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Guidance

MIN 669 (M+F) Reporting Emissions Data into the UK MRV Regime

Published 17 September 2021

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Notice to all ship operators and verifiers.

This notice should be read with The Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions) (Amendment) (EU Exit) Regulations 2018.

This MIN expires 31st December 2022.

Summary

This notice provides information from the Department of Transport about preparations to be made by ship operators and verifiers in order to comply with the emissions data reporting required under the legislation underpinning the UK MRV regime.

1. Introduction/Background

1.1 The UK Monitoring, Reporting, and Verification (MRV) regime includes the obligation for ship operators and verifiers to collect and report emissions data.

1.2 In order to help the industry prepare to start reporting under the UK MRV the Department for Transport has prepared the following information attached as an Annex. This provides initial advice to stakeholders on legal and practical considerations for the introduction of the new UK MRV regime.

1.3 As detailed in the Annex, although the legislation underpinning the UK MRV regime requires data being collected for the 2021 period, the Department recognises the need for further preparation. Therefore, it has been accepted that ship operators and verifiers should prepare their systems and procedures to begin collecting data for the 2022 reporting period.

1.4 Please refer to the Annex for further details.

More information

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Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton SO15 1EG

Tel: 020 381 72801

Email: environment@moga.gov.uk

Annex A

Information note for maritime stakeholders: UK Monitoring, Reporting and Verification of CO₂ emissions from ships (UK MRV) regime.

About this note

This note provides initial advice to stakeholders on legal and practical considerations for the introduction of the new UK MRV regime.

The legislation (<https://www.legislation.gov.uk/ksi/2018/1388/contents/made>) establishing the new UK MRV regime is now in place and whilst the Department is establishing the new processes needed for its practical operation, this note sets out our expectations of stakeholders for the next 2 years.

Although the legislation underpinning the UK MRV regime envisages data being collected from 2021, the Department recognises it would not be possible for ship operators and verifiers to comply with these obligations without further preparation. Consequently, we are asking ship operators and verifiers to use this year to prepare their systems and procedures to begin collecting emissions data for the 2022 reporting period. We do not expect any emissions data to be collected or reported for the 2021 reporting year whilst preparations are being finalised. Therefore, no enforcement action will be taken by the MCA until 2023.

Not all the details of the scheme have yet been finalised, but we are planning to issue further guidance to address remaining issues in due course.

Key legal requirements under the UK MRV regime

- Ships over 5,000 gross tonnes, transporting cargo and/or passengers for commercial purposes to and from UK ports, between UK ports or within UK ports (including while at berth), are subject to the UK MRV regime .
- The same exceptions apply to vessels under the UK MRV regime (e.g. for warships), that apply under the EU MRV regime [footnote 1].
- Ship operators must have in place an assessed monitoring plan before data collection begins [footnote 2].
- The assessment of the monitoring plan and the verification of the annual emission report for each ship needs to be done by an accredited verifier. The verifier must be accredited by the United Kingdom Accreditation Service (UKAS).
- Each ship must have its emissions monitored and its data collected for each reporting period, ready for verification.
- By 30 April following each reporting period, a verified emissions report must be submitted to the UK Administration covering the previous reporting period.
- 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 [footnote 3].
- A DoC issued under the EU MRV regime and which covers voyages between the UK and European Economic Area (EEA) ports [footnote 4] is recognised as a UK DoC equivalent for those voyages only.
- There are requirements on the Administration to make MRV data available and report annually on the findings.

Approach to practical establishment of the UK MRV scheme

Although the UK is no longer part of the EU MRV regime, it has retained and amended EU legislation, so that it establishes a UK MRV regime to monitor, report and verify emissions data from ships calling at UK ports.

The main elements in the establishment of the new regime which stakeholders should be aware of are that:

- Ship operators should begin collecting emissions data for their ships under the UK MRV regime from 1 January 2022.

