INTERNATIONAL MARITIME ORGANIZATION

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MARINE ENVIRONMENT PROTECTION COMMITTEE
83rd session
Agenda item 17

MEPC 83/17
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REPORT OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE ON ITS EIGHTY-THIRD SESSION

LIST OF ANNEXES

LIST OF CIRCULARS APPROVED OR ENDORSED BY MEPC 83

1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The eighty-third session of the Marine Environment Protection Committee (MEPC 83) was held from 7 to 11 April 2025, chaired by Dr. H. Conway (Liberia). The Vice-Chair of the Committee, Mr. H. Tan (Singapore), was also present.

1.2 The session was attended by Members and Associate Members; representatives from the United Nations Programmes, specialized agencies and other entities; observers from intergovernmental organizations with agreements of cooperation; and observers from non-governmental organizations in consultative status, as listed in document MEPC 83/INF.1.

Use of hybrid meeting capabilities

1.3 The Committee, having recalled that C 132 had agreed to permanently establish the utilization of hybrid capabilities to support in-person meetings, noted that the plenary sessions would be conducted in hybrid mode, i.e. remote participation enabled.

1.4 In this regard, the Committee, having recalled that, in accordance with Article 30 of the IMO Convention, it must adopt its own Rules of Procedure to include the use of hybrid meeting capabilities, agreed, in line with the decisions of C 132, to continue with the application of the provisional measures established at C 127 until revised Rules of Procedure incorporating the use of hybrid capabilities had been adopted. Consequently, the Committee agreed as follows:

.1 as per the current Rules of Procedure of the Committee and the *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic* (MSC-LEG-MEPC-TCC-FAL.1/Circ.1), a Member State would be considered "present" for the purposes of rule of procedure 28(1) if they were either physically present in the Main Hall, or were registered and participating remotely online using the hybrid system; and

.2 any voting by secret ballot would take place in person only.

1.5 In this respect, the Committee noted that:

.1 C 133 had agreed to amend its relevant rules to enable the use of hybrid capabilities, including those related to remote voting and the definition of "Member present", but had not agreed to introduce voting by proxy; and

.2 document MEPC 83/13 (Secretariat), containing a draft revision of the Committee's Rules of Procedure, in line with the amendments to the Rules of Procedure of the Council approved at C 133, would be considered under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.1 to 13.4).

Opening address of the Secretary-General

1.6 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link: https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/Secretary-GeneralsSpeechesToMeetings.aspx

Adoption of the agenda

1.7 The Committee adopted the agenda for the meeting (MEPC 83/1) and agreed to be guided in its work, in general, by the annotations contained in document MEPC 83/1/1 and by the provisional timetable (MEPC 83/1/1, annex 2, as may have been amended).

Credentials

1.8 The Committee noted that the credentials of 118 delegations attending the session were in due and proper form.

2 DECISIONS OF OTHER BODIES

2.1 The Committee, having noted the decisions and outcomes of LC 46/LP 19 (MEPC 83/2), C 133 (MEPC 83/2/1) and MSC 109 (MEPC 83/2/2) with regard to its work, took action as indicated below.

Outcome of C 133

Rules of Procedure

2.2 With regard to the invitation of C 133 to other organs of the Organization to consider the amendments to the Rules of Procedure of the Council approved at that session (concerning, in particular, the use of hybrid facilities) with a view to harmonizing their respective Rules of Procedure with those of the Council to the extent possible, the Committee considered this matter under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.1 to 13.4).

Consolidated audit summary reports (CASRs)

2.3 The Committee noted that C 133 had requested MSC and MEPC to consider the CASRs containing lessons learned from nine mandatory audits completed in 2022 and 2023 (Circular Letter No.4919) and advise the Council of the outcome of their consideration in due course. In this regard, the Committee, concurring with the decision of MSC 109, agreed to follow previous practice and instructed the III Sub-Committee to consider the CASRs of the audits completed in 2022 and 2023 and report to the Committees on the outcome of its consideration.

