

Germanischer Lloyd



## Environmental Passport - Operation – a certified emission inventory –

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# Environmental Passport – Operation

## Market requirements

- **Carriers request** emission reporting for transported cargo
- Global players like **DHL, ABX, IKEA, ...** demand emission data for their **sustainability** reports **and/or require environmental standards** (e.g., **CCWG, CSI, ...**)
- **Evidence of “green” operation needed to stay** competitive on charter market
- **Ports differentiate port fees based on environmental performance of ships (ESI)**

## Shipping companies' needs

- Emissions **to be** derived from standard operational data (**e.g., log book, noon reports**)
- Qualified reporting **requires** independent verification **of data**
- Emission reports **required** for **environmental standards** (e.g., **CCWG, ESI, CSI**)



# Environmental Passport – Operation

## explanation and benefits



- **GL's Environmental Passport – Operation is a certified emission inventory**
- it covers ship's emissions during normal operation <sup>1)</sup>
- it considers emissions into air, into sea and to shore  
actually addressed are emissions in MARPOL and other Conventions (e.g. BWM)
  - emissions into air are calculated based on fuel consumed as listed in noon reports
- Emissions are compiled in an emission inventory on annual basis
- Emission data are verified and certified by GL  
(comprises emission reports and certificates)

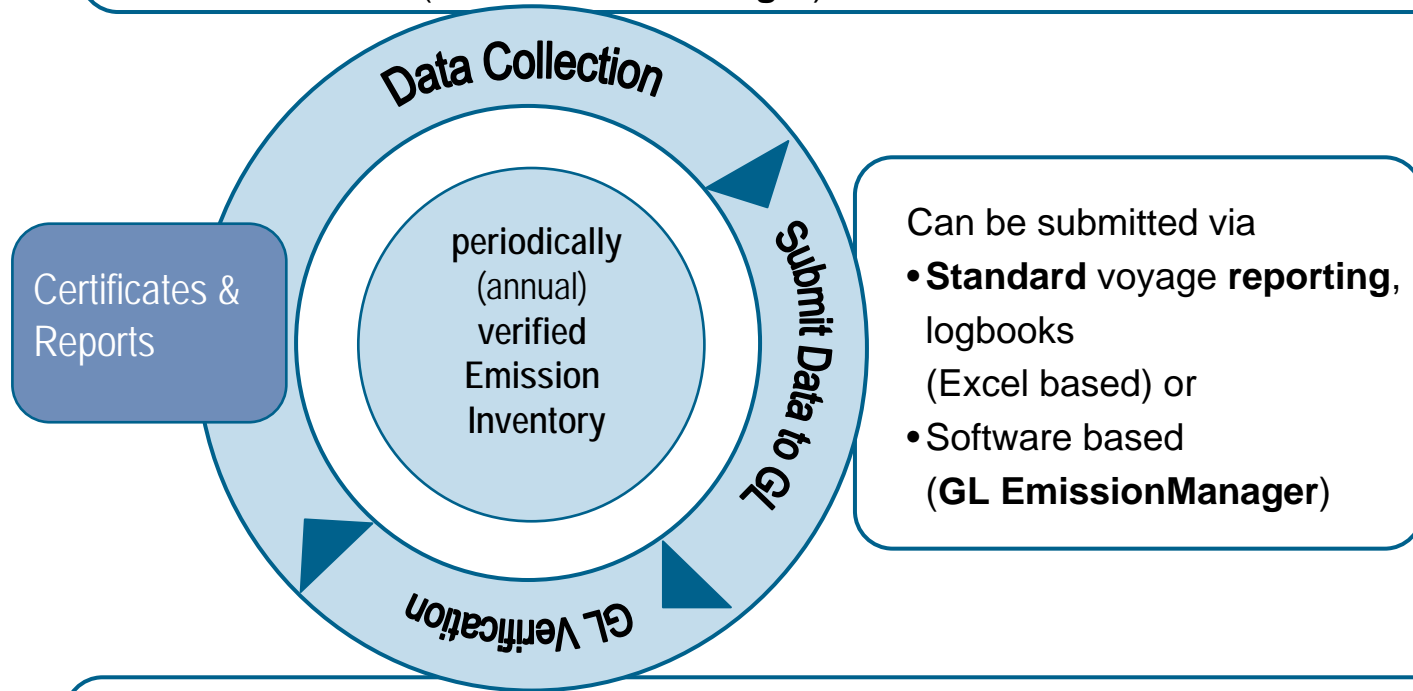
### additional benefits:

