



TECHNICAL INFORMATION

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[This Technical Information supersedes the previously issued Technical Information 2021-ETC-07.](#)

1. Overview and Background

1.1 Purpose

In line with the United Kingdom's strategy to achieve Net Zero by 2050, the maritime sector is being brought within the scope of the UK Emissions Trading Scheme (UK ETS), replacing the existing UK MRV regime. As a result, maritime operators are required not only to monitor, report and verify emissions of greenhouse gases (CO₂ , CH₄ , N₂ O), but also to surrender allowances corresponding to those emissions.

1.2 Regulatory Background

Following its withdrawal from the European Union, the United Kingdom established its own UK MRV regime. In the absence of an integrated reporting system, however, a regulatory gap has remained. To address this, the UK Government has decided to revoke the existing UK MRV regulations and to bring the maritime sector within the scope of the UK ETS, with effect from 1 July 2026.

Accordingly, maritime operators are required to obtain approval of an Emissions Monitoring Plan (EMP) at the operator level, to submit an Annual Emissions Report (AER) following the end of each reporting period, and to comply with the other obligations imposed under the UK ETS.

1.3 Key Timeline

The UK ETS comes into force on 1 July 2026 and the first reporting period covers six months (1 July to 31 December 2026). The verified annual emissions report must be submitted by 31 March of the following year. The standard deadline for the surrender of allowances (UK Allowances, UKA) is 30 April of the year immediately following the reporting year. However, in order to ease the initial compliance burden, a one-off '**double-surrender**' arrangement applies, under which the allowances in respect of the 2026 and 2027 scheme years may be surrendered together by 30 April 2028.

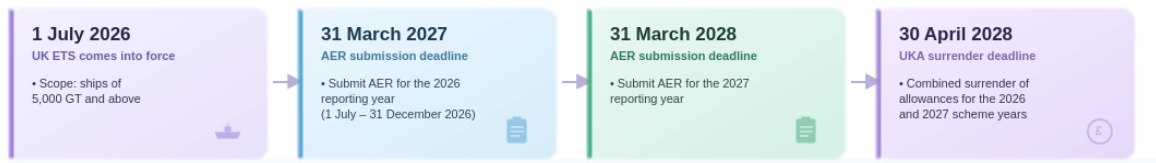


Figure 1. UK ETS Compliance Timeline

2. Scope and Applicability

2.1 Ships in Scope

The UK ETS applies, in principle, to ships of 5,000 gross tonnage (GT) and above. However, the following ships, by virtue of their special purpose, are excluded from the scheme:

- Ships in the armed services or on government missions: ships in the armed services of the United Kingdom or another country (including naval auxiliary ships), and ships used principally for law enforcement or border control purposes.
- Ships used for public or rescue purposes: ships used principally for government surveillance and protection of the marine environment, for assisting marine navigation or safe passage, or for search and rescue (SAR) activities.
- Other special-purpose ships: ships used principally for fish-catching and fish processing, ships carrying out publicly funded research, ships exclusively propelled by non-mechanical means, wooden ships of a primitive build, ships operating Scottish ferry services, and similar.

In addition, offshore ships are temporarily excluded from the scope of the scheme up to and including 31 December 2026, in order to align the treatment with the EU ETS.

2.2 Scope of Emissions

Emissions are determined on a Tank-to-Wake (TtW) basis. This approach accounts only for emissions arising during the actual on-board fuel combustion stage — i.e. from the fuel tank to engine combustion — and does not include upstream emissions from fuel production or distribution.

