competent authority logo

## EMISSIONS MONITORING PLAN

Aeroplane Operator Name

«${(params.empContainer.emissionsMonitori»

Emissions Monitoring Plan Reference

«${(permitId)!}»

Issue Date

Emissions Monitoring Plan Version

Issued by the «${(competentAuthority.name)!}»

Information

This emissions monitoring plan comprises two parts:

* Part 1 contains a series of emissions monitoring plan conditions with which you must comply with.
* Part 2 contains all of the other aspects of your emissions monitoring plan that are relevant to your compliance with any international flights within the scope of the CORSIA, and is issued under the Air Navigation (Carbon Offsetting and Reduction Scheme for International Aviation) Order 2021 (the ANO).

Talking to us

You can contact us by email on . If you need to contact us, please quote the emissions monitoring plan reference, as it appears on the front of this emissions monitoring plan.

Modification to the emissions monitoring plan

If you need to make a significant modification to your emissions monitoring plan, please log on to your METS account and click on “Start a new task” then “Start an emissions plan variation”.

Notifications

If you need to let us know about anything other than a significant modification that might affect the accuracy of your emissions monitoring plan, or your ability to comply with it, please contact us at .

Subsistence Charge

More information on CORSIA charging is available on the ’s website at:

[Environment Agency (Greenhouse Gas Emissions) charging scheme - GOV.UK (www.gov.uk)](https://www.gov.uk/government/publications/environment-agency-greenhouse-gas-emissions-charging-scheme-2021)

Regulator’s address

You can get advice from your regulator about the application process and the information required in the emissions monitoring plan form by contacting them through their helpdesk.

Email to:

Information and Guidance

Information and guidance are available at:

<https://www.gov.uk/guidance/corsia-how-to-comply>

## Part 1

## Emissions Monitoring Plan Conditions

### Aeroplane Operators performing flights within the scope of the CORSIA from 1 January 2021

1. The emissions monitoring plan holder must submit to the regulator its verified Emissions Report of annual CO2 emissions and the associated Verification Report in accordance with Article 31 and Schedule 1 of the ANO.
2. The emissions monitoring plan holder’s Emissions Report must be verified in accordance with Article 35(2) of the ANO.
3. Where the emissions plan holder proposes to make a material or significant change to its emissions monitoring plan under Article 26 or Article 27 of the ANO, the emissions monitoring plan holder must apply to the regulator for approval at least 14 days prior to making the material or significant change, or where this is not practicable, as soon as possible thereafter.
4. Where the emissions monitoring plan holder makes a change to its emissions monitoring plan referred to in Article 26 or Article 27 of the ANO that is not a material or significant change (other than a change that would affect the regulator’s oversight referred to in Article 26(5) ANO), the emissions monitoring plan holder must notify the regulator by 31 December in the year in which the change occurred.
5. Where the emissions plan holder undergoes a change referred to in Article 26(5) that would affect the regulator’s oversight, such as a change in name or address, the emissions monitoring plan holder should notify the regulator either before, or within 14 days of the change.
6. Where a verification report submitted in accordance with Article 35(3) of the ANO states outstanding non-conformities or recommends improvements the emissions monitoring plan holder must submit a report on improvements to the regulator in accordance with the requirements of Article 39(2) ANO by 30 June of the year in which the verification report is issued, or by an alternative date set by the regulator.

### Definitions

1. In this emissions monitoring plan:
2. the “ANO” means the Air Navigation (Carbon Offsetting and Reduction Scheme for International Aviation) Order 2021, as amended from time to time;
3. the “CORSIA” means the Carbon Offsetting and Reduction Scheme for International Aviation;
4. “the regulator” has the same meaning as in Article 10 of the ANO;
5. “year” means a calendar year commencing on 1 January.