- No emissions data should be supplied for 2021 for the UK MRV regime, although data for voyages between the UK and countries in the EEA should still be reported to the European Commission under the EU MRV regime. Any emissions data for voyages to and from UK ports in 2020 should have been reported to the European Commission by April 2021.
- 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.
- To avoid duplication, we will not be expecting data for voyages between UK and EEA ports, and vice-versa, to be reported under the UK MRV regime. Data on these voyages should continue to be submitted to the European Commission under the EU MRV regime.
- Emissions data for voyages between UK ports, between UK and non-EEA ports, and vice-versa, and from vessels at berth in a UK port will need to be included in the UK MRV emissions report.
- From 30 June 2023, a separate DoC will be needed by ship operators to cover voyages to and from UK ports, made in the previous reporting period, which fall outside the scope of the EU MRV.
- From 1 January 2023, all verifiers must be accredited by the United Kingdom Accreditation Service (UKAS) – ship owners should check the status of their verifier(s).
- An assessed UK MRV monitoring plan needs to be in place by 31st December 2021. If a ship already uses a monitoring plan under the EU MRV regime, the ship operator should confirm with the verifier if this is suitable for the UK MRV regime, or if changes are needed.
- 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.

From 1 July 2021, ships which used a UK or EEA port in 2020, should now carry a DoC for emissions data collected during the 2020 reporting period, to comply with the EU MRV regime.

Background

On 31 January 2020, the UK withdrew from the EU and has become an independent sovereign nation. A transition period applied until 31 December 2020, during which EU law continued to apply in the UK. Since then, the UK has had a new relationship with the EU based on the 'EU-UK Trade and Cooperation Agreement'.

On 16 July 2020, the European Commission published a notice to stakeholders (https://ec.europa.eu/info/sites/default/files/file_import/co2-emissions-reporting-in-maritime-transport_en_0.pdf). This explained the impact of the UK's withdrawal from the EU and the effect this would have on the EU monitoring, reporting and verification of emissions data for shipping. Stakeholders were advised that at the end of 2020:

- Verifiers under the EU MRV regime would need to be accredited by a national body of an EU Member State to carry out verification activities. It was no longer sufficient to be accredited by the United Kingdom Accreditation Service (UKAS).
- Regulation (EU) 2015/757 on Monitoring, Reporting and Verification of Carbon Dioxide (CO₂) Emissions from Maritime Transport, would no longer apply to the UK.
- After the end of the transition period, emissions data within ports under the jurisdiction of the UK; or from voyages from a port of the UK to the port of a third country, and vice-versa, should no longer be reported under the EU MRV regime.

The UK is no longer part of the EU MRV regime, but operators will still need to collect data on voyages between the UK and EEA, and vice-versa, for input into the existing EU MRV regime.

UK policy on ship emissions

In January 2019 the Government published Maritime 2050 (<https://www.gov.uk/government/publications/maritime-2050-navigating-the-future>), setting out our vision for the future of the maritime sector, and this was followed in July 2019 by the Clean Maritime Plan (<https://www.gov.uk/government/publications/clean-maritime-plan-maritime-2050-environment-route-map>). These documents set out an ambitious path for the transition to zero emission shipping supporting our binding carbon budgets and overarching commitment for the UK to reach net zero emissions across the economy by 2050.

Furthermore, the Government has recently agreed that emissions from international aviation and maritime would be accounted for in UK emissions totals. Consequently, it is more important than ever to have an accurate record of emissions from ships using UK ports.

Purpose of the UK MRV regime

The Government has set itself ambitious national targets for reducing greenhouse gas emissions. Other sectors of the economy already have systems in place, and we expect shipping to play its part in achieving those reductions. The UK also supports international and regional initiatives to reduce greenhouse gas emissions from international shipping, and the first step in achieving this goal is to have an effective and reliable system of monitoring and reporting ship emissions. The data submitted under the UK MRV regime will inform the UK Government's policy about which technologies and fuels are most cost effective and likely to deliver the goal of net zero emissions for shipping.

The new UK MRV regime is the responsibility of the Secretary of State for Transport and will be enforced by ship inspectors from the UK's Maritime and Coastguard Agency (MCA). The Secretary of State has an obligation to make reported MRV data publicly available, and the intention is to submit an aggregated summary of the findings for each reporting year to the IMO, to inform discussions on emission reductions for international shipping.

The data is also expected to be an important constituent of any future emissions reduction regime. Building on the work undertaken in Maritime 2050, the Department has published a transport decarbonisation plan (<https://www.gov.uk/government/publications/transport-decarbonisation-plan>) [footnote 5] which confirms that economic instruments are being investigated to help drive decarbonisation for shipping. For the most part, we expect the UK MRV regime will provide the evidence and data needed to support any future decarbonisation measures. Nevertheless, we will keep the UK MRV under review to ensure it delivers the information needed to support any measures which are adopted.