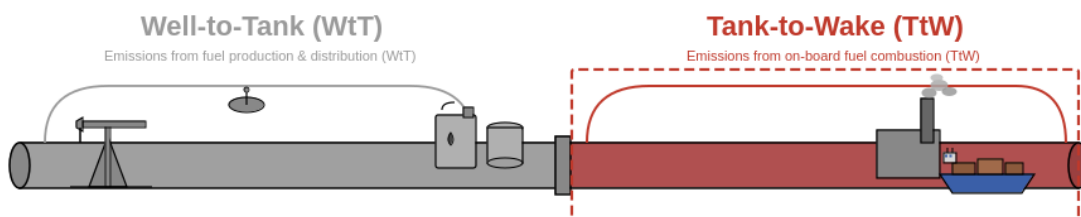


Figure 2. Scope of Emissions under the UK ETS

2.3 Surrender Rates by Voyage Type

The applicability of the UK ETS is determined by reference to whether a ship calls at a port of call within the United Kingdom's jurisdiction. For these purposes, ports within the United Kingdom's jurisdiction are those located in England, Scotland, Wales and Northern Ireland; ports in the Crown Dependencies and the British Overseas Territories are not included.

On this basis, the voyages and in-port activities within the scope of the UK ETS — together with the

corresponding surrender rates — and the voyage types that fall outside the scope of the UK ETS, are set out below.

Table 1. UK ETS Applicability and UKA Surrender Rates

Category	Applicable activity	Surrender rate
Voyage	UK ↔ UK	100%
Voyage	Great Britain ↔ Northern Ireland	50%
In-port activity	Movements and berthing at a port of call within the UK's jurisdiction	100%

Table 2. Voyages Outside the Scope of the UK ETS (Out of Scope)

Voyage type	Reason for exclusion
UK ↔ EU/EEA Member States (including the Republic of Ireland)	The counterpart port lies outside the UK's jurisdiction.
UK ↔ other third countries	The counterpart port lies outside the UK's jurisdiction.
UK ↔ Overseas Territories (OT)	OT ports are not within the UK's jurisdiction.
UK ↔ Crown Dependencies (CD)	CD ports are not within the UK's jurisdiction.
OT ↔ OT, CD ↔ CD, OT ↔ CD, etc.	Both ports lie outside the UK's jurisdiction.

In-port activities encompass cargo operations during berthing, hoteling, and movements within a port of call.

Voyages listed in Table 2 are outside the scope of the UK ETS as a matter of definition; emissions from those voyage segments are therefore not subject to monitoring, reporting or surrender obligations. However, where the origin or destination of such a voyage is a port of call within the UK's jurisdiction, the in-port activity at that UK port is, separately, subject to the 100% rate set out in Table 1.

The UK ETS is also subject to a planned 2028 review of both the applicable threshold and the inclusion of international voyages, with the result that the scope may be expanded in the future.



Figure 3. UK ETS – Voyage-based emission allowance liability

3. Responsible Parties and Regulators

3.1 Responsibility for Obligations

(1) Maritime Operator

The maritime operator bears the obligations under the UK ETS. As a general rule, the maritime operator is the registered owner of the ship.

However, where a separate ISM company is responsible for the operation of the ship, that ISM company may discharge the obligations as the maritime operator, provided that all of the following conditions are met:

Table 3. Procedure for Transferring Compliance Responsibility

Requirement	Details
Written agreement	A written agreement must be concluded between the registered owner and the ISM company, under which the ISM company assumes responsibility for compliance with the obligations under the UK ETS.
Submission to the regulator	Evidence of the agreement must be provided to the satisfaction of the regulator.
Notification of changes	Where there is a change to the written agreement that affects responsibility for compliance, written notification must be made to the regulator within 14 days of the change taking effect.

(2) Verifier

The verifier comprehensively assesses the contents of the Annual Emissions Report (AER) and issues a verification report (VR).

The AER must be verified by an accredited verifier that has been accredited by the United Kingdom Accreditation Service (UKAS) for the maritime sector.

3.2 Regulator

The regulator reviews and approves the Emissions Monitoring Plan (EMP), and issues decisions on the AER and VR. Where compliance obligations are not met, the regulator may also impose civil penalties.

Under the UK ETS, the maritime operator falls within the jurisdiction of one of the four regulators set out below, depending on the location of its registered office or place of business. Operators based outside the United Kingdom (including Korean shipping companies) fall within the jurisdiction of the Environment Agency (“EA”) for England.

