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The EcoSailor

Volume 5 - May

Fuel Strategy Is the New Profit Strategy

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Readers, join our shipping community!

Dear EcoSailor,

The shipping industry is evolving, and The EcoSailor is your platform to stay ahead of the curve. We understand the daily pressures ship managers face - meeting compliance, improving efficiency, managing costs, and ensuring sustainability. That's why we're inviting you to join the conversation and share your thoughts on the challenges impacting your operations.

At The EcoSailor, we are focused on practical solutions and industry-driven insights. Whether you're grappling with regulatory compliance, fuel efficiency, or crew management, your experiences are valuable to the broader community. We want to feature your voice in our upcoming editions.

What's in it for you?

- *Learn from your peers:* Discover what other ship managers are doing to overcome shared challenges.
- *Spotlight yourself:* Gain recognition for innovative practices or smart solutions that are working for you.
- *Access expert advice:* By sharing your challenges, we'll connect you with expert opinions and insights that could make a real difference to your operations.

How to Engage?

Tell us your challenges, participate in surveys, share your stories. We plan to develop this community which could work like an alliance. Reach out to us on WhatsApp at **+91 8433 711 722** or on Email at **community@theecosailor.org**

Kind Regards,
Sandesh Prabhu
Marketing at Ecosail Infotech

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IN THIS ISSUE

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SHARE YOUR STORIES OF SEA!

The Ecosailor is a magazine dedicated for the mariners. Set sail on a voyage full of storytelling with us! Your tales of life at sea are the treasures we seek to share with the world. Every journey, every moment, is a chapter that is waiting to be written - a picture longing to be painted.

Your stories have the power to inspire, unite & captivate us all. Submit your articles, stories, photos, and reels, and let your voice echo across the seven seas. Together, we'll create a legacy as enduring as the tides. Reach out to us at :

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Fuel Decisions That Can Make or Break Your Compliance Strategy

Why Choosing Between MGO and B24 Isn't Just About Fuel — It's About Smart Economics

In today's regulatory landscape, fuel selection is no longer a routine operational decision—it has become a direct financial lever.
With increasing exposure to EU ETS and stricter FuelEU Maritime regulations, shipowners must now evaluate fuels based on total cost impact, not just purchase price.
This means every fuel decision is effectively a balance between:

- Fuel cost
- Carbon cost
- Compliance cost

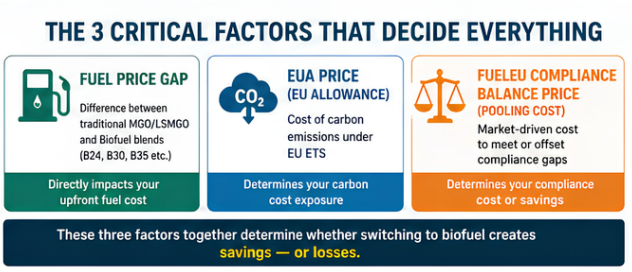
The 3 Critical Factors That Decide Everything Fuel Price Gap (MGO vs B24 or other blends like B30/B35)

This is the most visible factor. It represents the extra amount you pay per ton to switch from conventional fuel (MGO/LSMGO) to biofuel blends.
If this gap is large, the financial burden is immediate and direct. Even if biofuels reduce emissions, the savings from compliance may not be enough to compensate for the higher fuel cost. On the other hand, when this gap narrows, the economics begin to favor biofuels because the additional cost becomes easier to recover through emission-related savings.

EUA Price (EU Allowance)

This represents the cost of carbon emissions under the EU ETS system. Every ton of CO_2 emitted has a price attached to it.

When you use traditional fuels like MGO, emissions are higher, which increases your exposure to EUA costs. By switching to biofuels like B24, emissions are reduced, and therefore, **you purchase fewer allowances**, directly lowering your carbon cost.
The higher the EUA price, the stronger the financial incentive to reduce emissions.



FuelEU Compliance Balance Price (Pooling Cost)

FuelEU Maritime introduces a system where vessels must meet certain emission targets. If they don't, they must either:

- Pay penalties, or
- Buy compliance balance through pooling

This compliance balance has a market price, which fluctuates based on supply and demand. If your vessel is non-compliant (higher emissions), you will need to **buy compliance,** increasing your cost.
Using biofuel reduces your compliance gap, meaning:

- You buy less compliance
- Or you may even generate surplus compliance

This is where **hidden savings** come into play.