UK Legislation

Although the UK is no longer part of the EU MRV regime, the EU Regulation which established that regime (Regulation (EU) 2015/757) was retained in domestic law under the EU (Withdrawal) Act 2018, subject to amendments needed to make it operable in a UK-only context.

We have also retained, and, where necessary, amended the following legislation: Commission Delegated Regulation (EU) 2016/2071 (ship emissions monitoring methods); Commission Implementing Regulation (EU) 2016/1928 (cargo carried); Commission Implementing Regulation (EU) 2016/1927 (ship emissions templates) and Commission Delegated Regulation (EU) 2016/2072 (shipping emissions verification and accreditation). The legislation establishing the UK MRV regime is therefore 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 (SI 2018/1388)

(https://www.legislation.gov.uk/uksi/2018/1388/pdfs/uksi_20181388_en.pdf). This amended Regulation (EU) 2015/757 and made small changes to the templates in Regulation (EU) 2016/1927 regarding the monitoring plan and emissions reports. A link to the UK templates for the monitoring plan, the emissions report and the document of compliance will be made available on the gov.uk website in due course.

Preparation for the UK MRV regime

Most of the practical preparations for the establishment of UK MRV regime should be in place by the end of 2021, and we expect operators to begin collecting emissions data for their ships from 1 January 2022 onwards, for the 2022 reporting period. More detailed guidance is listed below, along with a timeline for implementation – Annex B.

Vessels in scope

Vessels which are subject to the EU MRV regime are also within scope of the UK MRV regime if they visit a UK port.

The UK MRV regime covers ships over 5,000 gross tonnage (irrespective of their Flag State or where the ship operator is registered) which serve the purpose of transporting cargo and passengers for commercial purposes to and from UK ports. Categories of ships excluded include warships, naval auxiliaries, fish-catching or fish-processing ships, ships not propelled by mechanical means, and government ships used for non-commercial purposes. Some ship movements, such as the extraction and carriage of dredged material, laying or repairing cables and supporting offshore installations are not subject to the UK MRV requirements (see Annex A).

Voyage and emissions data required under the UK MRV regime

The type of data and parameters which need to be monitored on a per-voyage basis under the UK MRV regime are the same as those required under the EU MRV regime. They include:

- Port of departure and port of arrival including the date and hour of departure and arrival.
- Amount and emission factor for each type of fuel consumed in total.
- CO2 emitted.
- Distance travelled.
- Time spent at sea.
- Cargo carried.
- Transport work.

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

- The amount and emission factor for each type of fuel consumed in total.
- Total aggregated CO2 emitted within the scope of the Regulation.
- Aggregated CO2 emissions from all voyages between ports in the UK.
- Aggregated CO2 emissions from voyages which departed from ports in the UK (except those going to a port in the EEA).
- Aggregated CO2 emissions from voyages to ports in the UK (except those originating from a port in the EEA).
- CO2 emissions which occurred within ports in the UK at berth.

- Total distance travelled.
- Total time spent at sea.
- Total transport work.
- Average energy efficiency.

Although under UK legislation, data should be monitored for all voyages to, from and between UK ports we recognise that ship operators will continue to monitor and report data for voyages between the UK and EEA countries under the EU MRV regime. Consequently, to prevent duplication and to simplify procedures, we are asking ship operators not to include data on UK – EEA voyages, and vice-versa, in their emissions report for the UK MRV regime. The place of UK – EEA voyages, and vice-versa, within the UK MRV is something the Department will consider when the legislation is next reviewed. Until then, the only emissions data we require to be reported under the UK MRV regime are for the following voyages:

- Voyages between two UK ports
- Voyages between a UK and non-EEA port
- Emissions generated at a UK port for the above voyages.

Voyages between a port in the UK and a port in one of the UK overseas territories or Crown dependencies – such as the Falkland Islands, Gibraltar, Isle of Man, Jersey – need to be monitored and reported under the UK MRV regime. However, ports in these overseas territories do not count as UK ports under the UK MRV regime. So, voyages between two Crown dependencies or overseas territories – such as between Jersey and Guernsey – 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.