Outcome of MSC 109

2.4 The Committee, concurring with the decision of MSC 109, approved the revision of the *Revised guidelines for formal safety assessment (FSA) for use in the IMO rule-making process* (MSC-MEPC.2/Circ.12/Rev.2) for dissemination as MSC-MEPC.2/Circ.12/Rev.3.

2.5 The Committee considered the outcome of MSC 109 concerning:

.1 the outcome of III 10 under agenda item 11 (Reports of other sub-committees) (see paragraphs 11.1 to 11.10);

.2 the draft revision of the Committees' method of work under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.5 and 13.6); and

.3 the updated terms of reference of the CCC and III Sub-Committees, their biennial status reports for the 2024-2025 biennium and the proposed provisional agendas for CCC 11 and III 11 under agenda item 14 (Work programme of the Committee and subsidiary bodies) (see paragraphs 14.18 to 14.22).

Urgent matters emanating from FAL 49 and LEG 112

2.6 The Committee noted that the outcome of the considerations of FAL 49 and LEG 112 concerning their Rules of Procedure would be considered under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.3 13.4).

2.7 With regard to the new output of the FAL Committee concerning the development of a comprehensive strategy on maritime digitalization, the Committee, having noted that FAL 49 had established a pertinent correspondence group, encouraged Member States and international organizations to join that group to ensure the involvement of all interested parties at an early stage in the elaborations on the IMO maritime digitalization strategy.

3 CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

3.1 The Committee was invited to consider and adopt proposed amendments to the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (NO_x Technical Code 2008 or NTC 2008), concerning:

.1 use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles; and

.2 certification of an engine subject to substantial modification or being certified to a tier to which the engine was not certified at the time of its installation.

3.2 The Committee noted that the text of the draft amendments had been circulated, in accordance with article 16(2)(a) of MARPOL, to all IMO Members and Parties to MARPOL by Circular Letter No.4929 of 7 October 2024.

Draft amendments to the NO_x Technical Code 2008

Use of multiple engine operational profiles for a marine diesel engine

3.3 The Committee recalled that MEPC 82 had approved draft amendments to NTC 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles (MEPC 83/3, annex), with a view to adoption at this session.

3.4 In this regard, the Committee considered document MEPC 83/3/2 (Denmark et al.), proposing to provide, in the draft requisite MEPC resolution for the adoption of the amendments, additional dates of entry into effect by which engine manufacturers must meet the requirements in relation to the certification of new engines.

3.5 In the ensuing discussion, many delegations expressed support for the draft amendment, as well as for the inclusion of additional dates of entry into effect, as proposed in document MEPC 83/3/2. However, several delegations noted that the inclusion of entry-into-effect dates in the adopting resolution was less optimal than having these dates included in the text of the amendment. At the same time, delegations also noted that it would be a very complex technical exercise to include the entry-into-effect dates in the text of the NTC 2008 amendments.

3.6 Following consideration, the Committee agreed that the entry-into-force date of the amendments to NTC 2008 would be 1 March 2027, and agreed to include additional effective dates in the draft MEPC resolution, as proposed in document MEPC 83/3/2. The Committee agreed, however, that the best approach in the future would be to insert such detailed application provisions in the text of the mandatory instruments.

3.7 Consequently, the Committee instructed the Drafting Group on Amendments to Mandatory Instruments to prepare the final text of the resolution, together with the amendments to NTC 2008, for the Committee's consideration and adoption.

Certification of an engine subject to substantial modification or being certified to a tier to which the engine was not certified at the time of its installation

3.8 The Committee recalled that MEPC 82 had approved draft amendments to NTC 2008 concerning the certification of an engine subject to substantial modification or being certified to a tier to which the engine had not been certified at the time of its installation (MEPC 83/3/1, annex), with a view to adoption at this session.

3.9 In the discussion that followed, the Committee agreed with a proposal to include a paragraph in the covering MEPC resolution inviting early application of the amendments.