Case-Based Analysis: When Does B24 Actually Work?

Case 1: High Price Gap — "Looks Green, Costs More"

Scenario

- MGO: $900/mt
- B24: $1100/mt
- EUA: EUR 75
- Compliance Balance: EUR 215

Explanation of Key Points Reduced EUA Exposure

When using B24, emissions are lower compared to MGO. This means the vessel needs fewer EU allowances. While this reduces carbon cost, the savings are proportional to the EUA price and emission reduction—not large enough to offset a big fuel premium.

Lower Compliance Obligations

Because B24 has lower carbon intensity, the vessel moves closer to FuelEU targets. This reduces the need to buy compliance balance from the market, lowering compliance cost.
However, this benefit is still limited when compared to a large fuel price increase.

Premium Paid for B24 Outweighs Benefits

The additional $200/mt paid for B24 is significantly higher than the combined savings from:

- Reduced EUA cost
- Reduced compliance cost

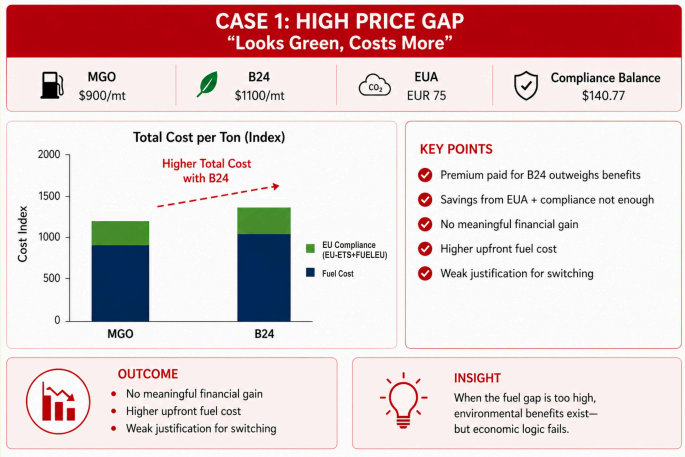
So, even though you are "saving" on emissions, you are spending more overall.

Outcome Explained

- No meaningful financial gain
- The savings from compliance and emissions do not cover the higher fuel cost.
- Higher upfront fuel cost
- Cash flow impact increases immediately due to expensive fuel procurement.
- Weak justification for switching
- The decision cannot be justified purely on financial grounds.

Insight

When the fuel gap is too high, environmental benefits exist—but economic logic fails.



Case 2: The Optimization & Profit Zone — "Where Strategy Creates Value"

Emission Savings Begin to Offset Fuel Premium

As the price gap reduces (around $100), the additional cost of B24 becomes smaller. At the same time, the emission reduction continues to provide savings through:

- Lower EUA purchases
- Reduced compliance requirements

At this point, the two forces start balancing each other.

Compliance Cost Reduction Becomes Noticeable

With lower emissions, the vessel moves closer to regulatory targets. This reduces dependence on:

- Compliance pooling
- Buying compliance credits

These savings now become large enough to matter financially, unlike in Case 1.

Blending Strategy Reduces Exposure

Instead of fully switching to B24, a 50-50 blend allows operators to:

- Cut emissions partially
- Reduce compliance cost
- Avoid paying full fuel premium

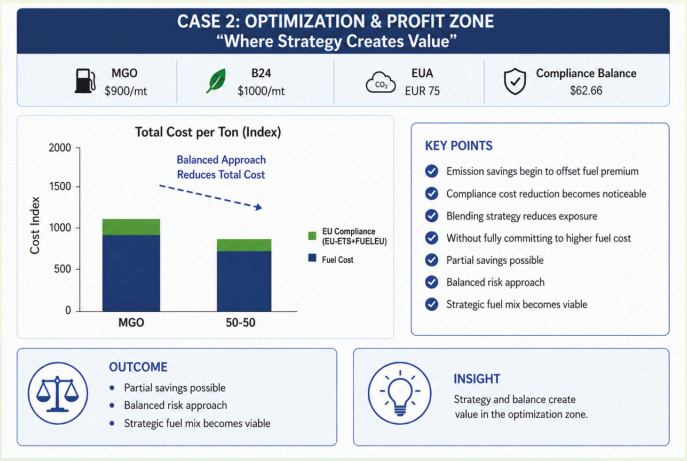
This approach spreads the risk and optimizes cost.