Becoming an accredited UK MRV Verifier

The verifier is responsible for assessing how well the monitoring plan complies with Article 6 and 7 of the UK's retained EU Regulation 2015/757, and for assessing whether the emissions report meets the requirements laid down in Articles 8-12 and Annexes I and II. As with the EU MRV regime, there is no obstacle for non-UK or non-EEA based companies becoming verifiers under the UK MRV regime. Ship operators will be able to select any duly accredited verifier irrespective of the ship's flag or the place where the company operating the ship is based or where the accredited verifier is based.

However, the rules about the accreditation of verifiers are different. Under the EU MRV regime, National Accreditation Bodies (NABs) pursuant to EU Regulation (EC) 765/2008 (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32008R0765>) are the sole competent bodies in EEA Member States granting accreditation to legal entities performing verification activities for ships. However, the UK's retained version of Regulation (EC) 765/2008, has been amended so that only the UK's NAB (UKAS) is recognised for accreditation purposes [footnote 6].

All existing verifiers which have UKAS accreditation for the EU MRV regime in accordance with EN/ISO 14065 will be recognised by the UK as a verifier under the UK MRV regime – although their status will need to be updated to reflect their responsibilities with regard to the UK MRV regime. Verifiers which are accredited for the EU MRV regime by a European NAB, will be temporarily accepted as verifiers under the UK MRV regime until the end of 2022, as part of the preparations for the establishment of the UK MRV regime. However, from 1 January 2023 all verifiers will be expected to have UKAS accreditation. Verifiers which have been accredited by an EU NAB, will need to apply to UKAS for accreditation if they wish to remain a verifier under the UK MRV regime after 2022. Electronic applications for accreditation can be accessed via the UKAS website (<https://www.ukas.com/accreditation/about/apply-for-accreditation/>) and submissions and supporting forms/AC1 to be made to apps@ukas.com.

Alternatively, applications they can be posted to;

United Kingdom UKAS - United Kingdom Accreditation Service
2 Pine Trees
Chertsey Lane
STAINES-UPON-THAMES,
TW18 3HR

Telephone: + 44 17 84 42 9000 Website: www.ukas.com E-mail: info@ukas.com

Accreditation normally takes around 12 months, so we recommend applications are submitted to UKAS as soon as practicable; by the end of 2021 at the latest.

A list of MRV verifiers which UKAS has accredited for the EU MRV can be found on the verification / validation section of the UKAS website (<https://www.ukas.com/find-an-organisation/browse-by-category/?cat=2541>).

On-board IT systems

The introduction of a third emissions monitoring system to operate alongside the existing EU MRV regime and IMO DCS system on some ships may necessitate a change to onboard ship systems and procedures. It is strongly recommended that ship operators check with their system-provider to find out if their existing onboard emissions monitoring system should be adjusted to accommodate reporting requirements under the UK MRV regime. Some systems may already be able to separately identify the relevant data for the three reporting regimes, so that one set of data and bunker reports cover all three reporting schemes, but others may require adjustment. By aligning the UK MRV regime as closely as possible with the EU MRV regime, our aim has been to minimise the burden on the sector.

Production of a monitoring plan

Ship operators must produce 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 travelled, time at sea and cargo carried on a per voyage basis. The objective is to gather annual data into an emissions report, ready for validation by an accredited MRV shipping verifier.

Under the UK's retained legislation, the UK template is virtually identical to that used under the EU's MRV regime [footnote 7]. The monitoring plan must be assessed by the verifier and any non-conformities addressed by the ship operator before any data can be collected under the UK MRV regime. Ships calling at UK ports which do not currently have a monitoring plan, will need to produce a plan which conforms to the requirements by 31 December 2021 [footnote 8]. Although a matter for negotiation between the ship operator and the verifier, we recommend the monitoring plan is submitted to a verifier by 30 September 2021 to allow sufficient time to complete the assessment process.

Responsibility for assessing the monitoring plans for the UK MRV regime rests with verifiers that are recognised by the UK. If the verifier is content, those ship operators with an existing monitoring plan which conforms to the EU MRV regime, may use their existing plan – appropriately modified if necessary – for both the EU and the UK MRV regime. For example, a modification may be needed to indicate which voyages will be reported under the UK MRV regime.