Table 4. UK ETS Regulators

Jurisdiction	Regulator	Contact
Operators with no registered office in the UK (including Korean operators)	Environment Agency (EA)	etmaritimehelp@environmentagency.gov.uk
England		
Scotland	Scottish Environment Protection Agency (SEPA)	emission.trading@sepa.org.uk
Wales	Natural Resources Wales (NRW)	GHGHelp@cyfoethnaturiolcymru.gov.uk

Northern Ireland	Chief Inspector / Northern Ireland Environment Agency (NIEA)	emissions.trading@daera-ni.gov.uk
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4. Monitoring, Reporting and Verification

4.1 Emissions Monitoring Plan (EMP)

(1) Overview

The Emissions Monitoring Plan (EMP) is the document that sets out how the maritime operator's emissions are to be monitored under the UK ETS.

The EMP is managed at the level of the maritime operator rather than at the individual ship level. Accordingly, all ships under the operator's responsibility must be covered by a single, consolidated EMP, which must be submitted to and approved by the relevant regulator.

(2) Submission Procedure

Table 5. EMP Submission Procedure

Item	Content
Applicants	All maritime operators of ships within the scope of the UK ETS
Deadline	Within 42 days of the date on which the operator first performs a maritime activity
Method of submission	Online submission through the METS system
Approval authority	The relevant regulator
Pre-submission	Before 1 July 2026 (a fee waiver is available for operators that submit in advance)

(3) Key Contents of the EMP

The EMP must include the following information.

Table 6. Key Contents of the EMP

Item	Details
Maritime operator information	The name of the maritime operator, contact person details, and the IMO unique company and registered owner identification number.
Procedures for monitoring voyages and in-port activities	Procedures used to monitor voyages and in-port activities.
Procedures for monitoring fuel consumption	Procedures for the measurement of fuel uplifts and fuel in tanks; procedures for managing measurement uncertainty; and the

	methods used to determine surrogate data for closing data gaps.
Emission factors	Procedures used to determine and update emission factors for each fuel type.
Ship-level information	For each ship: name, IMO ship identification number, ship type, flag state, gross tonnage, emission sources, and the specific monitoring method (Method A to D) to be applied.
Data management procedures	Procedures, systems and responsibilities used to manage and update the list of ships and emission sources, and to maintain records.

In particular, the maritime operator must select one of the following four monitoring methods for the calculation of emissions from each ship and specify it in the EMP. Where a combination of methods is to be applied, the prior approval of the regulator is required.

Table 7. Monitoring Methods for the Determination of Emissions

Method	Name	Description
Method A	BDN and periodic stocktakes of fuel tanks	Determination of fuel consumption based on the type and quantity of fuel stated in Bunker Delivery Notes (BDN), combined with periodic stocktakes of fuel tanks based on tank readings.
Method B	Bunker fuel tank monitoring on board	Monitoring of the level in all on-board fuel tanks. Tank readings must be taken at least daily during voyages and on every bunkering or de-bunkering operation.
Method C	Flow meters for applicable combustion processes	Direct measurement of fuel consumption by aggregating data from all flow meters connected to the relevant emission sources on board.
Method D	Direct maritime emissions measurement	Determination of emissions by directly measuring the concentration of greenhouse gases in, and the flow rate of, the exhaust gas at the emission stack, and multiplying the two.

(4) Variation of the EMP

Where there is a change to the operator's fleet or to its monitoring arrangements, the maritime operator must apply to the regulator to vary the EMP. Typical grounds for variation include the following:

- Addition or removal of ships under the operator's responsibility (e.g. acquisition, sale, or transfer of management);
- Changes to the monitoring methodologies in use;
- A variation required by the regulator;

- Variations needed to address outstanding non-conformities or to implement recommendations for improvement set out in a verification report.

Applications to vary the EMP are made through the METS system. Once the regulator has reviewed the application, the variation takes effect upon formal notification to the maritime operator.

4.2 Annual Emissions Report (AER)

(1) Overview

The Annual Emissions Report (AER) is the report on a maritime operator’s annual greenhouse gas emissions. The AER is prepared at the operator level rather than the ship level: each year, the maritime operator must consolidate the relevant data from all ships under its responsibility, and the resulting AER must be verified by an accredited verifier before it is submitted to the regulator.



