MARITIME EMISSIONS PLATFORM

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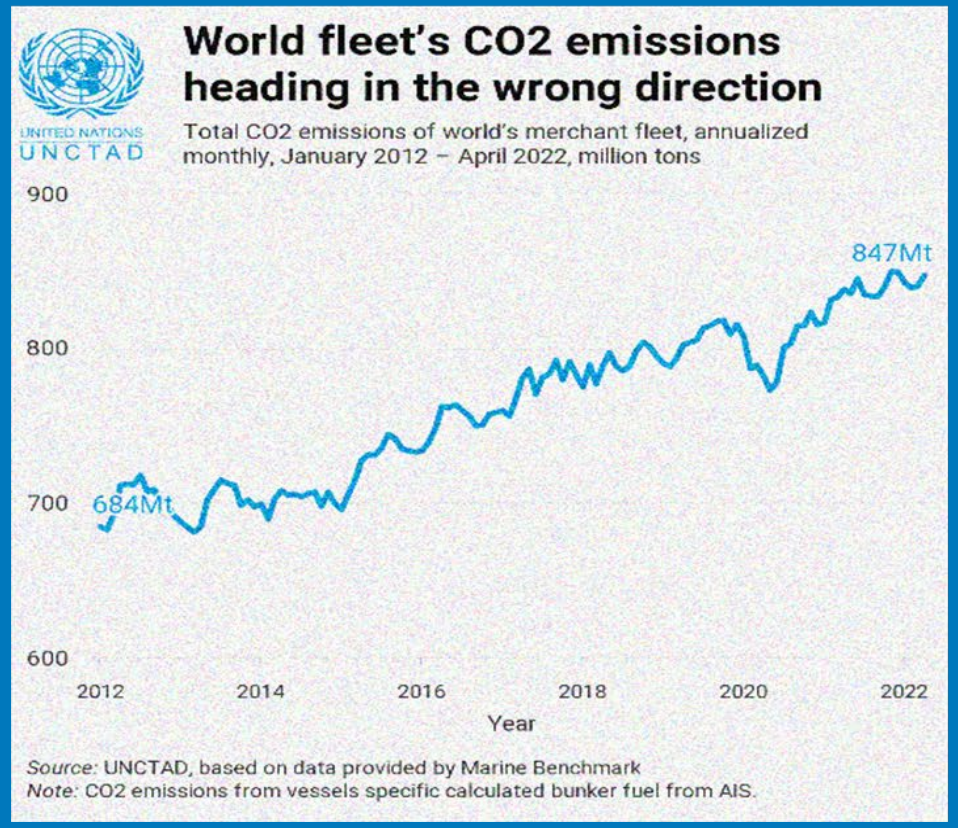
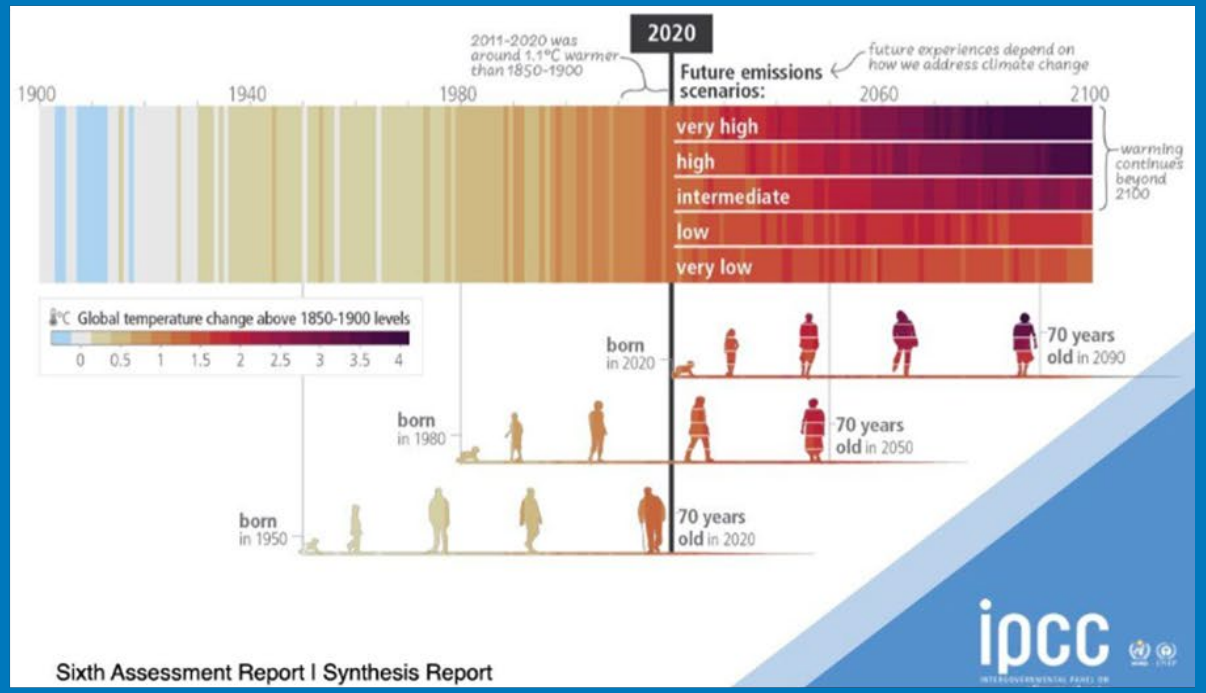
THE CLIMATE CHANGE CHALLENGE