3.10 The Committee agreed that the entry-into-force date of the amendments to NTC 2008 would be 1 September 2026 and instructed the Drafting Group on Amendments to Mandatory Instruments to prepare the final text of the resolution, together with the amendments to NTC 2008, for the Committee's consideration and adoption.

Establishment of the Drafting Group

3.11 The Committee established the Drafting Group on Amendments to Mandatory Instruments and instructed it, taking into account comments and decisions made in plenary, to:

.1 prepare the final text of the draft amendments to NTC 2008 concerning:

.1 the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles, using document MEPC 83/3 as the basis and taking into account document MEPC 83/3/2; and

.2 the certification of an engine subject to substantial modification or being certified to a tier to which the engine was not certified at the time of its installation, using document MEPC 83/3/1 as the basis; and

.2 assess the implications for capacity-building and technical cooperation and assistance of the amendments submitted for adoption at this session, based on the procedures and criteria for identification of capacity-building implications set out in annex 2 to the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5), and advise the Committee as appropriate.

Report of the Drafting Group

3.12 Having considered the report of the Drafting Group (MEPC 83/WP.8), the Committee approved it in general and took action as indicated below.

Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles

3.13 The Committee considered the final text of the draft amendments to NTC 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles (MEPC 83/WP.8, annex 1), and adopted the amendments by resolution MEPC.397(83), as set out in annex 1.

3.14 In adopting resolution MEPC.397(83), the Committee determined, in accordance with articles 16(2)(f)(ii) and (iii) of MARPOL, that the amendments would be deemed to have been accepted on 1 September 2026, unless prior to that date not less than one third of the Parties or Parties the combined merchant fleets of which constituted not less than 50% of the gross tonnage of the world's merchant fleet had communicated to the Organization their objection to the amendments, and would enter into force on 1 March 2027, in accordance with article 16(2)(g)(ii) of MARPOL.

Certification of an engine subject to substantial modification or being certified to a tier to which the engine was not certified at the time of its installation

3.15 The Committee considered the final text of the draft amendments to NTC 2008 concerning the certification of an engine subject to substantial modification or being certified to a tier to which the engine had not been certified at the time of its installation (MEPC 83/WP.8, annex 2), and adopted the amendments by resolution MEPC.398(83), as set out in annex 2.

3.16 In adopting resolution MEPC.398(83), the Committee determined, in accordance with articles 16(2)(f)(ii) and (iii) of MARPOL, that the amendments would be deemed to have been accepted on 1 March 2026, unless prior to that date not less than one third of the Parties or Parties the combined merchant fleets of which constituted not less than 50% of the gross tonnage of the world's merchant fleet had communicated to the Organization their objection to the amendments, and would enter into force on 1 September 2026, in accordance with article 16(2)(g)(ii) of MARPOL.

Assessment of capacity-building and technical cooperation and assistance implications for the draft amendments

3.17 The Committee considered the outcome of the Group's assessment of capacity-building implications and technical cooperation and assistance needs related to the aforementioned draft amendments (MEPC 83/WP.8, paragraphs 13 to 16) and noted that the Group had determined that the amendments had no significant capacity-building implications.

Instructions to the Secretariat

3.18 In adopting the aforementioned amendments, the Committee authorized the Secretariat, when preparing the authentic texts of the amendments, to make any editorial corrections that may be identified, as appropriate, including updating references to renumbered paragraphs, and to bring to the attention of the Committee any errors or omissions which required action by the Parties to MARPOL.

4 HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

4.1 The Committee recalled that MEPC 82 had envisaged the re-establishment of the Ballast Water Review Group (BWRG) at this session (MEPC 82/17, paragraph 14.17.2) and noted the proposed terms of reference for the Group, as set out in document MEPC 83/WP.2.

4.2 In the interest of time, the Committee agreed to refer documents submitted under this agenda item (see paragraph 4.3 below) to the BWRG for detailed consideration, in accordance with the respective terms of reference (MEPC 83/WP.2), with the exception of documents concerning the following matters:

.1 approval of ballast water management systems (BWMS) that made use of Active Substances; and

.2 information on the type approval of BWMS and other information relating to ballast water management.