Figure 4. AER Reporting framework

(2) Reporting Period and Submission Deadlines

From the commencement of the UK ETS on 1 July 2026, the following deadlines apply:

Table 8. AER Reporting Period, Submission Deadline and UKA Surrender Deadline

Scheme year	Reporting period	AER submission deadline	UKA surrender deadline
2026 (first)	1 July to 31 December 2026	31 March 2027	30 April 2028
2027 onwards	1 January to 31 December	31 March of the following year	30 April of the following year

(3) Key Contents of the AER

The AER systematically reports the per-ship emissions calculation results and the key information required to determine the number of allowances to be surrendered. It must therefore include identifying information for each ship, the monitoring method applied, fuel consumption, emissions broken down by activity type, total emissions, and any deductions claimed. The detailed contents are set out in Table 9 below.

Table 9. Key Contents of the UK ETS AER

Item	Details
Per-ship basic information	Ship name, IMO number, flag state, monitoring method applied, and the level of uncertainty.
Fuel consumption	Total fuel consumption per ship, broken down by fuel type.
Aggregated emissions	Emissions, broken down and reported by activity type: – In-port activity emissions – UK domestic voyage emissions – Emissions from voyages between Great Britain (GB) and Northern Ireland (NI)
Total emissions	The aggregated emissions from all maritime activities, expressed separately for CO ₂ , CH ₄ and N ₂ O, together with the CO ₂ equivalent (CO ₂ eq) total.
Emissions reduction claim (future)	Details of any emissions reduction claim associated with the use of eligible fuels recognised by the regulator.
Surrender deduction	Details of the 50% surrender deduction applied to emissions from voyages between Great Britain (GB) and Northern Ireland (NI).

(4) Calculation of Emissions

Total emissions are calculated by multiplying the emissions of CO₂, CH₄ and N₂O by their respective Global Warming Potential (GWP) values, and summing the results to obtain the carbon-dioxide-equivalent value (tCO₂ eq):

$$M_{ETS} = CO_2_ETS + (CH_4_ETS \times GWP_{CH_4}) + (N_2O_ETS \times GWP_{N_2O})$$

The GWP values shown in Table 10 are the coefficients used to express emissions of CO₂, CH₄ and N₂O on a common basis, namely tonnes of CO₂ equivalent (tCO₂ eq). In line with the EU ETS, the values applied are 1 for CO₂, 28 for CH₄ and 265 for N₂O.

Table 10. Global Warming Potential (GWP) Values applied under the UK ETS

Greenhouse gas	CO ₂	CH ₄	N ₂ O
Global Warming Potential (GWP)	1	28	265

**Note: When determining methane emissions (CH₄ _ETS), the calculation must include not only the CH₄ emitted from fuel combustion, but also methane that is released to the atmosphere unburned, i.e. methane slip (CH₄ _S).*

4.3 Verification and Site Visits

The maritime operator must prepare an Annual Emissions Report for each scheme year and submit it to the regulator through the METS system. Before submission, the AER must undergo verification and the verifier must issue an opinion of “satisfactory”. The verifier reviews whether the reported emissions data are consistent with the applicable requirements and the approved EMP, and free from material misstatements or omissions.

(1) Materiality Level

When verifying the AER, the verifier applies a materiality level to determine whether any errors or omissions in the reported data are material. The materiality level is set on the basis of the operator’s aggregate greenhouse-gas emissions in the relevant scheme year (in tCO₂ eq), as follows:

- Aggregate emissions exceeding 500,000 tCO₂ eq: 2%.
- Aggregate emissions of 500,000 tCO₂ eq or less: 5%.

(2) Site Visits

Where the verifier considers it necessary on the basis of its risk analysis, it may carry out a site visit at the maritime operator’s relevant onshore locations and on board the operator’s ships during the verification of the AER. The maritime operator must provide the verifier with access to the locations, data and information required to carry out the verification.

