



Frequently Asked Questions

For any other questions, please contact zeta@classnk.or.jp

General

Q1-1. What can ClassNK ZETA (hereinafter, "ZETA") be used for?

- A. With ZETA, you can check the CO₂ emissions (total amount, AER, EEOI) and CII rating results of an individual ship or fleet at any time. It also lets you simulate how CO₂ emissions and CII rating results would change when slow steaming and other operations are implemented.

Q1-2. What kind of data is used by ZETA?

- A. Data from ClassNK MRV Portal (hereinafter, "MRV Portal")* is used. In addition to data submitted to MRV Portal prior to using ZETA and data verified by ClassNK, data submitted for verification can also be viewed on ZETA as preliminary information.
* ClassNK MRV Portal is a system that collects data sent by ship management companies for certification based on the IMO-DCS (IMO Fuel Oil Consumption Data Collection System) Regulation and EU-MRV Regulation (European Regulation for the monitoring, reporting and verification of fuel oil). It provides support with creating emission reports in compliance with the IMO-DCS and EU-MRV regulations by gathering monitoring data and documentation (BDN, B/L, etc.) sent from onboard a ship or onshore to our server. ZETA links with the data sent and collected in MRV Portal.

Q1-3. Who can use ZETA?

- A. ZETA can be used by ship management companies, shipowners, charterers, and anyone involved in ship operations. Ship management companies that send data on managed ships to MRV Portal can use that data on ZETA. Shipowners and charterers can use the data in the same way as a ship management company by obtaining permission of data usage from the ship management company on ZETA for owned ships and operating ships. Additional features for cargo owners and financial institutions that allow CO₂ emission reporting which includes frameworks such as the Poseidon Principles and the Sea Cargo Charter will also be made available soon.

Q1-4. As a ship management company, we submit data to MRV Portal. With the launch of ZETA, will data verification based on IMO-DCS and EU-MRV regulations be performed on ZETA instead of MRV Portal?

A. Data verification based on the IMO-DCS and EU-MRV regulations will continue to be carried out on MRV Portal even after ZETA is in operation. ZETA is linked with MRV Portal, so any data submitted to MRV Portal can also be used in ZETA.

Q1-5. I use a classification society other than ClassNK to verify data under IMO-DCS and EU-MRV regulations. Can ZETA also be used for such ships?

A. ZETA can also be used for ships verified under IMO-DCS and EU-MRV regulations by a classification society other than ours. When doing so, the data will need to be submitted via MRV Portal.

Q1-6. Is ZETA a cloud-based service?

A. Yes. ZETA can be used on an internet browser without the need to install any other software. Although ZETA can be used in any location or environment, please appropriately manage your access ID (e.g., log out after you are done). In addition, since this cloud-based service manages data in a multiplexed manner, the service can continue to be used in the event of a failure due to a disaster, etc. by automatically switching to a server in another region.

Features

Q2-1. What are the features of ZETA?

A. ZETA has four main features: Vessel Monitoring, Fleet Monitoring, Simulation, and Periodical Report.

Q2-2. What is the Vessel Monitoring feature for?

A. This feature allows you to check CO₂ emissions and CII rating results of individual ships at any time. In addition to displaying the current CO₂ emissions and CII rating results, it can also forecast annual CO₂ emissions and CII rating results to help consider necessary measures. It also supports management of CII ratings based on BIMCO's CII operations clauses for time charter parties. For EU Emissions Trading System (EU-ETS), users can monitor GHG emissions subject to the EU-ETS and manage emission allowances of individual ships.

Q2-3. What is the Fleet Monitoring feature for?

- A. This feature allows you to check CO₂ emissions and CII rating results of a fleet at any time. You can check the CO₂ emissions of responsible fleet and the entire company's progress with CO₂ reduction at any time. It also supports monitoring GHG emissions subject to the EU-ETS and managing emission allowances for entire fleet.

Q2-4. What is the Simulation feature for?

- A. This feature allows you to simulate how future CO₂ emissions and CII rating results would change for an individual ship or fleet when implementing slow steaming, installing energy-saving add-ons, or switching fuels. Various simulations enable users to consider measures for reducing CO₂ emissions.

Q2-5. What is the Periodical Report feature for? Is there a designated report format?

- A. This feature allows you to output CO₂ emissions as a report by voyage, cargo, ship, fleet, etc. In the future, it will also allow you to meet the reporting needs of various stakeholders, such as financial institutions, cargo owners and insurance companies. The report is output in A4 size and PDF format.

Q2-6. What is the Performance Table powered by NAPA for?

- A. This feature allows you to check the performance of ship speed and fuel consumption under different weather conditions and engine loads. This feature is a paid service and requires an application separately. You can apply for it after login to ClassNK ZETA. For details of the feature, please refer to [here](#).

Q2-7. Can ZETA also be used for frameworks related to CO₂ emissions reporting, such as the Poseidon Principles (for financial institutions and marine insurance) and the Sea Cargo Charter?

- A. We are currently developing features that can be used for these frameworks and plan to implement them during 2023.

Q2-8. How often is ZETA updated (or upgraded)? Are there any plans to add new features in the future?

- A. Modifications to ZETA will be implemented periodically. We will also continue to incrementally implement new features based on customer requests and needs.

Q2-9. What is the difference between “Simulation” and “CII simulation of this year”?

- A. The regular simulation feature shows how CO2 emissions and CII ratings will change if slow steaming etc. is commenced during a certain period of actual voyage data.
On the other hand, the CII simulation of this year feature shows how CO2 emissions and CII ratings would change at the end of the year if slow steaming, etc. was to commence from the present time.