We recommend that ship operators check with the verifier as soon as possible, about the suitability of their existing monitoring plans for the UK MRV regime to ensure the plan conforms to the requirements by 31 December 2021 [footnote 9]. Where the existing assessed monitoring plan has

been / or will need to be revised to meet the UK MRV requirements, then the monitoring plan will need to be reassessed. As with the EU MRV regime:

- your monitoring plan should be checked annually to ensure it reflects the nature and functioning of the ship and whether the monitoring method can be improved. The verifier should be notified of any modification
- ship operators must submit a monitoring plan to the verifier for newly acquired vessels, no later than two months after the ship's first call to a UK port. For the UK regime, we expect ship operators to comply with this obligation from 1 January 2022.

There are no specific legal requirements regarding the way ship operators submit their monitoring plans to the accredited verifier, so it is up to the parties to agree these procedures bilaterally. Only the ship operator and verifier need to see the full monitoring plan. There is no legal requirement for a copy of the monitoring plan:

- to be carried on board the ship (although the crew may need a copy to ensure proper collection of emissions data),
- to be submitted to the UK Administration, or
- to be uploaded onto the new UK reporting system, once available.

Collecting data

Under the UK MRV regime, ship operators are required (based on the ship's satisfactorily assessed monitoring plan), to monitor the emissions with a view to aggregate data into an annual emissions report. Normally, ship operators would monitor and provide data on each individual voyage (monitoring data on a per-voyage basis). But like the EU MRV regime, a ship can be exempt from this obligation if all the voyages during the reporting period either start or finish at a UK port, and the ship performs more than 300 voyages during the reporting period. To use the exemption, ship operators have to document their procedures to calculate aggregated data in the monitoring plan, for example the use of other data and documents (such as Bunker Delivery Notes) used to calculate the ship's aggregated data.

Emissions occurring within a UK port of call are to be reported annually as an aggregated annual figure and a separate item under the emissions report. Cargo and other related parameters such as "distance travelled" or "cargo carried" should not be included when reporting emissions which occur within a UK port.

For voyages starting and ending in two different calendar years, the monitoring and reporting data shall be accounted under the first calendar year concerned. Consequently, no emissions data should be reported under the UK MRV for a voyage which begins in 2021 and finishes in 2022, because the UK is not collecting 2021 emissions data. However, in their 2022 report, operators will need to include any emissions from a voyage which begins in 2022 and finishes in 2023.

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.

Reporting data

By 30 April of each year, ship operators must submit a verified emissions report for each ship. For the UK MRV regime, we expect ship operators to meet this obligation from 30 April 2023 (for the 2022 reporting period). It is recommended however, that ship operators submit their emission reports to the

verifier by 15 February, to allow sufficient time for any issues to be resolved before the 30 April deadline. When the verifier receives the report, they will need to be satisfied that the report for each ship meets the regulatory requirements, is not missing any important information and the report is broadly aligned with other ship's data – e.g. vessel tracking via the ship's Automatic Identification System (AIS). When the verifier is content with the data, the report must be submitted, and a DoC will be issued to the ship operator for every ship.

Data on voyages between UK and EEA ports, and vice-versa, should be reported to the European Commission as part of the EU MRV regime report and should not be included in the UK MRV report (pending further review of the legislation).

Article 11 of retained EU Regulation 2015/757 identifies the information to be included in the emissions report. Article 12 of retained EU Regulation 2015/757 requires the emissions report to be submitted using automated systems and data exchange formats. The UK no longer has access to the THETIS-MRV database, and consequently is developing a cross-sectoral database that can receive MRV data from all the UK industrial sectors that have retained MRV legislation. The main elements of the database are expected to be in place in the latter half of 2022, which should allow enough time before the first verified emissions report needs to be submitted in early 2023.

Further information about the process for inputting ship emissions data onto the new UK MRV database will be provided in due course.

Notification

The verifier must validate the ship's emissions report before the DoC can be issued to the ship operator and distributed to individual ships. At this stage, we are still considering what options are available to notify the MCA about the issue of these certificates, and how they will be produced and distributed. Further information will be provided in due course.

Compliance and enforcement

From 2023, by 30 June of each year, ship operators must ensure that any ships that were subject to the UK MRV regime in the previous reporting period, carry a valid DoC certificate. An EU DoC will be recognised for voyages between UK and EEA ports. However, a separate UK DoC will be needed to confirm that a validated emissions report for voyages between UK ports, and between UK ports and non-EEA ports (and vice-versa), was submitted for the reporting period in question. The UK DoC is valid for 18 months after the end of the reporting period.