(3) Virtual Site Visits

By way of exception, the verifier may, with the consent of the maritime operator, replace a physical site visit with a virtual site visit. This is permitted only where the regulator has given prior approval. Where the maritime operator wishes to use a virtual site visit, an application for the regulator’s approval must be submitted no later than 28 February of the year following the scheme year concerned.

(4) Corrective Actions and Recommendations during Verification

Where, during the verification, the verifier identifies any misstatement, non-conformity or non-compliance with the applicable requirements, the maritime operator may be required to make corrections or to take corrective action. The verifier may also issue recommendations for improvement, which the maritime operator should reflect in its future monitoring and reporting arrangements where appropriate.

5. Surrender of Allowances and Compliance

5.1 Surrender of Allowances

(1) Method of Surrender

A maritime operator that is subject to the UK ETS must purchase, and surrender, UK Allowances (“UKA”) corresponding to its emissions for each scheme year.

Surrender is effected by transferring UKA from the maritime operator’s UK Maritime Operator Holding Account (UK MOHA) to the surrender account in the UK Emissions Trading Registry.

(2) Calculation of Allowances to be Surrendered

The proportion of allowances to be surrendered against the relevant emissions varies according to the type of voyage and activity, as set out in Table 11 below.

Table 11. Surrender Rates by Voyage Type

Voyage / activity type	Surrender rate
UK domestic voyages	100%
In-port activities	100%
Voyages between Great Britain (GB) and Northern Ireland (NI)	50%

As a general rule, the maritime operator must surrender allowances equal to 100% of its reported emissions; however, a 50% surrender deduction is applied to emissions from voyages between Great Britain and Northern Ireland.

(3) Surrender Deadline

In principle, allowances must be surrendered by 30 April of the year immediately following each scheme year. As a transitional measure, however, the allowances in respect of the 2026 and 2027 emissions are to be surrendered together by 30 April 2028. From the 2028 scheme year onwards, allowances are to be surrendered each year by 30 April of the following year.

Table 12. Allowance Surrender Deadlines

Scheme year	Surrender deadline	Remarks
2026 (first)	30 April 2028	Combined surrender with the 2027 emissions
2027	30 April 2028	Combined surrender with the 2026 emissions
2028 onwards	30 April of the following year	Standard annual surrender deadline

(4) Procurement of UKA

The UKA needed to comply with the UK ETS may be procured by the maritime operator either directly

or through the market. As a general matter, procurement is divided between direct purchase via the official UK ETS auction platform and purchase on the secondary market through exchanges or over-the-counter trading. An overview of each route is provided in Table 13.

Table 13. Methods of Procuring UKA

Method	Description
Auction	Purchase via the official UK ETS auction platform. Where a maritime operator has registered with the regulator and opened a UK MOHA, it can participate directly in the auction.
Secondary Market	Purchase via exchanges (such as ICE) or through over-the-counter (OTC) trading.

(5) Emissions Reduction Claim (to be applied in the future)

Where the regulator designates eligible fuels in the future, a maritime operator may submit an emissions reduction claim in respect of fuel use that meets the prescribed conditions, in which case a CO₂ emission factor of zero is to be applied. Such a claim must satisfy a number of conditions, including those relating to the timing of fuel purchase and delivery, the prohibition on double counting, the prohibition on third-party sales, and the cap on the quantity that may be claimed; and any claim must be verified by an accredited verifier.

It should be noted, however, that this is not yet a directly applicable feature of the UK ETS for the maritime sector; the scope of eligible fuels and the detailed criteria are to be specified through future guidance.

Table 14. Detailed Conditions for an Emissions Reduction Claim

Requirement	Details
Timing of fuel purchase	The fuel must have been purchased within the relevant scheme year, or no earlier than three months prior to the start of that scheme year.
Fuel delivery deadline	The fuel must be delivered to the ship, or to a point of no return, no later than 31 March of the year following the relevant scheme year.
No double counting	The same fuel must not be claimed in another UK ETS scheme year, or used to obtain emissions reductions or financial benefits under another scheme (such as the EU ETS).
No sale to third parties	The fuel must not be sold to a third party.
Cap on quantity claimed	The total quantity of fuel for which an emissions reduction is claimed must not exceed the total quantity of fuel actually consumed by the maritime operator for maritime activities during the scheme year concerned.
Verification	Any emissions reduction claim must be verified by an accredited verifier.