## Part 2 - CORSIA Emissions Monitoring Plan

## Service Contact Details

|  |  |
| --- | --- |
| Name |  |
| Role |  |
| Address for service |  |

## Aeroplane Operator Details

### Identification of Aeroplane Operator

|  |  |
| --- | --- |
| Aeroplane Operator Name |  |

### International Flight Attribution

|  |  |
| --- | --- |
| Option for attributing international flights to the aeroplane operator | «[#if params.empContainer.emissionsMonito»  Option 1: ICAO Designators according to ICAO Document 8585  «[#if params.empContainer.emissionsMonito»  Option 2: Common, Nationality or Registration Mark as stated in the AOC (or equivalent) |

«[#if params.empContainer.emissionsMonito»

|  |  |
| --- | --- |
| Unique ICAO designator(s) \* used in the call sign for Air Traffic Control purposes |  |

*(\* as specified in ICAO Doc 8585 - "Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services")*

«[#if params.empContainer.emissionsMonito»

The table below lists the aeroplane registration marking(s) used in the call sign for Air Traffic Control purposes for the aeroplanes performing your international flights.

|  |
| --- |
| Aeroplane Registration Markings |
|  |

«[#if params.empContainer.emissionsMonito»

### Air Operating Certificate Details

|  |  |
| --- | --- |
| Air Operator Certificate |  |
| Issuing authority |  |

«[/#if]»

|  |
| --- |
| Restrictions and/or obligations imposed on the AOC |
|  |

## Organisation Structure

«[#if params.empContainer.emissionsMonito»

## Company / Limited Liability Partnership Details

|  |  |
| --- | --- |
| Company registration number |  |
| Registered office address |  |

### Aeroplane operator contact office details

«[#if params.empContainer.emissionsMonito»

Details as per “Aeroplane Operator Details” table above.

«[/#if]»

«[#if params.empContainer.emissionsMonito»

|  |  |
| --- | --- |
| Address |  |

«[#if params.empContainer.emissionsMonito»

## Partnership Details

### Details of the partnership and principle place of business

|  |  |
| --- | --- |
| Name of Partnership |  |
| Address |  |

### Details of individual partners

|  |  |
| --- | --- |
| Partner name |  |

## Individual / Sole Traders

### Individual/sole trader details

|  |  |
| --- | --- |
| Individual’s name |  |
| Address |  |

«[/#if]»

## Description of the activities undertaken by the Aeroplane Operator

|  |  |
| --- | --- |
| Types of flights undertaken |  |

|  |
| --- |
| Further description of your activities |
|  |

## International flights of the subsidiary aeroplane operators covered by the Emissions Monitoring Plan

## Details of Subsidiary Aeroplane Operators

|  |  |
| --- | --- |
| Subsidiary aeroplane operator name |  |
| Option for international flight attribution under CORSIA |  |

|  |  |
| --- | --- |
| Unique ICAO designator(s)\* used in the call sign for Air Traffic Control purposes for subsidiary Aeroplane Operator(s)  *(\* as specified in ICAO Doc 8585 - "Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services")* |  |

«[/#if]»

«[#if company.subsidiaryCompany.flightIde»

|  |  |
| --- | --- |
| Aeroplane Registration Markings  For those Aeroplane Operators who do not operate using an ICAO designator, or nationality or common mark, and registration mark, as explicitly stated in an AOC, the table below lists the aeroplane registration marking(s) used in the call sign for Air Traffic Control purposes. | «${(marking)!}»«[/#list]» |

|  |  |
| --- | --- |
| Air Operator Certificate | «${(company.subsidiaryCompany.airOperatin» |
| Air Operator Certificate Issuing authority | «${(company.subsidiaryCompany.airOperatin» |

|  |  |
| --- | --- |
| Restrictions and/or obligations imposed on the AOC | «${(company.subsidiaryCompany.airOperatin» |

|  |  |
| --- | --- |
| Company Registration Number | «${(company.subsidiaryCompany.companyRegi» |
| Registered Address |  |
| Types of flights undertaken |  |
| Further description of your activities |  |

«[/#list]»