Without Fully Committing to Higher Fuel Cost

Blending ensures that you are not exposed to the full price of B24. You still retain part of the cost advantage of MGO while gaining some compliance benefits.

Outcome Explained

- Partial savings possible
- Depending on exact prices, savings may not be huge but are achievable.
- Balanced risk approach
- You avoid both extremes—high fuel cost and high compliance cost.
- Strategic fuel mix becomes viable
- Fuel choice becomes dynamic, not fixed.



When the Price Gap Narrows — Enter the Profit Zone

Fuel Premium Becomes Manageable
As the difference between MGO and B24 reduces, the additional cost of switching to biofuel is no longer a major financial burden. The premium paid per ton becomes relatively small, making it easier for other cost advantages to compensate.

EUA Savings Gain Real Impact

With lower carbon intensity, B24 significantly reduces emissions. This directly lowers the number of EU Allowances required, leading to meaningful savings—especially in a high EUA price environment. At this stage, carbon cost reduction starts playing a decisive role in the overall economics.

Compliance Costs Drop Substantially

Lower emissions also improve FuelEU compliance performance. This results in:

- Reduced reliance on purchasing compliance balance
- Lower overall compliance exposure
- In some cases, the potential to generate surplus compliance value

These reductions contribute significantly to overall cost savings.

Net Financial Benefit Explained

When the fuel premium narrows to a certain level, the combined savings from:

- Reduced carbon cost (EUA)
- Lower compliance cost

begin to outweigh the additional fuel expense.
The result is a clear net financial gain per ton, making the switch not just environmentally beneficial, but economically advantageous.

Outcome Explained

- **Clear cost advantage**
  Total cost per ton is lower compared to MGO.
- **Strong case for switching to B24**
  Decision becomes financially justified.
- **Higher adoption confidence**
  Operators can switch with less hesitation.

Insight

This is where sustainability and profitability finally align.

Blending Strategy vs Full Switch: The Smart Play

100% MGO → High Compliance Cost
Using only MGO keeps fuel cost low but increases:

- EUA exposure
- Compliance cost

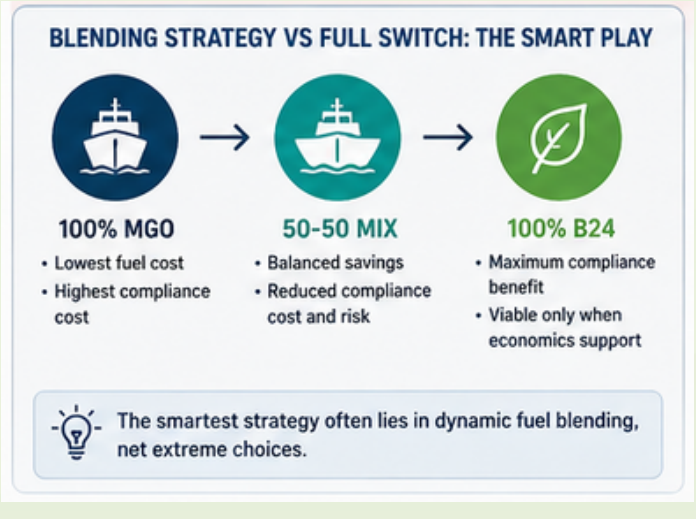
Over time, this becomes expensive due to regulations.

50-50 Mix → Balanced Savings + Reduced Risk

This approach:

- Cuts emissions partially
- Reduces compliance cost
- Limits fuel cost increase

It offers the best balance between cost and risk.



100% B24 → Maximum Compliance Benefit
This provides:
- Lowest emissions
- Lowest compliance burden

But only works when fuel price is competitive.

Key Insight
The best strategy is not fixed—it should change based on market conditions.

The Hidden Factor No One Can Ignore: Risk

Biofuel Availability Inconsistencies
Biofuel supply is not uniform across all ports. This can create operational challenges, such as:
- Limited availability at key bunkering locations
- Dependence on specific suppliers

This adds uncertainty to voyage planning.

Engine Compatibility Concerns
Different engines respond differently to biofuel blends. Potential issues include:
- Increased maintenance
- Fuel system adjustments
- OEM restrictions

These factors must be evaluated before scaling usage.