Note: The specific list of eligible fuels and the related sustainability criteria are to be designated in due course in accordance with guidance issued by the relevant national authorities.

5.2 Compliance and Civil Penalties

(1) Penalties for Failure to Surrender Allowances

Where a maritime operator fails to surrender, by the statutory deadline, allowances corresponding to its emissions, a civil penalty applies of £100 per tonne of CO₂ eq of unsurrendered emissions, adjusted for inflation. In addition, the operator remains liable to surrender the corresponding allowances for the unsurrendered emissions.

(2) Penalties for Breach of UK ETS Compliance Obligations

In addition to the failure to surrender allowances, breaches of MRV-related compliance obligations attract civil penalties as set out below.

Table 15. Civil Penalties for Breach of UK ETS Compliance Obligations

Type of breach	Penalty	Daily additional penalty	Maximum penalty
Failure to apply for an EMP, or late application	£20,000	£500/day	£45,000
Failure to comply with the conditions of the EMP	£20,000	£500/day	£45,000
Failure to monitor emissions	£20,000	£500/day	£45,000
Failure to submit the AER, or late submission	£20,000	£500/day	£45,000

(3) Appeals

A maritime operator that disagrees with a decision of the regulator may bring a formal appeal. The principal grounds on which an appeal may be brought include the following:

- A refusal of an application for an EMP, or a variation of the EMP imposed by the regulator on its own initiative;
- A notice of suspension of the UK MOHA;
- The imposition of a civil penalty.

6. Related Sites and How to Use Them

6.1 METS

(1) Overview

METS (Manage your Emissions Trading Scheme) is the UK Government's official online platform that integrates the monitoring, reporting and verification (MRV) processes under the UK ETS. Maritime operators must use METS for the entire compliance cycle, from the application for an Emissions Monitoring Plan (EMP) to the submission of Annual Emissions Reports (AER).

Table 16. METS

Item	Details
URL	https://manage-emissions-reporting.service.gov.uk/landing
Users	Maritime Operator, Regulator, Verifier
Main functions	Opening of METS accounts Application for, and variation of, EMPs Submission of AER and verification reports Viewing and managing compliance status

(2) How to Apply for a METS Account

A METS account may be applied for in either of the two following ways:

- **Online application via a dedicated link:** during the period prior to the entry into force of the UK ETS on 1 July 2026, a dedicated link is provided on a time-limited basis through which an application may be made directly.
- **Contacting the relevant regulator:** after that period, or where further guidance is required, the maritime operator must contact its relevant regulator* by e-mail in order to set up an account.

* For Korean shipping companies, this is the Environment Agency (EA); see the contact details in section 3.2 of this document.

(3) METS Site Screens

- ① Access to the METS landing page (<https://manage-emissions-reporting.service.gov.uk/landing>)
- ② Account creation (contact the relevant regulator)
- ③ On the Maritime screen, log in via [Sign in]

* Note: For details on the account opening procedure and the use of METS functions, please also refer to the official guidance documents and instructional videos provided on the websites of the UK regulators (such as the Scottish Environment Protection Agency, SEPA).

6.2 UK Emissions Trading Registry

The UK Emissions Trading Registry is the official online portal operated by the UK Government for the management of UKA accounts — covering the procurement, holding and surrender of allowances under the UK ETS.

Table 17. UK Emissions Trading Registry

Item	Details
URL	https://view-emissions-trading-registry.service.gov.uk
Main functions	Viewing the UK MOHA (including the balance of UKA held) Surrender of allowances Viewing transaction history (allowance transfers and trades)

[Appendix] FAQ

Q. What should be done where there is a change in the maritime operator or in the flag State?

A. Where the maritime operator changes, written notification must be made to the regulator within 14 days of the date on which the change takes effect. There is no specific provision for changes of flag State.