## Emissions Sources and Operations Data

### Aeroplane Types

The table below lists the aeroplane types performing your international flights at the time of the application for this emissions monitoring plan.

| Generic Aeroplane Type | Subtype (where applicable) | Number of aeroplanes operated | Jet Kerosene (Jet A/Jet A1) | Jet Gasoline (Jet B) | Aviation Gasoline (AvGas) | TS-1 | No.3 Jet Fuel |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |

### List of emissions sources (aeroplanes and fuels used)

The table below summarises the procedure, responsibilities and systems used to track the completeness of the list of emission sources (aeroplanes used) and fuel types used over the Scheme Year.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

### Completeness of the list of flights

The table below summarises the procedure, responsibilities and systems used to monitor the completeness of the list of international flights operated under the unique designator, or tail registration number by aerodrome pair.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

### List of State pairs operated

The table below lists the State pairs between which international flights are operated at the time of the application for this emissions monitoring plan.

| State A | State B |
| --- | --- |
|  |  |

### Determination of international flights

The table below summarises the procedure, responsibilities and systems used to determine which flights meet the definition of international flights, and therefore are subject to emissions monitoring requirements.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure | «${(params.empContainer.emissionsMonitori» |
| Brief description of procedure | «${(params.empContainer.emissionsMonitori» |
| Post or department responsible for data maintenance | «${(params.empContainer.emissionsMonitori» |
| Location where records are kept | «${(params.empContainer.emissionsMonitori» |
| Name of system used | «${(params.empContainer.emissionsMonitori» |

### Determination of international flights with offsetting requirements

The table below summarises the procedure, responsibilities and systems used to determine the international flights for the purpose of the carbon offsetting requirement under the CORSIA.

|  |  |
| --- | --- |
| Title of procedure | «${(params.empContainer.emissionsMonitori» |
| Reference for procedure | «${(params.empContainer.emissionsMonitori» |
| Brief description of procedure | «${(params.empContainer.emissionsMonitori» |
| Post or department responsible for data maintenance | «${(params.empContainer.emissionsMonitori» |
| Location where records are kept | «${(params.empContainer.emissionsMonitori» |
| Name of system used | «${(params.empContainer.emissionsMonitori» |

### Determination of flights with no monitoring requirements

The table below summarises the procedure, responsibilities and systems used to determine which flights are not subject to emissions monitoring requirements and how those operations will be separated from those subject to emissions monitoring requirements.

|  |  |
| --- | --- |
| Title of procedure | «${(params.empContainer.emissionsMonitori» |
| Reference for procedure | «${(params.empContainer.emissionsMonitori» |
| Brief description of procedure | «${(params.empContainer.emissionsMonitori» |
| Post or department responsible for data maintenance | «${(params.empContainer.emissionsMonitori» |
| Location where records are kept | «${(params.empContainer.emissionsMonitori» |
| Name of system used | «${(params.empContainer.emissionsMonitori» |

## Methods and Means of Calculating Emissions

### Monitoring Method

For the reporting period 2021 until 2035

A Fuel Use Monitoring Method is mandatory for Aeroplane Operators with annual emissions equal to or above 50 000 tonnes of CO2 from international flights with an offsetting requirement.

An Aeroplane Operator with annual emissions from international flights with an offsetting requirement of less than 50 000 tonnes of CO2, is eligible to use the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT).

|  |  |
| --- | --- |
| Monitoring method used | «[#if params.empContainer.emissionsMonito»  Fuel Use Monitoring Method  «[#if params.empContainer.emissionsMonito»  CORSIA CO2 Estimation and Reporting Tool (CERT) |

«[#if params.empContainer.emissionsMonito»

### Measuring fuel consumption

The table below details the method(s) used to measure fuel consumption for each generic aeroplane type.

|  |  |
| --- | --- |
| Generic aeroplane type (ICAO aeroplane type designator) | Method |
|  |  |

