

Subject

Reporting Emissions Data into the UK MRV Regime

ClassNK

Technical Information

No. TEC-1248
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To whom it may concern

On 17 September 2021, the UK Government published a marine information note (MIN 669) on the implementation of the UK monitoring, reporting and verification of CO2 emissions from ships regime (UK-MRV). MIN 669 can be accessed at:

<https://www.gov.uk/government/publications/min-669-mf-reporting-emissions-data-into-the-uk-mrv-regime/min-669-mf-reporting-emissions-data-into-the-uk-mrv-regime>

The legislation establishing the UK-MRV regime is similar to the EU-MRV regime, but the amendments to it are set out in the Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions) (Amendment) (EU Exit) Regulations 2018 at:

https://www.legislation.gov.uk/ukxi/2018/1388/pdfs/ukxi_20181388_en.pdf

This technical information summarizes the key requirements and deadlines of the UK-MRV regime for the next two years - 2022 and 2023:

- The type of vessel within scope of the UK-MRV regime and type of emissions data for collection will be the same as those under the EU-MRV regime.
- No emissions data should be supplied for 2021 for the UK-MRV regime.
- Ship operators should begin collecting emissions data for their ships under the UK-MRV regime from 1 January 2022.
- As with EU-MRV, if a ship operator purchases a second-hand ship during a reporting period, then it is the new company's responsibility to get all the necessary information and emissions data from the previous owner as soon as possible, to ensure it can provide a full emissions report at the end of the reporting period.
- Voyages between the UK and EEA (ports under EU-MRV regime) do not have to be reported under UK-MRV because they are already being reported under the EU-MRV regime.
- Emissions data for the following voyages will need to be included in the UK-MRV emissions report:
 - Voyages between UK ports
 - Voyages between UK and non-EEA ports
 - Emissions generated at a UK port for the above voyage

(To be continued)

NOTES:

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- Back numbers are available on ClassNK Internet Homepage (URL: www.classnk.or.jp).

- Voyages between UK and UK overseas territories or Crown dependencies ports (such as Falkland Islands, Gibraltar, Isle of Man, Jersey).

Note: Ports in the above overseas territories do not count as UK ports under the UK MRV regime. So, voyages between two Crown dependencies or overseas territories should not be included. Likewise, a journey from a port in an overseas territory or Crown dependency to a non-UK port should not be included.

- An assessed UK-MRV monitoring plan needs to be in place by 31 December 2021.
- ClassNK considers that vessels already using approved EU-MRV monitoring plans need not submit a separate monitoring plan for UK-MRV. Vessels without a monitoring plan must submit one to the verifier as soon as possible.
- Ship operators must submit a monitoring plan to verifiers for newly acquired vessels, no later than two months after the ship's first call to a UK port. For the UK-MRV regime, ship operators are expected to comply with this obligation from 1 January 2022.
- There is no legal requirement for a copy of the UK-MRV monitoring plan to be carried on board the ship (although the crew may need a copy to ensure proper collection of emissions data).
- By 30 April following each reporting period, a verified emissions report must be submitted to the UK Administration covering the previous reporting period. Consequently, the first emission reports under the UK-MRV regime must be submitted to the verifier before 30 April 2023 covering monitored data of the year 2022. The UK government encourages ship operators to submit their reports earlier, ideally by 15 February.
- By 30 June following each reporting period, a valid Document of Compliance (DoC) must be carried on board each vessel covering the previous reporting period. Consequently, the first DoCs must be carried on board each vessel starting 30 June 2023. The UK DoC is valid for 18 months after the end of the reporting period.
- The UK no longer has access to the EU's THETIS-MRV database. Data reports will be entered into a separate emissions database which is under development.

Templates for the monitoring plan, the emissions report and the document of compliance will be made available in due course by the UK government.

For ClassNK MRV-Portal users, it is expected that the implementation of the UK-MRV regime will not require any additional reporting procedures. Since the users are already uploading all yearly voyage data to ClassNK MRV-Portal under the EU-MRV and IMO-DCS regimes, ClassNK will make use of these same data to verify compliance with the UK-MRV. However, should there be any changes in reporting procedures, ClassNK will inform its clients as soon as possible.

Lastly, ClassNK would like its clients to bear in mind that since the data required by UK-MRV is the same as that required by EU-MRV, our clients would still need to upload cargo-related documents (such as B/Ls, cargo manifests, stowage plans etc.) and Bunker Delivery Notes (BDN) for UK-MRV voyages.