Method of use

Q3-1. How do I start using ZETA?

- A. To start using ZETA, you must apply from [here](#). After applying, a password for ZETA will be issued to the email address you provide.

Q3-2. Are IDs and passwords issued for each company?

- A. IDs and passwords are provided for each individual, but multiple users can use the service by having a representative user register first (an individual name is required, but a departmental representative e-mail address, etc. can be used) and then register sub users afterward.

Q3-3. How many sub users can register? Can they use the service at the same time?

- A. There is no limit to the number of sub users that can register. Each sub user can use the service at the same time.

Q3-4. Is it necessary to report suspension of use if there is a change in management of a ship currently using ZETA or if it is sold/scrapped?

- A. You must contact us for each ship that will stop using the service. You will still be able to view data from the period of use even after suspension.

Q3-5. I currently use MRV Portal. Can I use ZETA with my MRV Portal ID and password (ID and password of the ClassNK Web Service Portal)?

- A. Unique ID and password for ZETA are provided. Upon completion of the application of ZETA, a password will be provided to the e-mail address (ID for ZETA) identified in the ZETA application form.

Q3-6. I currently use ClassNK ZETA. How to apply to add or change sub-users?

- A. If you wish to add / change sub-users, please fill in [sub-user list](#) and send it to zeta@classnk.or.jp.

Pricing

Q4-1. How much does it cost to use ZETA?

- A. ZETA comes with “Basic Functions” and “Advanced Functions”.
- Basic Functions
MRV Portal users can use the service free of charge. For users other than MRV Portal users can use the service free of charge until June 2024. Usage fees after July 2024 will be announced at a later stage.
 - Advanced Functions
Performance Table powered by NAPA
200,000 JPY per vessel per year
Only at the first application for this service by user, the service is available free of charge for trial period of 3 months from the completion of registration.

Q4-2. Can I stop using ZETA at any time? If so, is the fee refundable?

- A. ZETA users may terminate their use of the service by notifying ClassNK at least one month in advance. However, please note that fees already paid will not be refunded. (You will be asked to agree to the Terms of Use when you apply for the service.)

Data content and handling

Q5-1. How accurate is the data displayed?

- A. ZETA's monitoring features generally use data submitted to MRV Portal by customers, therefore it is impossible to give a general answer as it depends on the accuracy of the submitted data. Conversions of CO₂ emissions are based on international standard values, and the number of digits after decimal points is displayed according to general notation.

Q5-2. Can displayed data be downloaded?

- A. Data displayed in ZETA can be downloaded in PDF format. Downloads in CSV and Excel format will be supported in the future.

- Q5-3. Are emission amounts displayed in terms of GHG (CO₂, CH₄, N₂O)? Is it possible to calculate NO_x and SO_x?**
- A. The emissions displayed in ZETA are currently limited to CO₂ only. For other GHGs such as CH₄ and N₂O, we plan develop calculation/display support on ZETA when a unified framework including GHG conversion factors is agreed upon internationally. NO_x and SO_x emissions depend on the operating conditions of the engine and the sulphur content in the fuel oil, respectively, so they cannot be calculated on ZETA at this time.
- Q5-4. Is it possible to calculate CO₂ emissions over the entire fuel life cycle, in addition to CO₂ emissions on board?**
- A. At this time, ZETA cannot calculate CO₂ emissions over the entire fuel life cycle. Please contact zeta@classnk.or.jp for calculation and verification of CO₂ emissions throughout the fuel life cycle. We will support such requests case-by-case.
- Q5-5. Is the data displayed by ZETA from January 1st? Is it possible to aggregate the data in the middle of the year?**
- A. The standard display is from January 1st, but you can set the range for display and aggregation as desired.
- Q5-6. I currently submit data to MRV Portal. Do I need to submit it again when using ZETA?**
- A. If you have submitted data to MRV Portal, you do not need to resubmit it to ZETA. ZETA is linked with MRV Portal, so if you submit the data to MRV Portal, you can also use it with ZETA.
- Q5-7. Will I be notified if there is missing data?**
- A. There is not currently a notification feature for missing data. Missing data may cause errors in the displayed content.
- Q5-8. We are a ship management company. How do we receive permission of data usage applications from shipowners and charterers for our managed ships?**
- A. Shipowners and charterers apply for data use on ZETA by specifying the IMO number of the ship for which they wish to use the data and the period for which they wish to use it. The application will be sent to the e-mail address of the ship management company registered with ZETA, and use of the data will be approved after confirming the applicant, ship, and period. Once the application is approved, the applicant can use the data in the same way as the ship management company.

Q5-9. We are a solution provider offering services using CO₂ emissions data from ships. Can we provide services linked to ZETA?

A. If you wish to provide services on ZETA, please contact zeta@classnk.or.jp and we will consider your request.

Q5-10. Our managed ships are missing in ZETA.

A. This could be caused by the following reasons. If this issue does not solve, please contact zeta@classnk.or.jp.

- ZETA is based on the data submitted to MRV Portal, it is necessary to submit voyage data to MRV Portal in advance.
- For ships whose IMO-DCS is verified on MRV Portal, it is necessary to create a Report Template on MRV Portal in advance and obtain our approval. Especially when the management of ship is changed, a new Report Template should be made.
- For ships whose EU-MRV or both IMO-DCS and EU-MRV is verified on MRV Portal, it is necessary to create a Monitoring Plan (MP) on MRV Portal in advance and obtain our approval. Especially when the management of ship is changed, a new MP should be made.

Q5-11. Ships no longer under our management are shown.

A. Ships that are no longer under management remain displayed. We are currently developing a function to manage the displayed vessels, so please wait for a while.