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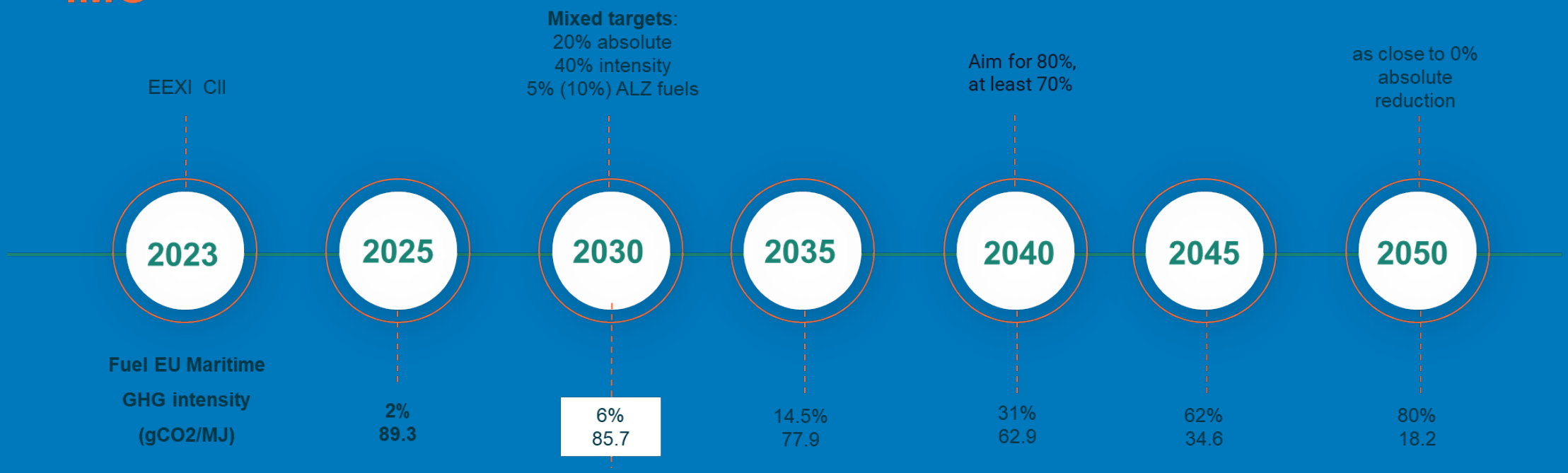
MIXED TARGETS

IMO



EU

EU ETS

UK ETS?

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DRIVERS FOR PORTS

- Desire for more transparency in port operations
- Increased attention on Net Zero 2050 and short-medium-long term goals
- Limited access to accurate ship specific GHG and air pollution data
- Opportunities to decarbonise and improve air quality through better monitoring and management
- Clydebank Declaration & Green Corridors
- Availability of Scalable Zero Emission Fuels (SZEF)