Long-Term Performance Uncertainty
Biofuels are still evolving. Concerns include:
- Storage stability
- Fuel degradation
- Long-term wear and tear

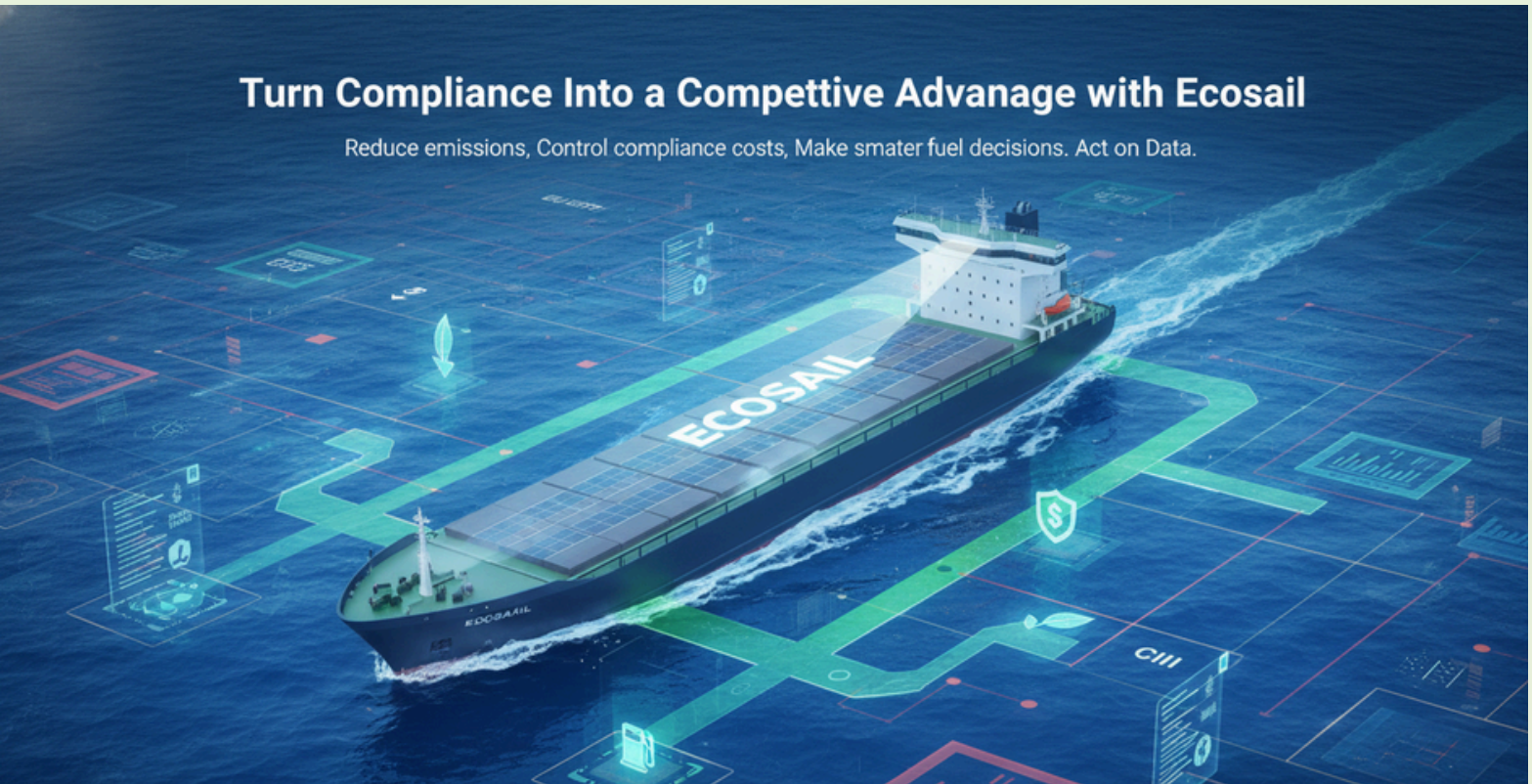
These unknowns create hesitation in full adoption.
If Savings Are Marginal
If the financial gain is very small:
- Even minor operational risks can outweigh benefits
- Decision becomes unjustifiable

Insight
Fuel switching should only happen when financial gain clearly outweighs operational risk.

Final Takeaway: It's Not About Fuel — It's About Timing
- > $200 gap → Avoid B24
- ~ $100 gap → Optimize with blending
- < $100 gap → Strong case for B24

The Real Competitive Advantage
The winners in this market will be those who adopt a smart, data-driven approach to fuel strategy...
✓ Track fuel price movements continuously
✓ Monitor carbon markets actively
✓ Use compliance mechanisms strategically
✓ Adjust fuel strategy dynamically

Because in modern shipping...
Fuel is no longer a cost — it's a strategy.



