1. **Identification of the ship**
2. Input ship’s specific information such as “Ship’s Name”, “IMO No.”, “Ship’s Type”, “DWT”, “G/T”
3. IMO No. is unique seven-digit number as assigned by IHS Maritime and shown on the ship’s hull, in accordance with SOLAS regulation XI/3.
4. Ship’s type should be selected from following categories :

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Passenger ship | Ro-ro ship | Container ship | | Oil tanker |
| Chemical tanker | LNG carrier | Gas carrier | | Bulk carrier |
| General cargo ship | Refrigerated cargo ship | Vehicle carrier | | Combination carrier |
| Ro-pax ship | Container/ro-ro cargo ship | | Other ship types | |

1. **Port Name & Nation**
2. Port & Nation : Put the name of port of arrival or departure including nation and state or jurisdictoin if applicable

Ex) Las Plamas, Gran Canarias, Spain

1. Select “Yes” if the port of call under the jurisdiction of a Member State. For the list of the jurisdiction of member state, refer to [PR-MRV Section 1.3] otherwise select “No” from drop down list.
2. D/A means “Departure/Arrival”. You don’t need to select.
3. **Time**
4. yyyy : put the four(4) digit number for the Year of Arrival or Departure.
5. mm : put the two(2) digit number for the Month of Arrival or Departure..
6. dd : put the two(2) digit number for the Day of Arrival or Departure..
7. hhmm : put the four(4) digit number for the Hours and Minutes of Arrival or Departure.

* Do not put “colon(:)” in the middle of four(4) digit.

1. **Distance, Cargo & Transport Work**
2. Distance Travelled : Put the distance travelled. Below decimal point is not required.

* The distance travelled may be either the distance of the most direct route between the port of departure and the port of arrival or the real distance travelled. In the event of the use of the distance of the most direct route between the port of departure and the port of arrival, a conservative correction factor should be taken into account to ensure that the distance travelled is not significantly underestimated. The monitoring plan shall specify which distance calculation is used and, if necessary, the correction factor used. The distance travelled shall be determined from berth of the port of departure to berth of the port of arrival and shall be expressed in nautical miles.

1. Cargo Carried : Put the cargo carried. Below decimal point is not required.
2. For the vessel supplies fuel to fishing boat(Ship-to-Ship) at the ocean and back to the port, take the average of cargo on board at departure and cargo on board at arrival.

|  |  |
| --- | --- |
| **Cargo Carried =** | **Cargo on board at Departure + Cargo on board at Arrival** |
| **2** |

1. Transport Work : It will be calculated automatically by multiplying the distance travelled with the amount of cargo carried.

|  |  |
| --- | --- |
| **Transport Work =** | **Distance Travelled x Cargo Carried** |

1. **Time Spent**

It will be calculated automatically based on time inputted as above.

1. **Fuel Consumption**
2. Put the fuel used on board at sea and in port.
3. It should be divided by type of fuel used such as Heavy fuel oil, Light fuel oil and Diesel oil.
4. **CO2 Emission**
5. It will be calculated automatically based on fuel consumption inputted as above and their emission factor. (See PR-MRV 3.2)
6. If you use the 120.5tonnes of Heavy fuel oil and 21.3tonnes of Diesel Oil, the CO2 Emission will be (120.5 x 3.144) + (21.3 x 3.206) = 378.852 + 68.288 = 447.14
7. **Annual Emission report information**
8. Total CO2 Emission / Total Time, Distance & Transport / Average Energy Efficiency will be calculated automatically based on every voyage monitoring.
9. For specific formula, see company’s manual and sheet itself.
10. **Total Fuel Supplied**
11. Input the supplied fuel quantity by M/T based on BDN.