- Certified data set for ESI, CCWG, CSI
- fulfills reporting requirements by SEEMP (or ISO 50.001)
- the service can be used for whole fleet (independent of class)

<sup>1)</sup> no accidental discharges

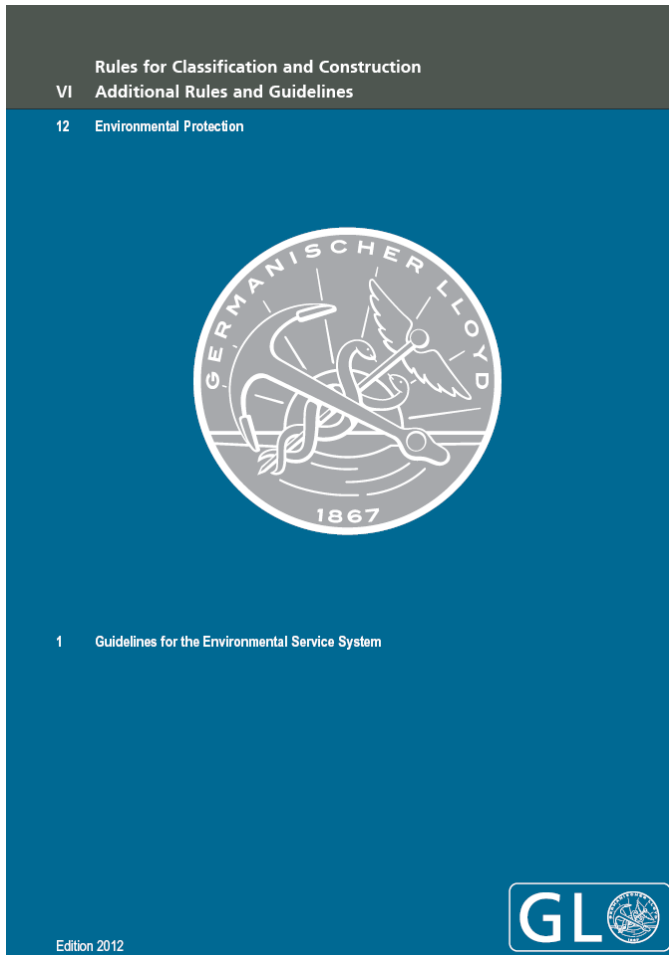
# EP-Operation is built around a periodical certification cycle

- Based on **standard operational data**
- Does **not require** additional measurement systems \*
- Data collection either via standard voyage reporting (log-abstracts, Excel based) or software based (**GL EmissionManager**)



- Completeness and **plausibility** checks
- **Quality of** data gathering **process** (check at client's office, sample data check)

# Guidelines for the Environmental Service System



[http://www.gl-group.com/infoServices/rules/pdfs/gl\\_vi-12-1\\_e.pdf](http://www.gl-group.com/infoServices/rules/pdfs/gl_vi-12-1_e.pdf)

GL Environmental Passport Services aim at reducing the environmental impact of ships beyond mandatory requirements

1. "Environmental Passport - Design" addresses technical requirements assessing characteristics of environmental relevance of ship design and ship equipment.
2. Environmental Passport – Operation addresses operational emissions:
  - into the air:  
CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub>, ODS
  - into the sea:  
Oil, garbage, BW  
(including distinction to shore for sludge and garbage)

# Advice for possible MRV-plans

issues to be considered

## **Monitoring:**

- should be built on consumed fuel (today)

## **Reporting:**

- an electronic data format must be well planned / considered integrity, server abilities, access, confidential data,...

## **Verification:**

- should make use of existent common practice (RO's)
- verification should be once per year
  - verification can be done by checking BDN and office standards

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**Thank you for your kind attention.**

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