports and non-EEA ports in 2022, follow the schedule:

- By 31 December, 2021 - client should ensure that the existing EU MRV monitoring plan is appropriate for the UK MRV.
- From 1 January, 2022 - Customer should collect data, this is the beginning of the first reporting period for the British MRV, shipowners must submit to verifiers which must be accredited by the United Kingdom Accreditation Service (UKAS) a monitoring plan for newly acquired ships for evaluation no later than two months after the ship's first entry into a UK port.
- 31 December, 2022 - the end of the 1st reporting period.
- 1 January, 2023 - starting data collection for 2023.

- By February 28, 2023 and each year thereafter - the Owner should submit a 2022 emissions report to the verifier accredited by the United Kingdom Accreditation Service (UKAS) to allow sufficient time to resolve any issues on April 30.
- By April 30, 2023 and each subsequent year - accredited verifier by the United Kingdom Accreditation Service (UKAS) will evaluate the report and submit the verified emission report to the UK MRV database.
- Until June 30, 2023 and each subsequent year - PRS customers will be required to have a Document of Compliance with the British MRV program covering the previous reporting year on board the vessel.

The introduction of a third emission monitoring system running in parallel with the existing EU MRV and IMO DCS on some ships may require changes to the on-board systems and procedures. Therefore, ship operators are advised to contact their system provider to find out if their existing on-board emission monitoring system should be brought into line with the UK MRV reporting requirements. Some systems may already be able to separately identify the relevant data for the three reporting systems, such that one bunker data and report set includes all three reporting systems, but others may need to be adjusted.

Development of a monitoring plan

Ship operators must develop a monitoring plan for each of their ships to indicate the method they will use to monitor and report emissions data, based on fuel consumption and other parameters such as distance traveled, time at sea and cargo transported depending on the voyage. The aim is to collect annual data for an emission report, ready for validation by an accredited MRV accredited verifier by the United Kingdom Accreditation Service (UKAS).

Under the applicable UK legislation, the British template is practically identical to the template used under the EU MRV system.

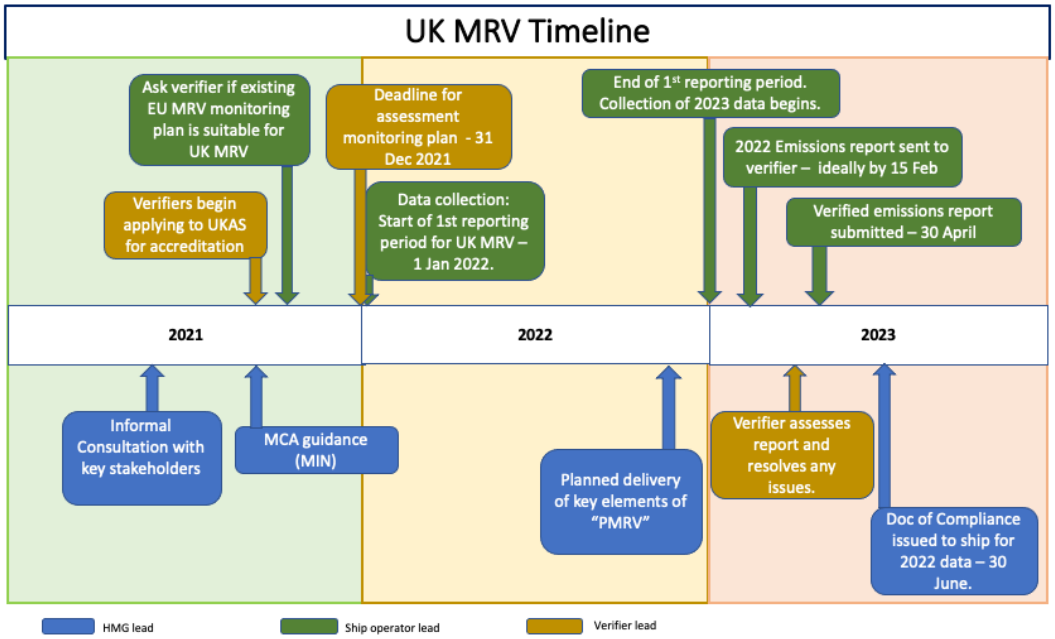
Document of Compliance (DoC)

By April 30, after each reporting period, PRS will submit a verified emissions report for the previous reporting period to the British administration.

A valid UK DoC will be needed from 30 June 2023 for UK MRV flights in the previous reporting period.

A DoC issued under the EU MRV system covering voyages between UK and EEA ports is only considered equivalent to the UK DoC for these voyages only.

The source is the guidelines from September 17, 2021, published on the UK government website.
(*Guidance MIN 669 (M+F) Reporting Emissions Data into the UK MRV Regime*)



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