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Know Your Hull. Save Your Fuel.

CFD-powered Hull Performance Intelligence for measurable vessel efficiency

EcoHull replaces guesswork with CFD-derived engineering precision. Our digital twin technology continuously measures, isolates, and quantifies performance losses—so you can act early, save fuel, and stay compliant.

THE HIDDEN COST OF POOR HULL PERFORMANCE

5–15%
Average range of fuel loss from hull fouling

$2M+
Annual cost per vessel in lost efficiency because of losses

60%
of vessels lack real-time hull monitoring to make decisions

WHY ECOSAIL ECOHULL?

CFD-Based Digital Twin
Physics-driven models simulate your vessel's clean-hull performance across all conditions.

Real-Time Corrections
Every data point is corrected for wind, waves & currents—no sea margin assumptions.

Loss Separation Intelligence
Isolates hull fouling, propeller degradation, machinery & environmental impact.

Actionable Decisions
Early alerts, cleaning triggers & ROI insights that drive real operational impact.

DELIVERING WHAT MATTERS MOST

EARLY DETECTION
Detect 1–2% degradation early before fuel losses escalate.

OPTIMAL MAINTENANCE
Data-driven cleaning & maintenance timing for maximum ROI.

FUEL & COST SAVINGS
Reduce fuel consumption and operational costs.

COMPLIANCE READY
Support CII, FuelEU Maritime, EU ETS & IMO DCS.

From Margins to Measured Performance

Physics. Precision. Performance.

EcoSail EcoHull gives you the clarity to act, the insights to optimize, and the intelligence to lead in efficiency and sustainability.

Let's Optimize Your Fleet
Discover how EcoHull can transform your vessel performance.

SCAN TO LEARN MORE

SMART SHIPS, SMARTER SEAS

How AI is Powering Decarbonisation in Shipping

The shipping industry — responsible for nearly 3% of global carbon emissions — is undergoing one of the most significant digital transformations in its history. With new IMO regulations, tightening carbon targets, and fuel costs that can make or break balance sheets, Artificial Intelligence (AI) is no longer a futuristic concept. It's now a core enabler of efficiency, safety, and decarbonisation across the global maritime ecosystem.

AI Integration in Marine Technology — The State of Play

From navigation and performance analytics to autonomous vessel control, AI has moved from pilot projects to full-scale deployment.

Recent industry reports and launches prove that AI is already reshaping how vessels move, burn fuel, and report emissions:

- A.P. Moller–Maersk has rolled out its Star Connect platform — an AI-powered energy efficiency system that processes more than 2.5 billion IoT data points in real time, enabling route, trim, and speed optimisation across over 700 vessels.
- StormGeo (a part of Alfa Laval) reports having optimised 74,900+ voyages in 2024, saving over 514,000 metric tons of fuel through AI-driven weather routing and bunker management.
- Hyundai Glovis and Avikus have begun deploying AI-controlled autonomous car-carrying vessels — the largest of their kind at over 750 ft, as reported by TechRadar (July 2025).
- In Australia, an AI-powered underwater robot trial by Manly Fast Ferry slashed diesel consumption by 13 % by automatically cleaning hulls and reducing drag (Daily Telegraph, Mar 2025).

These are not experimental prototypes — they represent active, measurable results that are reducing costs and emissions today.

How AI Directly Reduces Maritime Emissions

AI contributes to decarbonization through several interlinked mechanisms:

Route, Weather, and Speed Optimization
By analyzing wind, current, and sea-state data, AI dynamically recommends the most fuel-efficient course and speed. Reuters (Jun 2024) estimated AI-based navigation could cut global maritime emissions by up to 47 million tons of CO_2 annually.

Predictive Maintenance and Hull Health
AI sensors detect early inefficiencies — from propeller fouling to machinery vibration — allowing proactive maintenance before fuel waste escalates.

Smart Decision-Support for Crew
AI-driven dashboards inform officers when to adjust speed or trim for optimal efficiency. Behavioural studies show this feedback loop can drive an additional 3–5 % efficiency gain without hardware upgrades.

Fleet-Wide Edge Computing
With real-time data processing onboard, systems like Star Connect give captains live insights — reducing drag, improving course stability, and mitigating roll risk — all contributing to measurable emission reductions.