### Using multiple methods

|  |
| --- |
| Justification for using more than one Fuel Use Monitoring Method |
|  |

## Fuel Use Monitoring Methods – Method A

The aeroplane operator shall use the following formula to compute fuel use according to Method A:

**FN = TN - TN+1 + UN+1**

where:  
FN = Fuel consumed for the flight under consideration (=flight N) determined using Method A (in tonnes);  
TN = Amount of fuel contained in aeroplane tanks once fuel uplifts for the flight under consideration (i.e., flight N) are complete (in tonnes);  
TN+1 = Amount of fuel contained in aeroplane tanks once fuel uplifts for the subsequent flight (i.e., flight N+1) are complete (in tonnes);  
UN+1 = Sum of fuel uplifts for the subsequent flight (i.e., flight N+1) measured in volume and multiplied with a density value (in tonnes).

Note: Fuel uplift UN+1 is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight.

### Monitoring Fuel Consumption per Flight

The table below summarises the procedure, responsibilities and systems used to measure fuel consumption on a flight-by-flight basis for owned and leased-in aeroplanes using Method A.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

### Fuel Density

The table below summarises the procedure, responsibilities and systems used to determine and record fuel density values (standard or actual) as used for operational and safety reasons

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

## Fuel Use Monitoring Methods – Method B

The aeroplane operator shall use the following formula to compute fuel use according to Method B:

**FN = RN-1 - RN + UN**

where:   
FN =Fuel consumed for the flight under consideration (i.e., flight N) determined using Method B (in tonnes);   
RN-1 = Amount of fuel remaining in aeroplane tanks at the end of the previous flight (i.e., flight N-1) at Block-on before the flight under consideration, (in tonnes);  
RN = Amount of fuel remaining in aeroplane tanks at the end of the flight under consideration (i.e., flight N) at Block-on after the flight, (in tonnes);  
UN = Fuel uplift for the flight considered measured in volume and multiplied with a density value (in tonnes).

Note: Fuel uplift is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight.

### Monitoring Fuel Consumption per Flight

The table below summarises the procedure, responsibilities and systems used to measure fuel consumption on a flight-by-flight basis for owned and leased-in aeroplanes using Method B.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

### Fuel Density

The table below summarises the procedure, responsibilities and systems used to determine and record fuel density values (standard or actual) as used for operational and safety reasons

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

## Fuel Use Monitoring Methods – Block-off/Block-on

The aeroplane operator shall use the following formula to compute fuel use according to Block-off/ Block-on:

**FN = TN - R N**

where:   
FN = Fuel consumed for the flight under consideration (= flight N) determined using Block-off / Block-on Method (in tonnes);  
TN = Amount of fuel contained in aeroplane tanks at Block-off for the flight under consideration i.e., flight N (in tonnes);  
RN = Amount of fuel remaining in aeroplane tanks at Block-on of the flight under consideration i.e., flight N (in tonnes).

### Monitoring Fuel Consumption per Flight

The table below summarises the procedure, responsibilities and systems used to measure fuel consumption on a flight-by-flight basis for owned and leased-in aeroplanes using Block-off/Block-on methodology.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

## Fuel Use Monitoring Methods – Fuel Uplift

For flights with a fuel uplift unless the subsequent flight has no uplift, the aeroplane operator shall use the following formula to compute fuel use according to the Fuel Uplift Method:

**FN = UN**

where:   
FN = Fuel consumed for the flight under consideration (i.e., flight N) determined using fuel uplift (in tonnes);   
UN = Fuel uplift for the flight considered, measured in volume and multiplied with a density value (in tonnes).

For flight(s) without a fuel uplift (i.e., flight N+1,..., flight N+n,), the aeroplane operator shall use the following formula to allocate fuel use from the prior fuel uplift (i.e., from flight N) proportionally to block-hour:

FN = UN \* [BHN / ( BHN + BHN+1 + ...+ BHN+n)]

FN+1 = UN \* [BHN+1 / (BHN + BHN+1 + ...+ BHN+n)]

...

