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Marina Barcelona 92 & Yacht Carbon Offset – Press Release

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For immediate release

“MB´92, Leading the Way in Yard Carbon Offset”

Since February 2009 MB´92 has been leading the way in carbon offsetting in superyacht refit yards. Clients have been offered the option to participate in compensating the carbon emissions from their consumed shore power. The shipyard itself has then matched its clients offset by purchasing a same amount of offsets.

Up to the end of 2009 this has led to an offset amount of almost 2 million kWh of electricity. To have an idea of the amount, this is the equivalent of the carbon emissions generated by modern European car doing almost 5 million kilometres on the road (!). The amount also represents a major part of the total electricity consumption of the shipyard.

So, how does it work? If the yacht decides to participate, MB´92 will charge a small amount on the yacht’s metered electricity consumption whilst in the yard. The total amount for the Carbon Offset will be invoiced alongside the cost of the electricity itself. The consumption details and yacht particulars are then communicated to the Carbon Offset partner, Yacht Carbon Offset. They will then issue a personalised Certificate for the yacht upon departure. Then, twice a year MB´92 will match the actions of its clients for that half year period by carbon offsetting the same total quantity of electricity again, to compensate for its office and other yard energy consumptions.

The funds of the purchased offsets are used to support independently verified emissions reduction projects, such as renewable energy projects, so that each tonne of CO₂ emissions from the yacht’s shore power is balanced by an equivalent tonne of atmospheric CO₂ reductions from the project. For each project selected by Yacht Carbon Offset, independent reputable organisations such as TÜV, Lloyds Register, etc. verify that carbon savings are properly quantified and monitored, and that the projects could not have taken place without the funding support from the Offsets. Its Lloyds Register Quality Assurance Certification to ISO 9001 ensures that the Carbon Offsetting process is fully certified.

MB´92 senior project manager and creator of the carbon offset program, Bob Wagemakers, says he is very pleasantly surprised with the ever increasing interest that the clients show. *“Initially, during the first half of the year, just under 20% of the vessels took part in the offset program. But in the second half of 2009 we have seen a serious growth, with about 50% of yachts participating. Perhaps a good psychological incentive are the Carbon Offset flags we provide to the participants, an idea of Miquel LLiteras, our operations manager. Not only with our carbon offset program, but also in other aspects of the shipyard, such as waste recycling, we see an encouraging trend of awareness amongst those involved in superyacht operation.”*

Whilst offsetting the shore power only compensates a limited part of the total energy consumed by the yacht, the principle can readily be applied to the vessel’s consumption of diesel fuel. As Yacht Carbon Offset’s Managing Director Mark Robinson explains: *“The decision by a yacht to participate in MB´92’s programme has often been its first step towards a policy of Carbon Offsetting on board. This naturally leads to thinking about the yacht’s fuel consumption, which for a busy yacht can account for a significant carbon footprint over a season. The good news is that a policy of Carbon Offsetting this fuel typically adds only a very modest amount to the operating budget”*

Just as for MB´92’s initiative, Yacht Carbon Offset is seeing an increasing number of yachts choosing to Carbon Offset their fuel. Robinson says: *“The market response to this new specialist service has been great. Month by month, more large yachts are deciding to Carbon Offset, and many now include the practice as a routine part of their environmental management programme. Owners evidently appreciate the opportunity to make this highly relevant gesture which is a matter of personal satisfaction to them. Their support deserves particular thanks; the result of their leadership has been many thousands of tonnes of greenhouse gas reductions, with more to come”*



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Yacht Carbon Offset

Though being the first yard offering such a program, MB '92 aims to spread their concept through the industry. Through their membership of the ICOMIA Superyacht Refit Group, environmental best practices are shared with the other member refit yards, so that the initiative can easily spread. Other shipyards are now looking at providing similar options in their facilities. The practice could also easily be applied to ports and marinas – the administrative load is minimal, making the process very straightforward.

The question for the future is whether Carbon Offsetting will become an increasingly standardised practice throughout the industry. Unlike carbon taxes that are being introduced in various countries, it does have the advantage of transparency in that the money does lead to properly measured carbon emission reductions. Certainly, it is important to have a consistent view of offset quality to ensure that this is the case. Individual destinations such as some island nations may also begin to expect yachts to carbon offset, and this will provide further impetus. However, leaders in our yachting industry should not wait for governments to impose laws, but show a proactive approach to sustainability.

Bob Wagemakers, January 2010.

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Notes for editors:

Yacht Carbon Offset

Environmental aspects of yachting are becoming increasingly important locally, nationally, in the media and in the political arena. For the owners of the growing fleet of superyachts, and for the leading businesses that support them, taking positive action to address the “carbon footprint” from the use of energy is a major priority.

Now, this carbon footprint can be balanced through Carbon Offsetting; where the greenhouse gas emissions from the use of fuel (or in this case electricity) are balanced by greenhouse gas savings in projects such as green energy around the world. Yacht Carbon Offset provides a specialist service addressing the particular requirements of those that own and enjoy the world’s leading superyachts, and of the businesses that support them.

Managing Director Mark Robinson explains: *“We calculate the equivalent CO₂ emissions due to the consumption of the specified quantity and type of fuel, or in this case electricity. Then we go to the carbon trading markets and select independently verified carbon-saving projects for financial support. We focus on renewable energy, energy saving or greenhouse gas capture projects which have been independently verified to the highest standards. Finally, we issue a personalised certificate to our client confirming that the carbon emissions from their energy use have been balanced by equivalent CO₂ emissions saved through such carbon-saving projects.”*

Carbon Offsetting complements the initiatives taken by each yacht or organisation to improve energy efficiency, since it addresses the impact of the energy that is consumed after all such initiatives have taken effect. In a world where service excellence requires full flexibility of operation, Carbon Offsetting is a practical way to make a real difference.

Further details are available on www.yachtcarbonoffset.com

Marina Barcelona 92

MB’92 is located in the Port of Barcelona, in a prime location for superyachts active in the prime cruising areas Mediterranean or to those in transit to or from the Atlantic. With extensive investment in specialist equipment and facilities, and with highly skilled staff, the shipyard is dedicated to meeting the exacting standards required for the repair, maintenance and refit of the world’s leading superyachts, with full Lloyd’s Register ISO 9001 and 14001 quality and environmental certification.

The yard offers comprehensive refit and repair facilities including mechanical engineering, electronics, interior design, painting and general maintenance work. The yard typically provides services to up to 80 visiting yachts from 35 to 120 metres which, depending on the nature of the project, may remain at MB’92 for anything from a few days to many months.

Further details are available on www.mb92.com .