Q. Are ships that merely transit UK waters without calling at a UK port covered by the scheme?

A. No. The UK ETS applies only where a ship departs from, or arrives at, a port of call within the UK's jurisdiction, or where it carries out an in-port activity at such a port. Ships that merely transit UK waters without calling at a UK port are therefore not covered.

Q. For voyages between a UK port and an EU port, must emissions be reported under both schemes?

A. The UK ETS does not cover the voyage segment of an international voyage as such, and emissions from those segments are therefore not reported under the UK ETS. However, emissions arising while the ship is in a UK port (in-port activity) are subject to the UK ETS at the 100% rate and must be reported and surrendered accordingly.

Q. What happens to the existing UK MRV regime?

A. The UK Government will revoke the existing UK MRV regulations from 2026 and replace them with the UK ETS framework. From that point onwards, monitoring and reporting are carried out under the UK ETS — not under the standalone UK MRV regime.

Q. Can the existing monitoring plan (MP) used for EU MRV be applied directly?

A. No. An EU MRV monitoring plan cannot be used as such for the UK ETS. A new EMP must be applied for and approved through the METS system.

Q. Are offshore platforms and offshore ships covered?

A. Offshore ships are temporarily excluded only up to and including 31 December 2026; they will be brought within the scope of the UK ETS thereafter.

Q. What is the threshold for ships in scope?

A. The current threshold is 5,000 GT and above for cargo and passenger ships. The Authority is considering an extension of the scope to ships in the 400–5,000 GT range, to be reviewed in due course.

Q. How are emissions from international voyages calculated?

A. Under the rules in force as of the start of the scheme in 2026, international voyages — i.e. voyages between UK ports (in Great Britain or Northern Ireland) and ports in another State (such as in the EU) — are entirely outside the scope of the UK ETS.

A. The UK Government is, however, considering the inclusion of a proportion of emissions from international voyages in the scope of the scheme, as part of the planned 2028 review.

Q. Can EU ETS allowances (EUA) be used to satisfy UK ETS obligations?

A. No. Only UKA (UK Allowances) may be used to surrender against emissions under the UK ETS, and EUA (EU Allowances) are not eligible. The same applies in reverse: a maritime operator that calls at both UK and EU ports must hold and manage allowances under each scheme separately.

Q. By when must UKA be surrendered?

A. The first surrender deadline is 30 April 2028. Allowances in respect of the second half of 2026 (1 July to 31 December 2026) and the full 2027 calendar year may be surrendered together by 30 April 2028 in a one-off combined surrender.

Q. How do I open a METS account?

A. By contacting the relevant UK regulator and requesting account creation by e-mail.

Q. Which greenhouse gases must be reported?

A. The greenhouse gases subject to the UK ETS monitoring and reporting obligations are CO₂ , CH₄ and N₂ O — three gases in total.

Q. Where ships are added to or removed from the operator's fleet, must both the EMP and AER be amended and resubmitted?

A. The EMP must be varied without delay through the METS system whenever the composition of the fleet changes, and the variation must be approved by the regulator. In particular, where a newly added ship performs its first maritime activity within the scope of the UK ETS, the variation of the EMP must be approved within 42 days of that date.

A. The AER, by contrast, is not submitted on an ad hoc basis whenever the fleet changes. Instead, it is submitted once per year, consolidating the emissions data for all ships in the fleet during the relevant scheme year.

[References]

- Explanatory Memorandum to the Greenhouse Gas Emissions Trading Scheme (Amendment) (Extension to Maritime Activities) Order 2026
- The Greenhouse Gas Emissions Trading Scheme (Amendment) (Extension to Maritime Activities) Order 2026
- Explanatory Memorandum to the Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions) (Revocation) Regulations 2026
- Guidance: Participating in the UK ETS
- UK Emissions Trading Scheme: Main Authority Response to the Scope Expansion: Maritime Consultation
- UK Emissions Trading Scheme Scope Expansion: Maritime – Interim Authority Response
- UK ETS Scope Expansion: Emissions from International Maritime Voyages
- MIN 669 (M+F) Amendment 1 – Reporting Emissions Data into the UK MRV Regime

Distribution: surveyors, shipowners, and other industry stakeholders.