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PORT AND TERMINALS CONTEXT

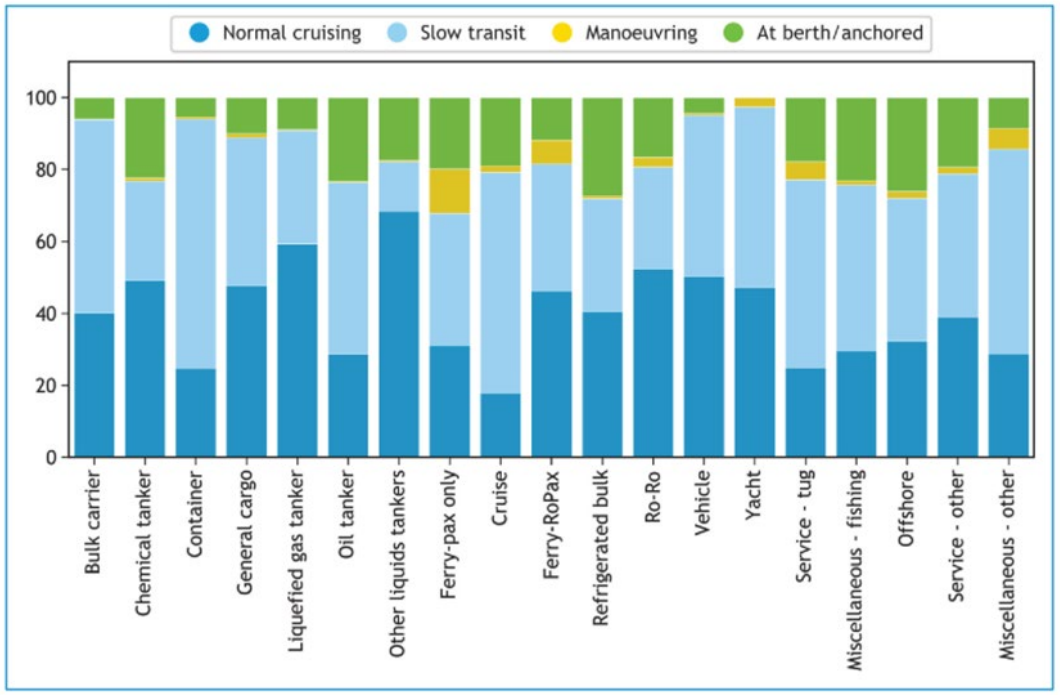

Figure 6 – *Proportion of international GHG emissions (in CO_2e) by operational phase in 2018, according to the voyage-based allocation of emissions. Operational phases are assigned based on the vessel's speed over ground, distance from coast/port and main engine load (see Table 16)*

- Regulatory environment
- Trusted data and transparency
- Stakeholder pressure
- Green corridor & Net-zero

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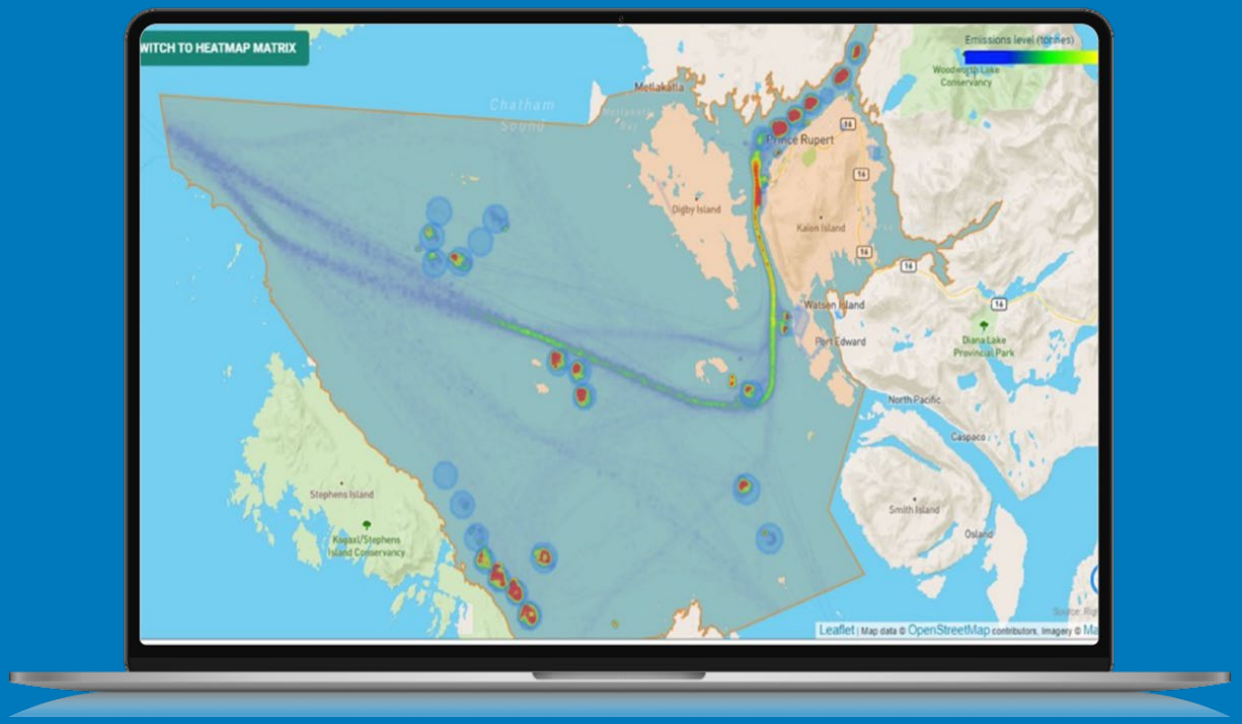
THE MARITIME EMISSIONS PORTAL



- Monitor and measure
- Benchmark and target
- Visual Insights
- Data dashboard

A modern digital emissions tool

- As Defined by Climate Change Info Kit (UNEP UNFCCC)

Energy based modelling approach

1,000's of data points

- Port Geo-fence
- Port Location
- AIS Data
- 200,000 vessels

Independent 3rd party review

Annual review

- Data source / assumptions
- Input consistency
- Analytical methods

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HOW IT WORKS

1. Draw a boundary around areas of vessel activity within a port, terminal or berth.
2. We track the vessels which are entering into these port boundaries using AIS data.
3. Using our unique database of vessel details, we generate a detailed emissions inventory across eight main pollutants.
4. Customers use the MEP dashboards to analyse reporting data by vessel type, operation mode, terminals in the ports or by emission type.