4.3 With regard to the documents and matters referred directly to the BWRG (see paragraph 4.2 above), the Committee noted that they were addressing the following issues:

.1 matters related to the ongoing review of the BWM Convention:

.1 topics arising from the report of the Correspondence Group on Review of the BWM Convention that required in-person discussion to advance their resolution, as well as new proposals and information under the Convention review, with a view to informing and facilitating the further work of the Correspondence Group (MEPC 83/4/4, MEPC 83/4/5, MEPC 83/4/7, MEPC 83/4/11, MEPC 83/4/12, MEPC 83/4/13, MEPC 83/4/14, MEPC 83/4/15 and MEPC 83/INF.4);

.2 stocktaking of the progress of the Convention review and consideration of the way forward; and

.3 terms of reference for the re-establishment of the Correspondence Group; and

.2 other matters not related to the review of the BWM Convention:

.1 control of the discharge of disinfection by-products from BWMS (MEPC 83/4/9, MEPC 83/INF.22 and MEPC 83/INF.28);

.2 exemptions from ballast water management requirements under regulation A-4 of the BWM Convention (MEPC 83/4/6); and

.3 operational challenges and implications for ships operating in challenging water quality conditions (MEPC 83/4/8, MEPC 83/4/10 and MEPC 83/INF.21).

BWM Convention review

Correspondence Group topics requiring in-person discussion and new proposals

4.4 With regard to topics requiring discussion to advance their resolution, as well as new proposals and information under the Convention review, and with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention, the Committee had for its consideration the following documents, which were referred to the BWRG:

.1 MEPC 83/4/4 (Australia), containing the report of the Correspondence Group on Review of the BWM Convention re-established by MEPC 81, including an overview of the current progress and status of the objectives under the

endorsed list of provisions and instruments for revision and/or development, and outlining issues arising from the Group's deliberations that would benefit from in-person discussion at this session to advance their resolution or to decide if consequential amendments would be required for clarity and consistency;

.2 MEPC 83/4/5 (Australia and Republic of Korea), providing a proposal for a survey scheme and criteria for designating the BWMS installation date within the International Ballast Water Management Certificate (IBWMC) for ships transitioning their ballast water management method from compliance with regulation D-4 to regulation D-2 of the BWM Convention, highlighting the necessity for establishing unified procedures to facilitate this transition and ensure consistent and effective implementation of the Convention;

.3 MEPC 83/4/7 (Japan), proposing to establish an appropriate framework for flag State inspection and port State control in order to address cases where ships equipped with type-approved, properly operated and well-maintained BWMS fail to meet the standard described in regulation D-2, and proposing amendments to the *Guidelines for port State control under the BWM Convention* (resolution MEPC.252(67));

.4 MEPC 83/4/11 (BEMA), commenting on information in document MEPC 83/4/4 related to standardization of BWMS data logs and export files with the intent to provide perspectives from BWMS manufacturers, aimed at facilitating discussions regarding the relevant proposal presented in the report of the Correspondence Group;

.5 MEPC 83/4/12 (Oman), commenting on document MEPC 83/4/7 regarding the framework for flag State inspection and port State control under the BWM Convention and, while supporting strengthening compliance mechanisms, proposing that refinements were necessary to enhance enforcement consistency, prevent compliance loopholes and improve global data-sharing mechanisms;

.6 MEPC 83/4/13 (BEMA), commenting on proposals for modifying the BWMS Code land-based test design inlet criteria, following related submissions and discussions during the Correspondence Group relating to proposals for revising test water conditions;

.7 MEPC 83/4/14 (Australia), commenting on document MEPC 83/4/4 and proposing revisions to objectives related to the *Guidelines for port State control under the BWM Convention* (resolution MEPC.252(67)), based upon information and evidence gathered during biosecurity inspections undertaken in Australia;

.8 MEPC 83/4/15 (Marshall Islands et al.), highlighting that the STCW Convention and Code should remain the sole instruments for addressing mandatory training requirements, and proposing an alternate draft amendment to regulation B-6 of the BWM Convention to refer to the STCW Convention and Code, in order to avoid potential duplication of training requirements under both the BWM and STCW Conventions; and

.9 MEPC 83/INF.4 (Republic of Korea), presenting key findings from a study on ships operating in challenging water quality conditions, where ballast water was exchanged and treated in line with the decontamination procedures in the *Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions* (resolution MEPC.387(81)), which may be taken into account in discussions to establish enhanced type approval testing standards in the BWMS Code.