FN+n = UN \* [BHN+n / (BHN + BHN+1 + ...+ BHN+n)]

### Monitoring Fuel Consumption per Flight

The table below summarises the procedure, responsibilities and systems used to measure fuel consumption on a flight-by-flight basis for owned and leased-in aeroplanes using the Fuel Uplift methodology.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

### Assignment and adjustment of flights with zero uplift

The data handling and calculations necessary to meet the adjustment requirement for flights with zero fuel uplift.

|  |  |
| --- | --- |
| Brief description of procedure |  |

### Fuel uplift supplier records

|  |  |
| --- | --- |
| Records used |  |

### Fuel Density

The table below summarises the procedure, responsibilities and systems used to determine and record fuel density values (standard or actual) as used for operational and safety reasons

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

«[/#if]»

«[#if params.empContainer.emissionsMonito»

## Fuel Use Monitoring Methods – Fuel Allocation with Block-hour

Computation of average fuel burn ratios:

**AFBRAO,AT = SnU AO,AT,N / SnBH AO,AT,N**

1. Where an operator can clearly distinguish between international and domestic fuel uplifts:

AFBR AO, AT = Average fuel burn ratios for aeroplane operator (AO) and aeroplane type (AT) (in tonnes per hour);  
UAO, AT, N = Fuel uplifted for the international flight N for aeroplane operator (AO) and aeroplane type (AT) determined using monitoring method Fuel Uplift (in tonnes);  
BHAO, AT, N = Block hour for the international flight N for aeroplane operator (AO) and aeroplane type (AT) (in hours).

2. Where an operator cannot clearly distinguish between international and domestic fuel uplifts:

AFBR AO, AT = Average fuel burn ratios for aeroplane operator (AO) and aeroplane type (AT) (in tonnes per hour); UAO, AT, N = Fuel uplifted for the international, or domestic flightN for aeroplane operator (AO) and aeroplane type (AT) determined using monitoring method Fuel Uplift (in tonnes); BHAO, AT, N = Block hour for the international and domestic flight N for aeroplane operator (AO) and aeroplane type (AT) (in hours).

Note: Fuel uplift is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight.

Computation of fuel use for individual flights:

The aeroplane operator shall compute the fuel consumption for each international flight by multiplying the aeroplane operator specific average fuel burn ratios with the flight’s block hour according to the following formula;

**FN = AFBR AO, AT \* BH AO, AT, N**

Where: FN = Fuel allocated to the international flight under consideration (i.e., flight N) using the Fuel Allocation Block Hour method (in tonnes);  
AFBR AO, AT = Average fuel burn ratios for aeroplane operator (AO) and aeroplane type (AT) (in tonnes per hour);  
BHAO, AT, N = Block hour for the international flight under consideration (= flight N) for aeroplane operator (AO) and aeroplane type (AT) (in hours).

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«[#if p\_ec\_emp\_bhmp\_fbct?seq\_contains('CL»

### Calculating the specific fuel burn

«[#if params.empContainer.emissionsMonito»

|  |  |
| --- | --- |
| Aircraft types using block hour that you can clearly distinguish between fuel uplifts for international and domestic flights on a flight by flight basis | «${(icao)!}»  «[/#list]» |
| Assignment and adjustment for flights with zero uplift | «${(params.empContainer.emissionsMonitori» |

«[/#if]»

«[#if params.empContainer.emissionsMonito»

|  |  |
| --- | --- |
| Aircraft types using block hour that you cannot clearly distinguish between international and national fuel uplifts on a flight by flight basis | «${(icao)!}»  «[/#list]» |

«[/#if]»

«[/#if]»

### Measurement of the block hours per flight

The table below summarises the procedure, responsibilities and systems used to monitor fuel uplift, in both owned and leased-in aircraft.