Digital Transparency for Carbon Tracking
AI platforms now feed verified data directly into emissions reports, enabling accurate EU ETS, IMO DCS, and CII compliance — turning decarbonization from guesswork into a data-driven discipline.

Leading the Change — Major Players to Watch

- **Maersk:** Targeting full carbon neutrality by 2040, with AI-powered analytics underpinning its fleet efficiency roadmap.
- **StormGeo:** Integrating machine learning in weather routing and bunker optimisation.
- Kongsberg Maritime and ABB: Embedding AI in propulsion, navigation, and dynamic positioning systems.
- **Orca AI:** Delivering collision-avoidance and fuel-efficiency insights via computer vision and voyage analytics.
- **Windward AI:** Supporting predictive compliance and emissions intelligence for charterers and regulators.

Each of these players showcases a trend: AI is merging with sustainability, transforming vessels into smart assets that continuously learn and optimize.

Why It Matters for Maritime Leaders

For shipowners, operators, and sustainability strategists, the message is clear:
AI adoption is now a competitive necessity — not a luxury.

- **Operational savings** of 5–15 % on fuel can be achieved through existing assets, without new ship builds.
- **Regulatory resilience** improves as AI tools simplify compliance reporting for ETS, MRV, and CII frameworks.
- **Carbon transparency** creates opportunities for verified carbon credit generation — especially when paired with blockchain-based verification systems.

As highlighted at London International Shipping Week 2025 (Windward AI report), the global conversation has shifted from "why AI?" to "how fast can we scale it?"

The Next Horizon — From Efficiency to Autonomy

With autonomous navigation trials already underway, the maritime sector is moving toward **self-optimizing fleets.**

From **AI-based bunkering decisions** to **real-time carbon tracking** and **digital twins of ships**, the ecosystem is becoming more connected, efficient, and accountable.

The result? **Smarter ships for smarter seas — and a measurable step toward net-zero shipping.**

WHEN ONE VOYAGE TRIGGERS SIX COMPLIANCE REGIMES: MARITIME'S NEW COMPLIANCE REALITY

A vessel completes a voyage from Singapore to Rotterdam. On the surface, it appears to be a routine commercial operation — cargo delivered, schedules maintained, and the voyage closed.
But from a compliance perspective, the voyage has only just begun.
Today, a single international voyage can activate multiple regulatory frameworks simultaneously, each requiring its own calculations, reporting methodologies, verification processes, and operational documentation. What was once a relatively straightforward reporting exercise has transformed into a highly interconnected compliance ecosystem.

A Singapore–Rotterdam voyage today can trigger obligations under:

- IMO DCS — fuel oil consumption data collection and reporting
- CII — annual operational carbon intensity measurement and rating
- SEEMP Part II and III — implementation of energy efficiency improvement plans
- EU MRV — voyage-level emissions monitoring, reporting, and verification
- EU ETS Maritime — carbon cost exposure linked to emissions generated
- FuelEU Maritime — measurement of well-to-wake greenhouse gas intensity

Each framework was developed with a specific purpose. Individually, they may appear manageable. Collectively, they create a new operational challenge for shipowners, managers, and commercial operators.
The challenge is no longer simply "comply with regulations."
The challenge is ensuring that the same operational data can support multiple regulations simultaneously, without inconsistencies, duplication, or audit risk.

MEPC 84 Added More Complexity

As the industry adapts to existing requirements, regulation itself continues to evolve.
Recent developments from MEPC 84 further highlighted that maritime compliance is becoming increasingly dynamic.

The IMO adopted MEPC.412(84), introducing clarification to Carbon Intensity Indicator calculations, particularly regarding how "not underway" distance should be treated. While this may seem like a technical adjustment, even small changes in calculation methodology can influence vessel ratings and future operational planning.

MEPC.413(84) also introduced updates to SEEMP guidelines, reinforcing expectations around implementation and operational monitoring.
Beyond greenhouse gas regulations, emissions control requirements continue expanding geographically. The North-East Atlantic Emission Control Area was formally adopted and will enter into force on 1 September 2027, introducing a stricter 0.10% sulphur cap from September 2028.

Fuel-related compliance calculations are also evolving. Beginning 1 January 2027, biofuel carbon conversion factor calculations will shift from an energy-weighted methodology to a mass-weighted methodology.
Individually, these developments may seem incremental.
Together, they reinforce an important reality: maritime compliance is no longer static.
Regulatory obligations are becoming increasingly interconnected, continuously updated, and more data intensive.

