

**Raad voor Accreditatie  
(Dutch Accreditation Council  
RvA)**

**Specific Accreditation  
Protocol (SAP) for  
Validation and Verification  
of GHG in MRV Shipping**

Document code:

RvA-SAP-V002-UK  
Version 1.0, 13-01-2022

A Specific Accreditation Protocol (SAP) describes the assessment service for a specific accreditation. It should be read in conjunction with the generic RvA regulations and policy documents.

A current version of the SAP is available through the website of the RvA. ([www.rva.nl](http://www.rva.nl)).

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## INTRODUCTION

This SAP should be read in conjunction with the general SAP for Validation and Verification, RvA SAP-V000. Only additional or deviating aspects compared to SAP-V000 are mentioned in this SAP. This means that some paragraph numbers in this SAP may be missing (if all information is already contained in SAP-V000).

The MRV scheme describes the accreditation for the verification and approval of monitoring programs and the verification of emission data in accordance with Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport.

## 1 Relevant documents

### 1.1 Standards used for accreditation

- EN-ISO 14065:2013, Requirements for greenhouse gas validation and verification bodies for use in accreditation or other forms of recognition ;
- EN-ISO/IEC 17029, Conformity assessment — General principles and requirements for validation and verification bodies

### 1.2 Additional standards

In combination with EN-ISO 14065:2013 as the standard used for accreditation:

- IAF MD6: Application of ISO 14065:2013.

In combination with EN-ISO/IEC 17029 as the standard used for accreditation:

- ISO 14065:2020 as an application document for accreditation in accordance with EN-ISO/IEC 17029.

The current version of the document(s) can be downloaded from the websites of the relevant organisation(s): IAF ([www.iaf.nu](http://www.iaf.nu)), ISO ([www.iso.org](http://www.iso.org)), RvA ([www.rva.nl](http://www.rva.nl)).

### 1.4 Specific legal and/or regulatory requirements

- Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (29 April 2015).
- Commission Delegated Regulation (EU) 2016/2071 as regards the methods for monitoring carbon dioxide emissions and the rules for monitoring other relevant information.
- Commission Delegated Regulation (EU) 2016/2072 on the verification activities and accreditation of verifiers pursuant to Regulation (EU) 2015/757 of the European Parliament and of the Council on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport

Relevant national legislation for The Netherlands:

- Regeling voorkoming verontreiniging door schepen;

The Dutch legislation can be found on [www.wetten.nl](http://www.wetten.nl) and further information on the EU regulation can be found on the EU website: [https://ec.europa.eu/clima/policies/transport/shipping\\_en](https://ec.europa.eu/clima/policies/transport/shipping_en).

## 2 Scope of accreditation

The generic rules for defining scopes have been defined in RvA Policy rule RvA-BR003. For this accreditation, the scope is formulated as follows for the EN-ISO 14065:2013:

Activity	Type of Emissions	Sector
<b>Verification of emission data in accordance with delegated regulation (EU) 2016/2072 pursuant to Regulation (EU) 2015/757</b>		
Assessment of monitoring plans	CO <sub>2</sub>	Shipping companies with ships as included in Regulation (EU) 2015/757
Verification of emissions reports with a reasonable level of assurance		

After transfer to EN-ISO/IEC 17029, as the standard for accreditation, the scope of accreditation will be:

Type of claim, including type of activity	Scheme including the normative reference	Sector
<b>Accreditation provided in accordance with ISO 14065:2020</b>		
Assessment of monitoring plans (Thetis MRV)	Assessment of monitoring plans in accordance with delegated regulation (EU) 2016/2072 pursuant to Regulation (EU) 2015/757	Shipping companies with ships as included in Regulation (EU) 2015/757.
Verification of CO <sub>2</sub> emission reports (Thetis MRV), with a reasonable level of assurance	Verification of emission data in accordance with delegated regulation (EU) 2016/2072 pursuant to Regulation (EU) 2015/757	Shipping companies with ships as included in Regulation (EU) 2015/757.

### 3 Accreditation assessments

#### 3.1 Documents to be submitted

For the RvA assessments, its assessors have to be supplied with the documents specified RvA-F001a, RvA-F105, RvA-F018 (for the standard EN-ISO 14065) or RvA-F032 (for the standard EN-ISO/IEC 17029). In addition to these documents the following documents are required for this type of accreditation.

Additional documents to be submitted	Initial assessment	Assessments in the accreditation cycle	Scope extension
For witnessing the following documents should be made available to the RvA assessment team: All documents available to the verification team, but at least the following: the ship's monitoring plan, emission data, results of initial risk assessment, reports of previous verifications if applicable, verification program and route, personnel records of verifiers.	√	√	√

#### 3.2 The nature and content of the assessments

In addition to the general rules for the nature and content of the RvA assessments as defined in in RvA-BR002 and RvA-BR005, for this accreditation the rules from the following table apply.

Method of assessment	Initial assessment <sup>(1)</sup>	Regular assessments in the accreditation cycle <sup>(2)</sup>	Scope extension <sup>(3)</sup>
Pre- assessment	√		√
Document assessment	√		√
Office assessment	√	√	√
Witnessing <sup>(4)</sup>	√	The number of witnesses is dependent on the number (and complexity) of the ships. The following is used as guidance for the re-assessment: < 50 ships = 2 witnesses, 50 – 500 ships = 4 witnesses; > 500 or more ships = 6 witnesses per cycle.	√

<sup>(1) (3)</sup> If a CAB is not yet accredited for a specific subject, and (notification or recognition based on) accreditation is legally required before the CAB can perform activities, the system of a temporary accreditation with restricting conditions as laid down in BR002 will be used.

<sup>(2)</sup> An accreditation cycle consists of a period of four years, which starts after a decision is made on initial assessment or reassessment. The cycle consists of the surveillances and reassessment in this period.

<sup>(3)</sup> Based on the application (form RvA-F105), the RvA will determine the nature of the extension assessment. For scope extensions, it is expected that the verification body (VB) already holds an accreditation for EU-ETS based on ISO 14065:2013 or EN-ISO/IEC 17029. Where this is not the case, the nature and extent of an assessment may be increased.

<sup>(4)</sup> A witness audit contains at least one complete Monitoring Plan assessment and one Emissions Report verification.

#### 4 Specific points of attention for the RvA assessment

- Application and implementation of requirements from the Delegated Regulation 2016/2072 to MRV, specifically Chapters II (focus in witness) and Chapters III and Annex (focus in office assessment and competence aspects in witness);
- This includes a focus on the VB's:
  - risk assessment process;
  - competence allocation for different types of ships (fuel types);
  - determination of necessity of performing on-site, off-site or on-board verification (especially in verification of MP's);
  - processes for dealing with risks related to mistakes in or inaccuracy of Bunker Delivery Notes;
- VB's processes to follow and implement further EU (ESSF) guidance documents on MRV.

#### 5 Other information

##### Transition:

For the transition to EN-ISO/IEC 17029: see RvA SAP-V000. Accreditation based on EN-ISO 14065:2013 is possible until December 2023. The RvA will no longer accept applications for accreditation according to EN-ISO 14065:2013 as of June 2022.

#### 6 Changes compared to the previous version of this document

This SAP is a first version of SAP-V002; however, the previous version of SAP-V001 included the MRV scheme as an annex to the overall V&V accreditation protocol.

With respect to that previous annex in SAP-V001, the following changes have been made:

- The introduction of EN-ISO/IEC 17029 as the standard used for accreditation has been added, transition to ISO/IEC 17029 and ISO 14065:2020 is included.
- Updating in scope description.
- Issues due to start-up of MRV have been deleted.