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PLA
kru

#1
PORT IN THE UK BY TONNAGE

54.9m
TONNES OF GOODS HANDLED

8.3m
PASSENGER JOURNEYS

569
SPORTING EVENTS

London Office

Port of Tilbury

Gravesend Office

London Gateway

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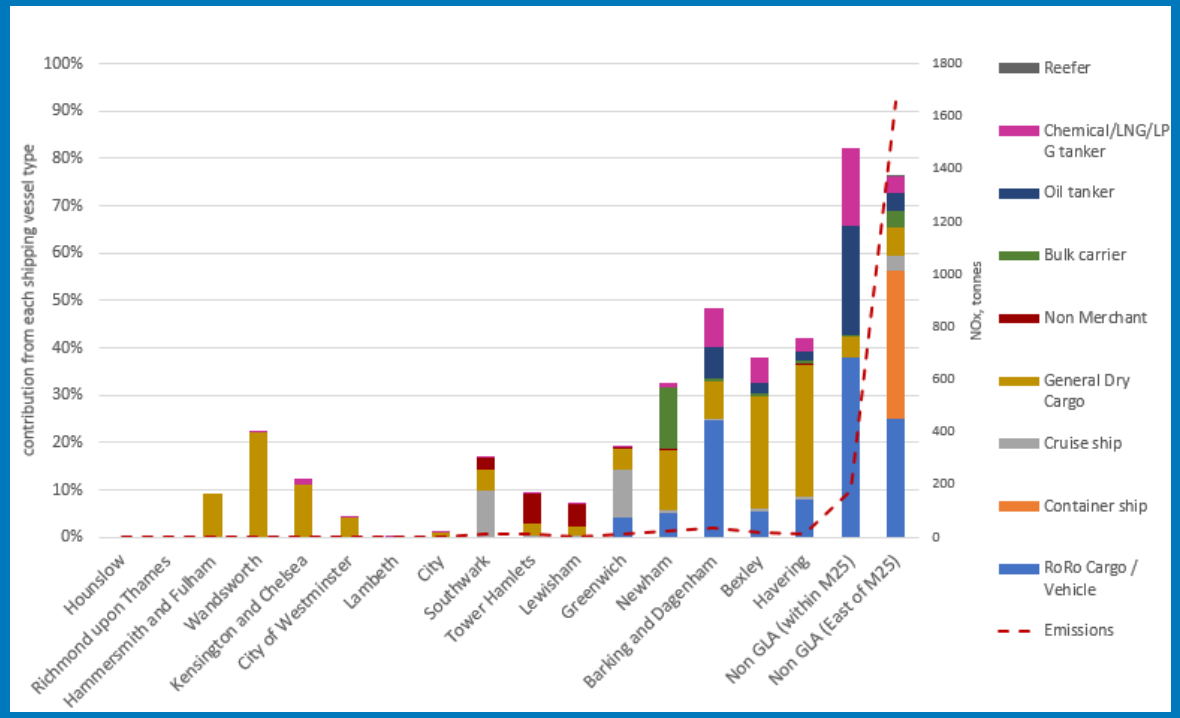
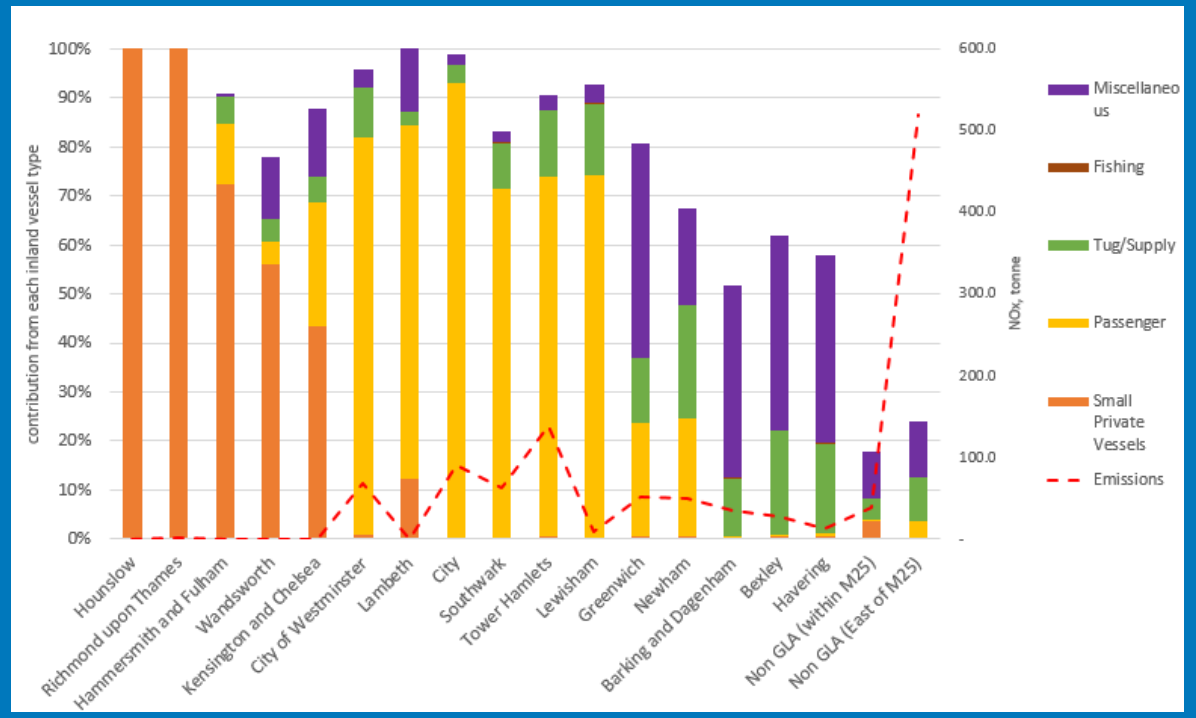
EMISSIONS INVENTORY FINDINGS 2016

Ocean-going vessels



Inland vessels



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AIR QUALITY STRATEGY

Air quality monitoring using diffusion tubes and real-time monitors have been in place for long-term monitoring since 2022.