(To be continued)

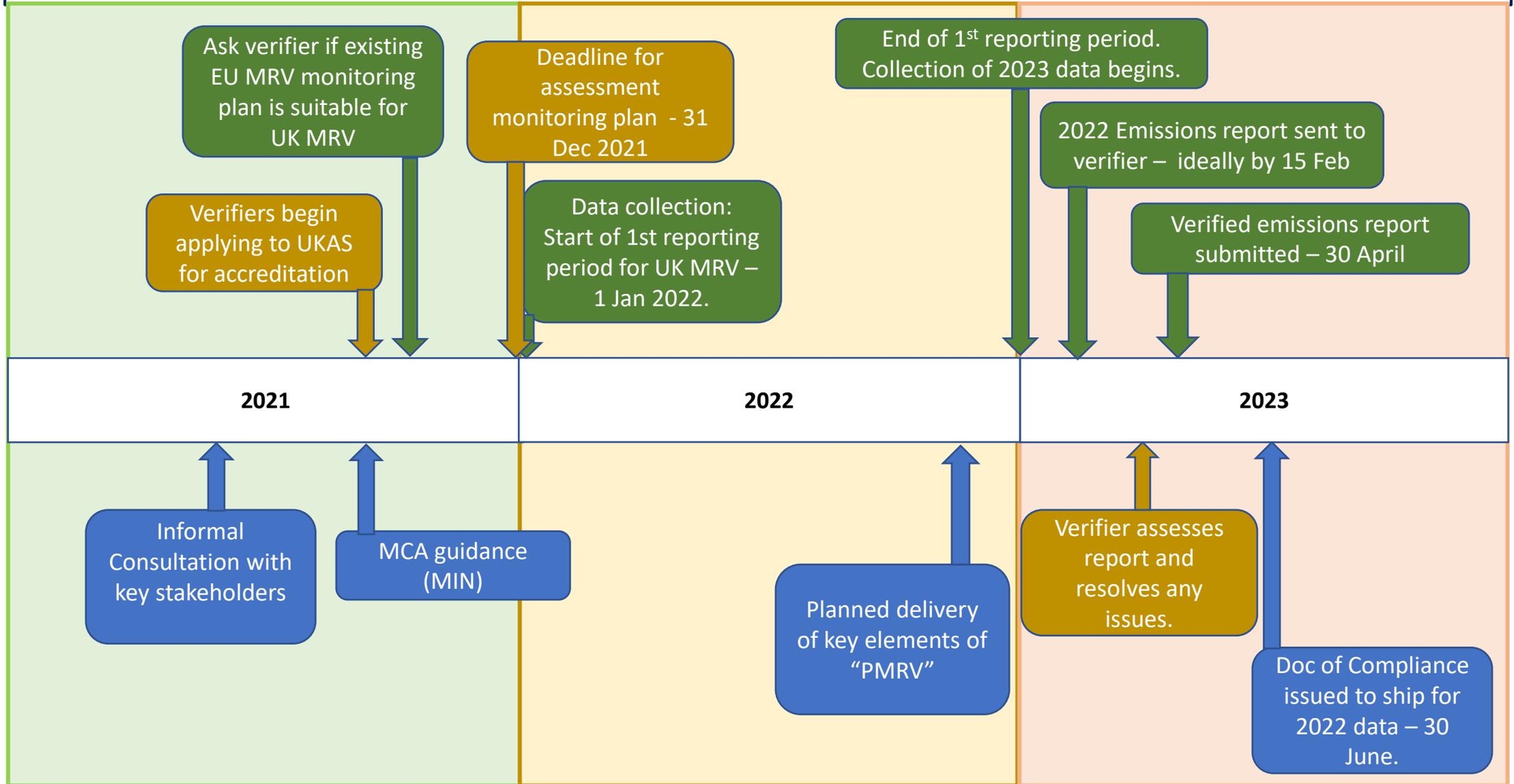
For any questions about the above, please contact:

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Attachment:

1. Timeline for the implementation of the UK-MRV regime prepared by the UK Government

UK MRV Timeline



█ HMG lead

█ Ship operator lead

█ Verifier lead

Note by ClassNK: HMG stands for Her Majesty's Government, referring to the UK Government