The Next Major Question: Net-Zero Framework

The IMO Net-Zero Framework (NZF), intended to establish a global GHG fuel intensity standard and carbon pricing mechanism, remains unresolved.

No agreement was reached at MEPC 84, and final discussions now move to MEPC 85 in late 2026.

For operators, the uncertainty creates three important questions:

- Can one source of truth support EU MRV, FuelEU Maritime, IMO DCS, and future GHG calculations?
- Can your SEEMP process prove continuous improvement with audit-ready implementation records?
- When NZF arrives, will your fleet become a buyer of remedial units or benefit from surplus compliance value?

Moving Beyond Single-Regime Compliance

The era of handling regulations independently is ending.

Many operators are shifting toward integrated compliance ecosystems that centralize emissions monitoring, reporting, and documentation workflows into a single platform.

Solutions such as Ecosail's Eco-Compliance Module support unified management across EU MRV, EU ETS, FuelEU Maritime, IMO DCS, CII, and SEEMP requirements while maintaining audit-ready records and traceable compliance documentation.

As IMO and EU regulatory timelines continue moving at different speeds, compliance is no longer just about reporting — it is about building a connected, future-ready operational foundation.

The Long-Awaited UK MRV: From Regulatory Discussion to Reality and the Arrival of UK ETS

For years, the maritime industry has watched the United Kingdom gradually build its own post-Brexit emissions framework. Following the UK's departure from the European Union, shipping stakeholders faced uncertainty regarding how maritime emissions monitoring and carbon pricing would evolve independently. The sector waited for clarity on two important regulatory pillars: UK MRV and UK ETS.

That wait is now ending. In 2026, the UK maritime regulatory framework enters a major phase as emissions reporting under UK MRV continues and the UK Emissions Trading Scheme (UK ETS) becomes applicable to maritime activities from 1 July 2026.

What is UK MRV?

UK MRV (Monitoring, Reporting and Verification) is the United Kingdom's framework for collecting and verifying greenhouse gas emissions data from ships operating within its scope. Similar in principle to EU MRV, it requires shipping companies to monitor fuel consumption and emissions data, prepare annual emissions reports, and submit those reports for independent verification.

The purpose of UK MRV is straightforward: before emissions can be reduced or priced, they must first be accurately measured.

The framework generally requires ships to:

- Monitor fuel consumption and voyage activity
- Record greenhouse gas emissions data
- Submit verified emissions reports
- Maintain approved monitoring plans

The data collected through UK MRV forms the basis for compliance and increasingly supports carbon pricing mechanisms.

In simple terms, **UK MRV measures emissions; it does not put a price on them.**

What is UK ETS?

UK ETS (United Kingdom Emissions Trading Scheme) is a carbon pricing system based on a "cap-and-trade" approach. Under this mechanism, organizations covered by the scheme must surrender carbon allowances corresponding to their verified emissions.

The scheme establishes:

- A cap on overall emissions
- Tradable emission allowances
- Annual reporting and surrender obligations
- Financial accountability linked to carbon output

While UK MRV focuses on gathering emissions data, UK ETS creates an economic consequence for those emissions.

In practical terms:

UK MRV asks: "How much did you emit?"

UK ETS asks: "How will you pay for those emissions?"

This distinction is becoming increasingly important as maritime emissions regulation shifts from reporting toward carbon cost exposure.

How Long Has It Taken for UK MRV to Reach This Stage?

The UK's journey toward an independent maritime emissions system began after Brexit. While reporting practices initially remained aligned with European structures, discussions regarding maritime inclusion under UK ETS formally started in March 2022, when government consultations began.

In July 2023, authorities confirmed their intention to include maritime transport within UK ETS and proposed vessel coverage above 5,000 GT.

Consultations and policy development continued throughout 2024 and 2025 before implementation was finalized for 1 July 2026.

This means the industry has effectively waited around four years from consultation to implementation. Viewed from the wider post-Brexit transition period, the regulatory journey spans nearly six years, making the description "long-awaited" entirely justified.

UK MRV in 2026: Current Rules

As of 2026, UK MRV remains the backbone of emissions reporting and data collection. Authorities have retained reporting structures that maintain continuity for operators already familiar with emissions monitoring systems.