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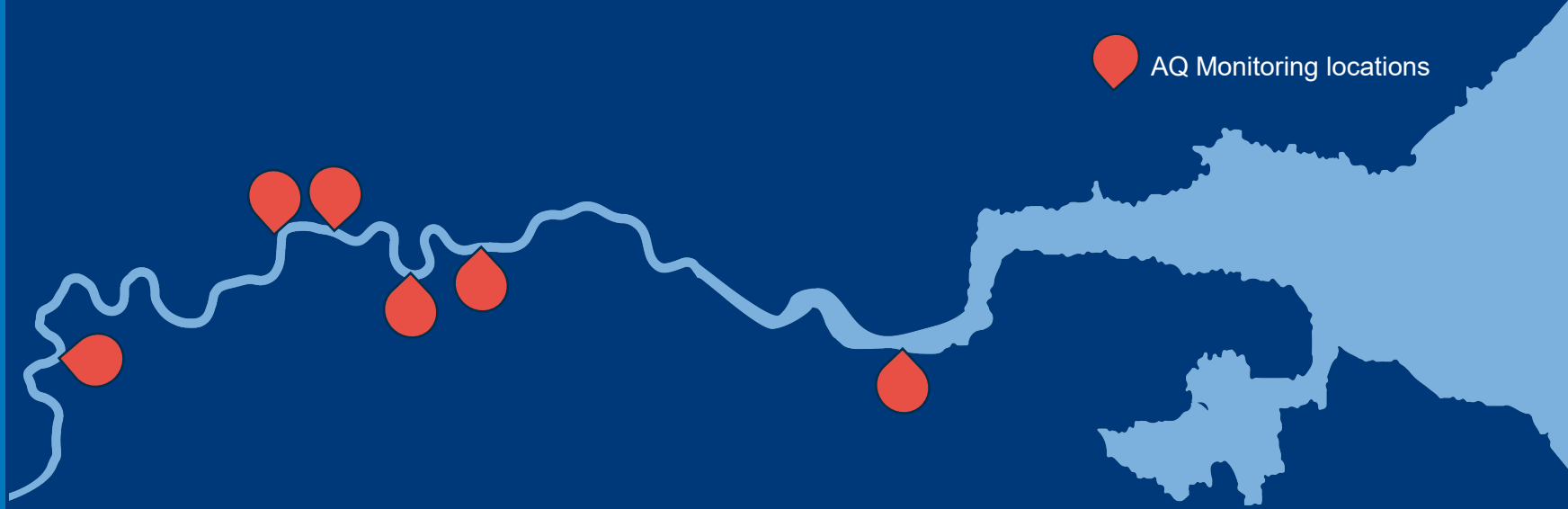