Stocktaking, way forward and Correspondence Group terms of reference

4.5 In light of the target in the approved Convention Review Plan (BWM.2/Circ.79) to approve a package of draft amendments at MEPC 84, the Committee noted that at this session it had to take stock of the progress of the review process and consider the way forward with regard to the overall plan for completion of the review. The Committee, having noted that no documents on the issue had been submitted, referred this matter to the BWRG for consideration, based on the report of the Correspondence Group and taking into account other relevant documents listed in the previous paragraph.

Other matters referred directly to the BWRG

Control of the discharge of disinfection by-products from BWMS

4.6 With regard to the control of the discharge of disinfection by-products from BWMS, the Committee had for its consideration the following documents, which were referred to the BWRG:

.1 MEPC 83/4/9 (Australia and Denmark), providing suggestions towards a revised standard for ballast water compliance monitoring that aimed at providing information on disinfection by-products discharged from BWMS after the issuance of the IBWMC, and proposing a way forward for addressing this matter;

.2 MEPC 83/INF.22 (Australia), presenting an in-depth comparison of disinfection by-products measured in discharged treated ballast water from ships in Australian ports against the relevant BWMS type approval documentation; and

.3 MEPC 83/INF.28 (Norway), exploring patterns in the disinfection by-products found in ballast water treated with an active substance defined as a total residual oxidant (TRO), indicating that neither haloacetic acids nor trihalomethane concentrations increased with increasing TRO used for treatment and that BWMS without a filter did not have systematically higher DBP concentrations than those with a filter, and providing a database with public access allowing to explore the data.

Exemptions under regulation A-4 of the BWM Convention

4.7 With regard to exemptions from ballast water management requirements under regulation A-4 of the BWM Convention, the Committee had for its consideration document MEPC 83/4/6 (ICES), providing a critical overview of the exemptions that had been submitted to the Ballast Water Management module of GISIS, aiming to highlight that several points in the exemption documents were not aligned with the content or original intention of regulation A-4, and to bring this issue to the Committee's attention for further discussion to highlight the risk of transfer of invasive aquatic species via ships' ballast water and sediments if similar exemptions were granted in the future.

Challenges and implications for ships operating in challenging water quality conditions

4.8 With regard to operational challenges and implications for ships operating in challenging water quality conditions, the Committee had for its consideration the following documents, which were referred to the BWRG:

.1 MEPC 83/4/8 (India et al.), providing an analysis of the impact on emissions from ships that undertook operational measures following their decisions to bypass their BWMS due to either challenging water quality or the inability to conduct ballast water exchange or treatment owing to physical and/or time limitations;

.2 MEPC 83/4/10 (Liberia et al.), aiming to highlight the potential drawbacks of relying solely on BWMS for determining water quality challenges and draw attention to the difficulties ships and flag States faced acquiring pre-emptive bypass agreements with coastal States receiving ballast water, and requesting the Committee to facilitate public access to the contact information of the person in the coastal State authority responsible for granting pre-emptive bypass agreements; and

.3 MEPC 83/INF.21 (INTERTANKO), providing information in support of the analysis on the impact on ship emissions from BWMS bypasses in document MEPC 83/4/8.