Importantly:

UK MRV and UK ETS are separate systems and operators must comply with both.

Under the current framework:

- Ships of 5,000 GT and above are covered
- Domestic voyages between UK ports are included
- Emissions at berth within UK ports are covered
- Certain Great Britain–Northern Ireland voyages fall under partial coverage rules
- Greenhouse gases include:
  - Carbon dioxide (CO_2)
  - Methane (CH_4)
  - Nitrous oxide (N_2O)

The addition of methane and nitrous oxide expands the compliance scope beyond traditional CO_2 reporting and introduces implications for alternative-fuel vessels.

UK ETS Becomes Applicable from 1 July 2026

The major regulatory shift arrives on 1 July 2026, when maritime activities officially become part of UK ETS.

The first compliance period will run:

1 July 2026 – 31 December 2026

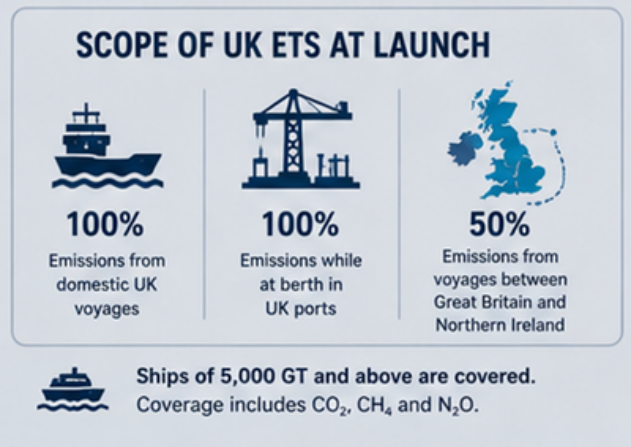
Future years will follow a standard annual cycle:

1 January – 31 December.

Authorities have also introduced temporary transition support through a double surrender mechanism during the first two years:

- Verified emissions reporting for 2026 due by 31 March 2027
- Allowance surrender deadline extended to 30 April 2028

This provides operators with additional time to establish internal systems and manage compliance obligations.



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different types of maritime safety equipment that are being used in the maritime world. Subscribe to our YouTube Channel for such content!

Scope of Maritime Coverage

At launch, UK ETS covers:

- 100% emissions from domestic UK voyages
- Emissions generated while vessels are at berth in UK ports
- 50% emissions from voyages between Great Britain and Northern Ireland

Offshore vessels are expected to enter from January 2027.

Operational Impact for Shipowners

The challenge for shipowners extends beyond filing another report. Companies are already managing:

- IMO DCS
- CII
- EU MRV
- EU ETS
- FuelEU Maritime

UK MRV and UK ETS now add another layer of compliance and commercial consideration.

Carbon exposure, voyage allocation, contractual clauses, data accuracy, and allowance management are becoming critical operational topics.

Why Is UK ETS Initially Limited to Domestic Maritime?

The regulations coming into force in 2026 apply only to domestic voyages between UK ports and emissions generated while vessels are at berth in UK ports. This phased implementation is intended as a first step rather than a complete maritime emissions framework.

The current expansion into domestic maritime has been designed to support the future inclusion of international voyages. By including at-berth emissions now, the government can significantly expand emissions coverage later without introducing a large number of new operators into the system.

This gradual approach allows authorities to establish reporting and compliance processes first, while preparing the framework for broader maritime coverage in the future. For shipping companies, it signals that the 2026 implementation is likely the beginning of a wider regulatory expansion rather than the final stage of UK maritime emissions policy.

Conclusion

After years of consultation, planning, and post-Brexit regulatory development, the UK has finally established a structured maritime emissions ecosystem.

UK MRV now provides the data foundation. UK ETS introduces the carbon cost.

Together, they represent a shift in maritime compliance—from merely tracking emissions to assigning financial responsibility for them.

For shipowners and operators, 1 July 2026 marks more than another regulatory deadline; it marks the start of a new era where emissions reporting and carbon economics become inseparable.

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Check out our Website !

Our website contains information about all different regulations & our services. Always a step ahead, make sure to check it out! From IMO-DCS related regulations to EU's recent FuelEU Maritime, we got it all covered. Head over to our website for more!

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Join our Maritime Club!

We believe that the industry thrives when professionals come together to share their knowledge, experiences, & opportunities. Our Maritime Community is a vibrant, growing network that helps connect seafarers, industry experts, & maritime people around the world.

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