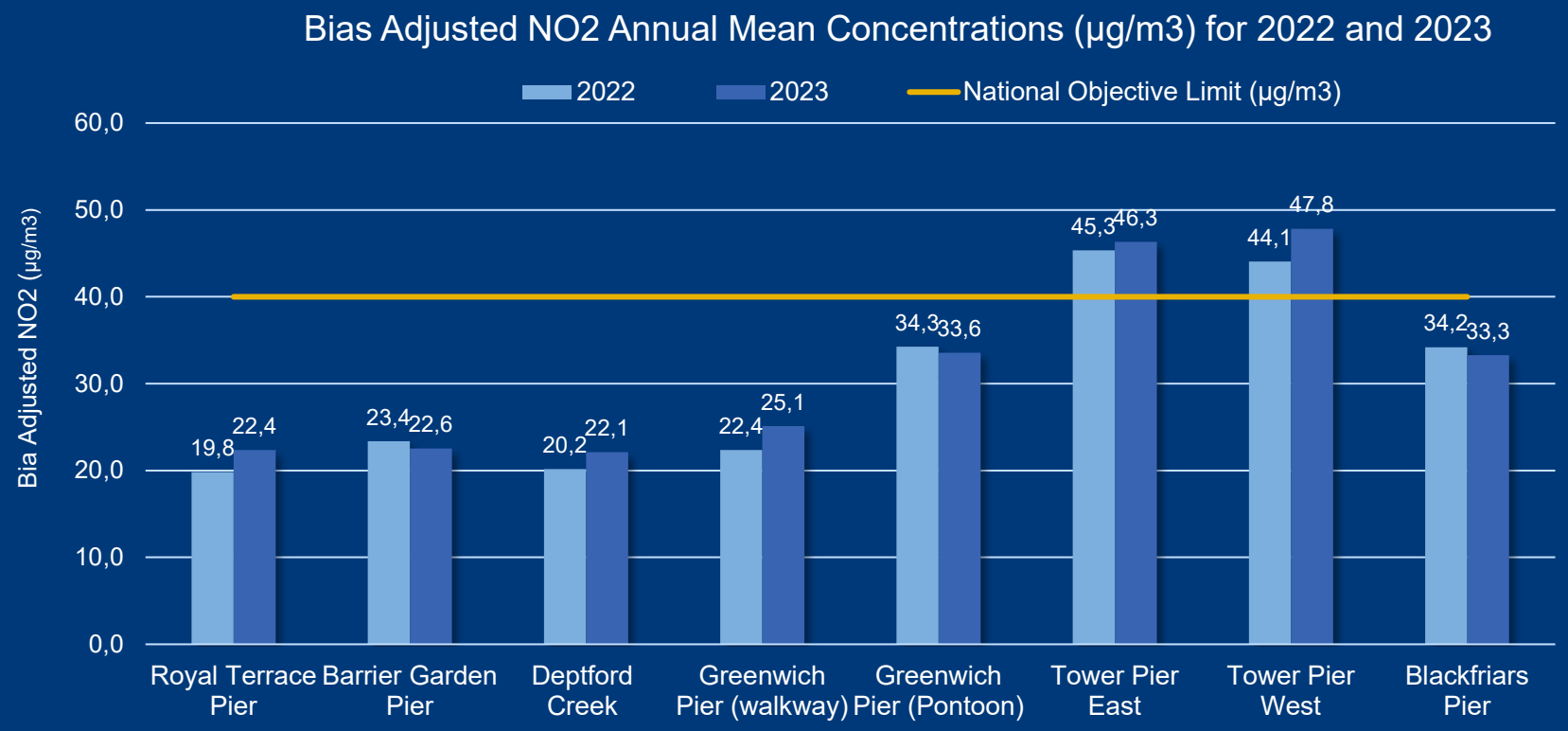

MEP DASHBOARD

The tabs display different data insights filterable by emission type, POI, vessel type, and operation mode.

Operation modes include:

- Alongside
- Transit
- Manoeuvre
- Anchor

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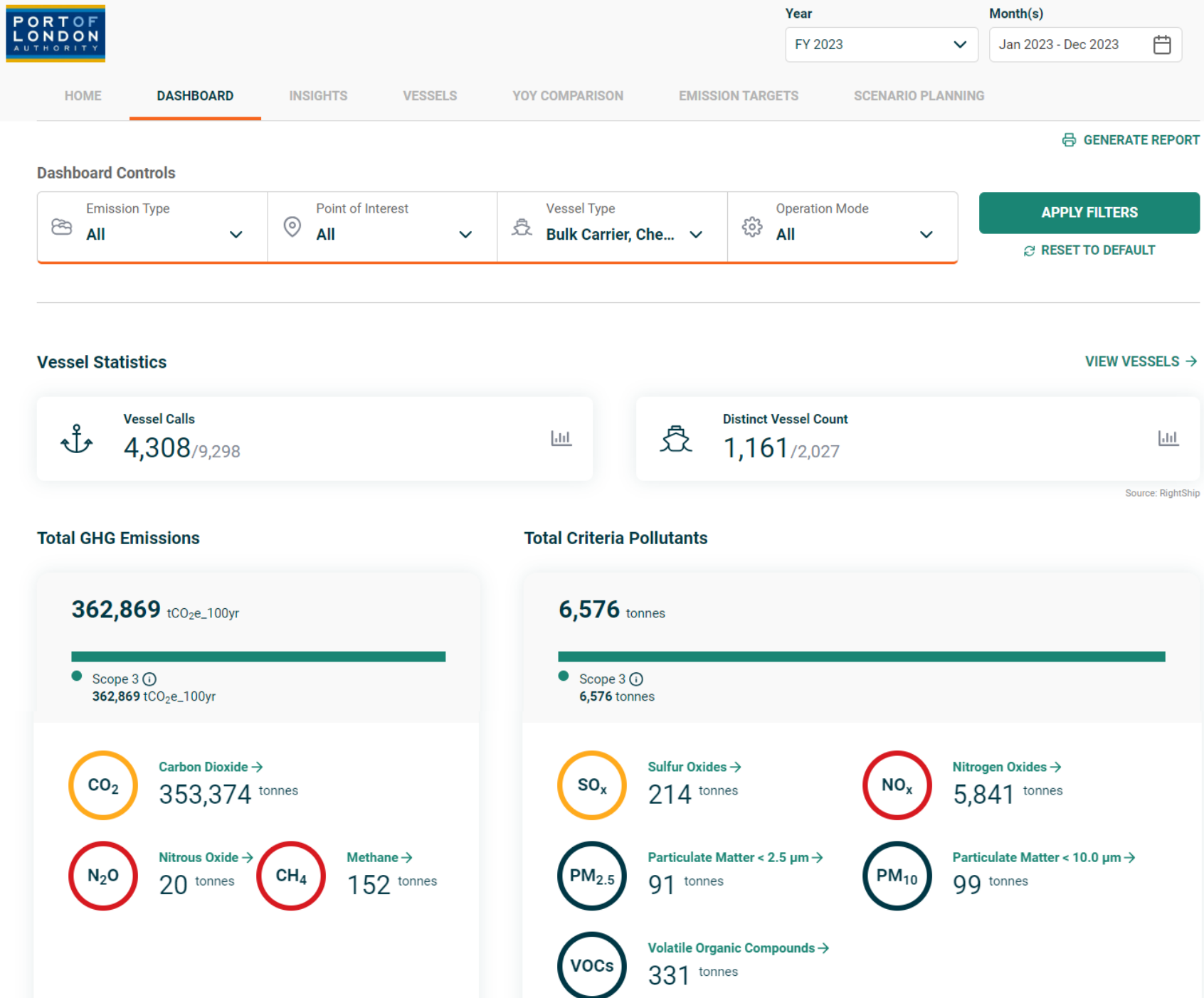