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

### Fuel uplift supplier records

|  |  |
| --- | --- |
| Records used |  |

### Fuel Density

Information about the procedures for measurement of the density used for fuel uplifts and fuel in tanks, in both owned and leased-in aircraft, referencing relevant internal documentation (e.g. operations and/or safety procedures that stipulate what density is applied).

|  |  |
| --- | --- |
| Title of procedure |  |
| Reference for procedure |  |
| Brief description of procedure |  |
| Post or department responsible for data maintenance |  |
| Location where records are kept |  |
| Name of system used |  |

«[/#if]»

«[/#if]»

## CO2 Estimation and Reporting Tool (CERT)

### Description of the CERT relevant input data

|  |  |
| --- | --- |
| Data to be used as input into the CERT |  |

|  |  |
| --- | --- |
| Information used to determine the eligibility to use the CERT | «${(params.empContainer.emissionsMonitori» |

## Emission Factors

The table below lists the emission factors used in the calculation of emissions arising from consumption of the following commercial standard aviation fuels.

|  |  |
| --- | --- |
| Jet Kerosene (Jet A1 or Jet A) at 3.16 tCO2/t fuel |  |
| Jet Gasoline (Jet B) at 3.10 tCO2/t fuel |  |
| Aviation Gasoline (AvGas) at 3.10 tCO2/t fuel |  |
| TS-1 at 3.16 tCO2/t fuel |  |
| No.3 Jet Fuel at 3.16 tCO2/t fuel |  |

## Data Gaps

### Data Gap Procedures

«[#if params.empContainer.emissionsMonito»

An Aeroplane Operator using a fuel use monitoring method shall fill data gaps using the CERT, provided that the number of flights with data gaps during a Scheme Year does not exceed 5% of international flights subject to offsetting requirements. Where the threshold is exceeded the Aeroplane Operator shall engage with the regulator to take remedial action and state in its emissions report the reasons for data gaps and the percentage of flights with data gaps.

|  |
| --- |
| Description of the systems and procedures for identifying data gaps and for assessing whether the 5% flight threshold for significant data gaps has been reached |
|  |

|  |
| --- |
| Identified below are the secondary data sources that will be used in the absence of primary data sources |
|  |

«[#if params.empContainer.emissionsMonito»

|  |
| --- |
| Description of the method used to fill in data gaps in the absence of secondary data sources |
|  |

«[#if params.empContainer.emissionsMonito»

Where data relevant for the determination of an aeroplane operator's emissions is missing (i.e. no primary or secondary data) the aeroplane operator may use surrogate data calculated in accordance with an alternative method approved by the regulator.

|  |
| --- |
| Description of the alternative method to treat data gaps for fuel consumption |
|  |

## Management Procedures

### Responsibilities for monitoring and reporting

The table below lists the job titles/posts and summary of the responsibilities as they relate to monitoring and reporting.

|  |  |
| --- | --- |
| Job Title / Post | Responsibilities |
|  |  |

### Description of Data Management

The description of each step in the data flow and data processing, including controls to assure data quality, from the data sources to the emissions report.

|  |  |
| --- | --- |
| Brief description of the process |  |

### Documentation and record keeping plan

Identification of the data stored, the IT systems used and the list of applied data management and IT standards, where relevant.

|  |  |
| --- | --- |
| Brief description of procedure | «${(params.empContainer.emissionsMonitori» |

### Explanation of risks

Summary of the risks associated with data management systems and corresponding internal or external control activities for addressing each.

|  |  |
| --- | --- |
| Brief description of procedure |  |

### Revisions of Emissions Monitoring Plan

The procedures for identifying material changes to the Emissions Monitoring Plan requiring revision and resubmission, and non-material changes for disclosure in the Emissions Report.

|  |  |
| --- | --- |
| Brief description of procedure |  |

«[#if params.empContainer.emissionsMonito»

## Abbreviations

The table below lists the abbreviations, acronyms or definitions referred to in this emissions monitoring plan.

|  |  |
| --- | --- |
| Abbreviation | Definition |
|  |  |