Publication of information

The UK MRV regime includes similar commitments to those in the EU MRV regime about publishing MRV data. Consequently, during 2023 and for each year thereafter:

- the information on emissions data reported in accordance with Article 11 of retained EU Regulation 2015/757 will be made available.
- an annual report on emissions data and other relevant information from maritime transport, including aggregated and explained results, will be published.

Future developments

On 4 February 2019, the EU published a proposal to amend the EU MRV regime to align it more closely with the IMO's data collection system. The EU Council of Ministers and the European Parliament have considered the proposal, but no decision on which amendments to the existing EU

regime has yet been agreed. Nor do we know when these amendments, once confirmed, would come into force.

Since leaving the EU, the UK has much greater freedom to implement legislative changes that better reflect UK interests. The UK no longer has any direct influence on changes to EU legislation, but we will carefully consider all amendments made to the existing EU MRV regime once they have been confirmed. We will then review the UK MRV regime.

Separately, in the short to medium term, the Government may also decide to review the operation of the UK MRV regime to ensure it is fit for purpose and delivering the evidence we need to support future policy interventions to decarbonise shipping.

Annex B

Which activities are covered by the UK MRV Shipping Regulation?

The UK MRV Regulation sets monitoring and reporting obligations for UK- related voyages.

Ship's activities originating or terminating in a port of call and serving the purpose of transporting passengers and cargo for commercial purposes are defined as voyages.

Ballast voyages, from the last port of call where the ship has discharged cargo or disembarked passengers to the next port of call where cargo is loaded or passengers embark, also serve the purpose of transporting cargo and are therefore subject to the Regulation.

On the other hand, ships' movements that do not serve the purpose of transporting cargo or passengers for commercial purposes are not subject to the monitoring, reporting and verification requirements and are not required to carry a valid DoC.

For example:

- a. carriage or/and accommodation of personnel that perform activities for commercial undertakings unrelated to cargo and passenger transport,
- b. all forms of extraction and subsequent carriage of dredged material,
- c. ice-breaking activities,
- d. carrying, laying, and repairing of cables/pipelines for underwater for telecommunications, electric power transmission, or other purposes;
- e. hydrographic or bathymetric survey activities.
- f. testing or commissioning of semi-autonomous, autonomous shipping.
- g. naval, coast guard, border control or fisheries protection activities.
- h. vessels engaged in the testing, launch or recovery of submersible drone technology.
- i. providing support to offshore installations, such as drilling rigs, natural gas and oil platforms, offshore wind farms, and including in particular:
 - i. carriage and positioning of anchors for drilling rigs,
 - ii. providing towage, salvage or other marine assistance/services to offshore installations,
 - iii. carriage of supplies and equipment to/ from offshore installations and ships,
 - iv. safety or rescue services provided to offshore installations,
 - v. diving support,
 - vi. storing oil or gas without processing it,
 - vii. installation and decommissioning of subsea structures and offshore installations.