HOW WE ARE USING THE MEP

Using the data to make evidence-based decisions for decarbonisation and air quality actions.

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1. SCENARIO PLANNING

Emission Type: CO_2 | Baseline Year: 2024 | Forecast Year: 2025

APPLY FILTERS

RESET TO DEFAULT

PORT TRAFFIC | SHORE POWER

Point of Interest	FY 2024 - Actual: Emissions Alongside (tonnes)	FY 2024 - Actual: % Total Alongside Emissions	FY 2025 - Forecast: % Shore Power Usage	FY 2025 - Forecast: Emissions Alongside (tonnes)
Tugboat Zone	0.0	0.00%	0 %	0.0
London Gateway	21,871.0	34.20%	50 %	10,935.5
Battersea	10.0	0.00%	0 %	10.0
Woolwich	41.0	0.10%	0 %	41.0
Canary Wharf	14.0	0.00%	0 %	14.0
Thurrock Terminals	14,172.0	22.20%	20 %	11,337.6
Gravesend	6,928.0	10.80%	0 %	6,928.0

Total Emissions Alongside

(tonnes)

↓ 22.52%

-13,769.9 tonnes

HOW WE ARE USING THE MEP

Using the target setting system to identify worst emitters

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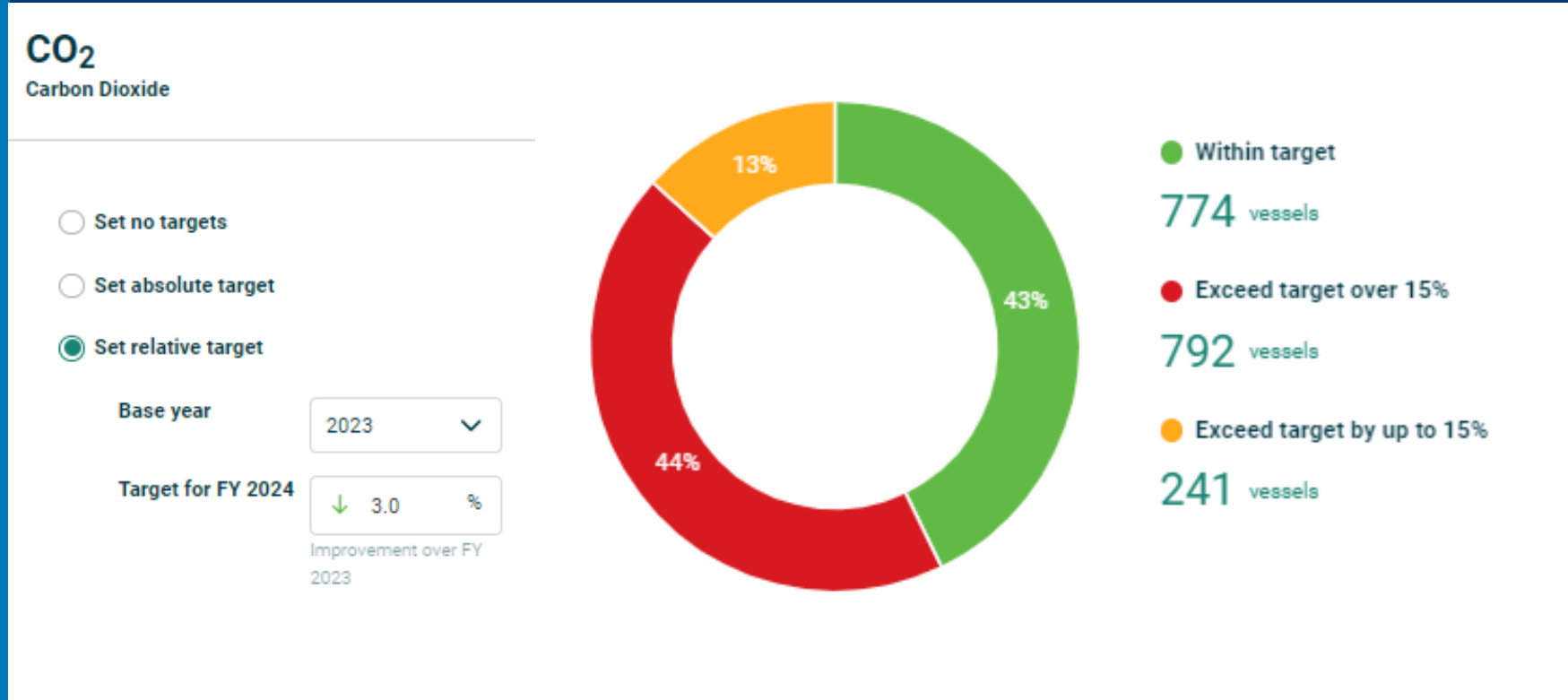
2. TRACKING AGAINST TARGETS