Annex C

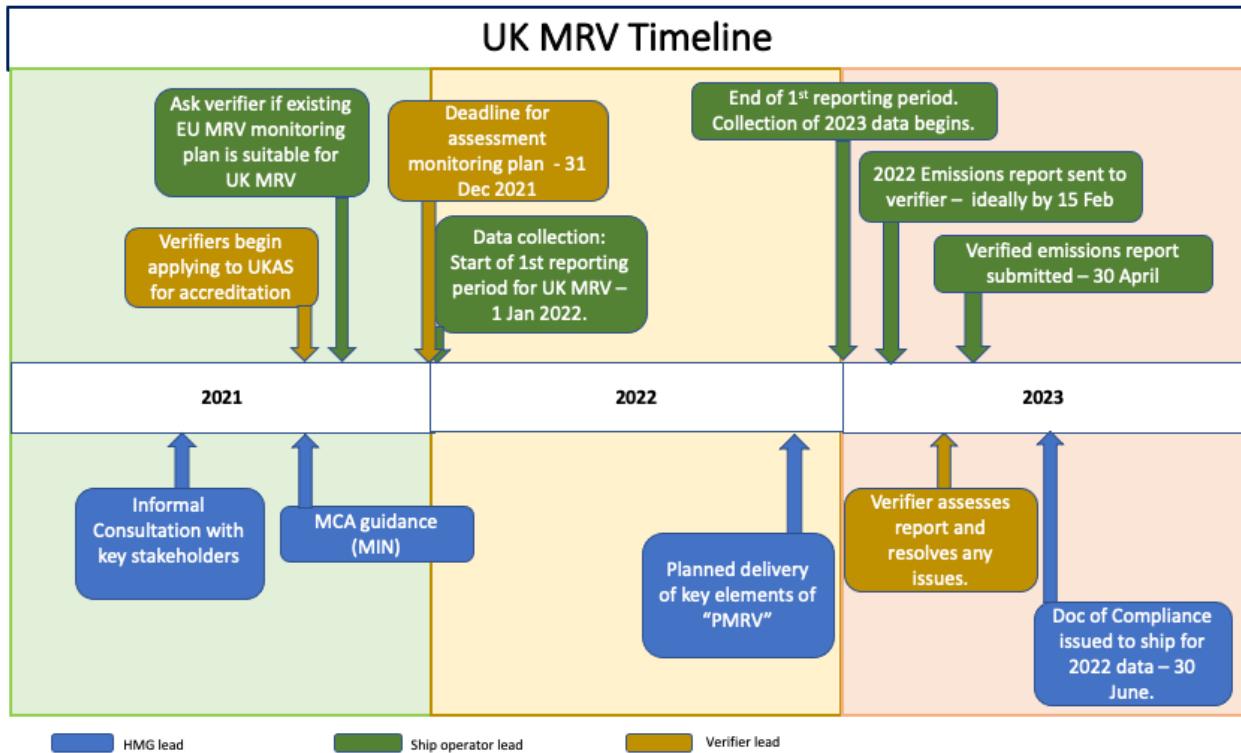


Figure: Timeline of the application of the UK MRV regime.

2021

- End of May 2021 – informal consultation with key stakeholders
- End of September 2021 – publication of MCA guidance (MIN); verifiers begin applying to UKAS for accreditation
- October 2021 – ask verifier if existing EU MRV monitoring plan is suitable for UK MRV
- 31st December 2021 – Deadline for assessment of the monitoring plan

2022

- 1st January 2022 - Data collection: start of 1st reporting period for UK MRV
- November 2022 – Planned delivery of key elements of “PMRV”
- 31st December 2022 – end of 1st reporting period

2023

- 1st January 2023 - Collection of 2023 data begins
- 15th of February 2023 – 2022 emissions report sent to verifier
- End of March 2023 – verifier assesses report and resolves any issues
- 30th April 2023 – verified emissions report submitted

- 30th of June 2023 – Document of Compliance issued to ship for 2022 data

1. Although UK MRV legislation includes the monitoring, collecting and reporting of emissions data for voyages between UK and European Economic Area (EEA) ports; our current position (pending any subsequent review), is that the emissions data from these voyages should not be monitored, verified, and reported for the UK MRV regime.
2. If the verifier is content, an existing monitoring plan under the EU MRV regime for the vessel may be used (appropriately modified as necessary) for both the EU and the UK MRV regime.
3. A valid UK DoC will be needed from 30 June 2023, for voyages subject to the UK MRV regime in the previous reporting period.
4. EEA port includes EU States, Norway, Iceland and ports in the EEA outermost regions such as the Azores, the Canary Islands, French Guiana, Guadeloupe, Madeira, Martinique, Mayotte, Reunion and Saint Martin.
5. Published 14 July 2021 – “Decarbonising transport: a better, greener Britain”.
6. Schedule 33 - The Product Safety and Metrology etc. (Amendment etc.) (EU Exit) Regulations 2019 SI 2019/696
7. EU Implementing Reg 2016/1927 (as retained in UK law) was amended by the 2018 EU Exit Statutory Instrument (SI 2018/1388) – details in reg 4 of that Statutory Instrument.
8. In practice, few verifiers will have UKAS accreditation by the end of 2021. Until the end of 2022, operators can use a verifier that is applying for UKAS accreditation, providing the verifier is already accredited for the EU MRV regime by a European NAB.
9. The requirements laid down in Articles 6 and 7 of Regulation (EU) 2015/757, amended by SI 2018/1388

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