Targets can be set for up to 16 different emission types both GHG and Air Quality.
The PLA will be using 2023 as a baseline year.



HOW WE ARE USING THE MEP

Using the GHG rating system to incentivise worst polluters to improve

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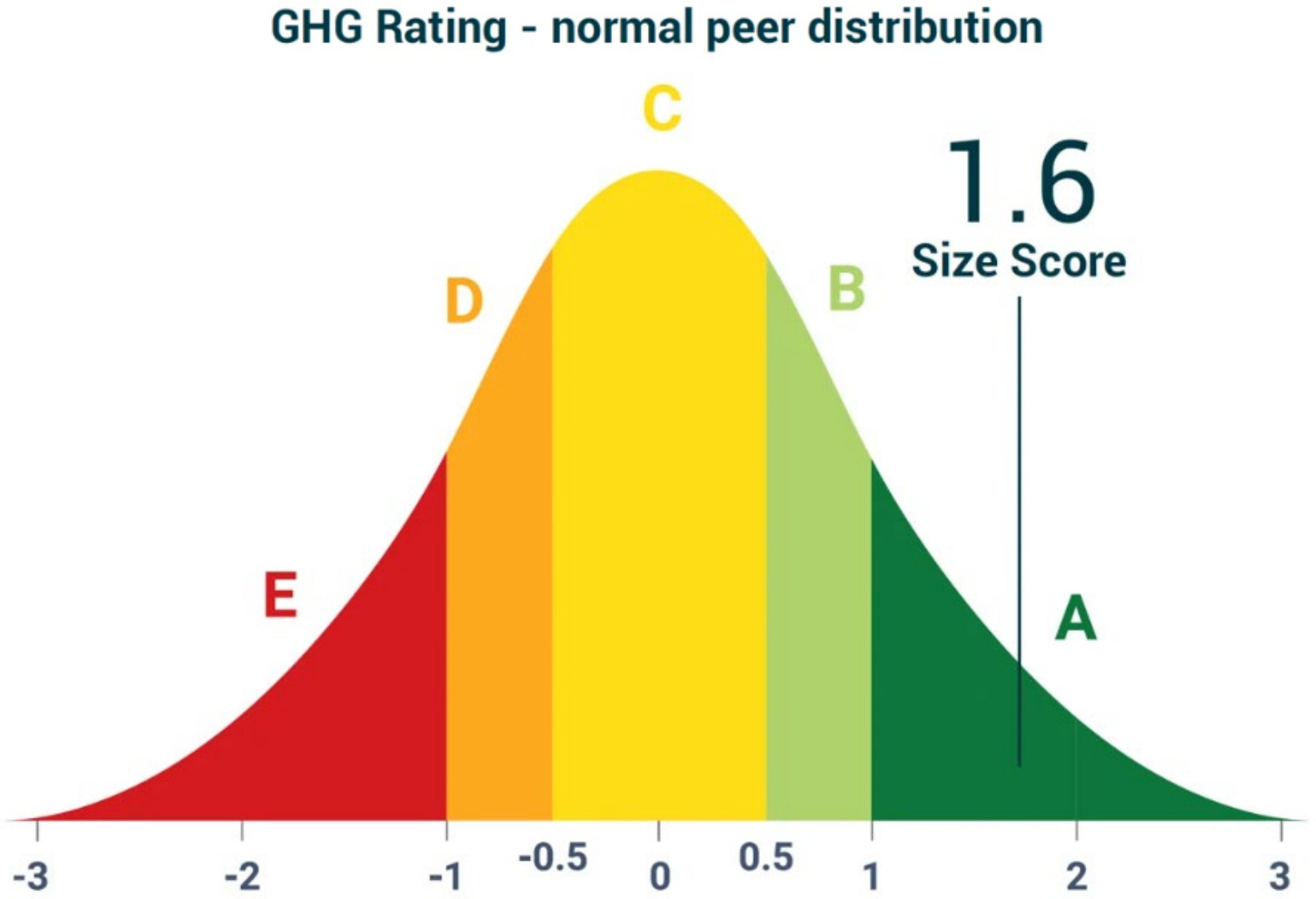
2. CONSERVANCY AND INCENTIVISATION



THANKS FOR LISTENING
QUESTIONS?

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