Approval of BWMS that make use of Active Substances

4.9 Following consideration of the report of the forty-sixth meeting of the GESAMP-BWWG (MEPC 83/4/3), the Committee approved the report in general and concurred with the recommendations to:

.1 grant Final Approval to the ERMA FIRST FLOW® BWMS submitted by Greece in document MEPC 83/4;

.2 grant Final Approval to the OceanGuard® Sim BWMS submitted by Denmark in document MEPC 83/4/1; and

.3 grant Basic Approval to the Blue Ocean Shield Electrolytic Chlorination (EC) BWMS submitted by Denmark in document MEPC 83/4/2.

4.10 The Committee invited the Administrations of Denmark and Greece to verify that all recommendations in the report of GESAMP-BWWG 46 (MEPC 83/4/3, annexes 4 to 6) were fully addressed during the further development of the BWMS.

4.11 With regard to organizational matters relating to the approval of BWMS that make use of Active Substances, the Committee:

.1 noted GESAMP-BWWG's view that any lack of fundamental information in applications in relation to the requirements in the *Procedure for approval of ballast water management systems that make use of Active Substances* (G9) (resolution MEPC.169(57)) and the *Methodology for information gathering and conduct of work of the GESAMP-BWWG* (BWM.2/Circ.13, as revised) would be a cause for application failure;

.2 urged applicants to not submit a BWMS for Basic Approval if it was still under development (referring to paragraph 8.1.2.2 of Procedure (G9)); and

.3 noted GESAMP-BWWG's view that a stocktaking workshop was necessary, and the suggested terms of reference; in this connection, the Committee requested the Secretariat to consider the possibility of having a stocktaking workshop in conjunction with a future regular meeting of the Group and make the necessary arrangements accordingly.

Future meetings of GESAMP-BWWG

4.12 The Committee noted that the forty-seventh meeting of GESAMP-BWWG had been scheduled for 8 to 12 December 2025 and that detailed information regarding the meeting was specified in BWM.2/Circ.84.

Type approval of BWMS

4.13 The Committee noted the information provided in document MEPC 83/INF.14 (China) on the type approval of the BSKY™ Ballast Water Management System.

Verification of compliance monitoring device

4.14 The Committee noted the information in document MEPC 83/INF.23 (Denmark) on the verification of the compliance monitoring device BallastWISE based on IMO and ISO test protocols.

Establishment of the BWRG

4.15 The Committee established the Ballast Water Review Group and instructed it, taking into consideration comments and decisions made in plenary, to:

.1 consider the topics that would benefit from in-person discussion to advance their resolution or to decide if consequential amendments would be required, as set out in paragraphs 16 to 23 of document MEPC 83/4/4, as well as the proposals, comments and information in documents MEPC 83/4/5, MEPC 83/4/7, MEPC 83/4/11, MEPC 83/4/12, MEPC 83/4/13, MEPC 83/4/14, MEPC 83/4/15 and MEPC 83/INF.4, with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention;

.2 consider the progress of the Convention review and the way forward for the completion of the review, taking into account the Convention Review Plan (BWM.2/Circ.79), and advise the Committee accordingly;

.3 prepare draft terms of reference for the re-establishment of the Correspondence Group on Review of the BWM Convention;

.4 consider the proposals in document MEPC 83/4/9 regarding the control of the discharge of disinfection by-products from BWMS, taking into account the information in documents MEPC 83/INF.22 and MEPC 83/INF.28, and advise the Committee accordingly;

.5 consider the proposals in document MEPC 83/4/6 regarding exemptions from ballast water management requirements under regulation A-4 of the BWM Convention and advise the Committee accordingly; and

.6 consider the proposals in documents MEPC 83/4/8 and MEPC 83/4/10 regarding operational challenges and implications for ships implementing the *Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions*, taking into account the information in document MEPC 83/INF.21, and advise the Committee accordingly.

Report of the BWRG

4.16 Having considered the report of the BWRG (MEPC 83/WP.12), the Committee approved it in general and took action as outlined below.

BWM Convention review

Correspondence Group topics requiring in-person discussion and new proposals

4.17 The Committee noted the progress and status of the objectives under the endorsed list of provisions and instruments for revision and/or development, as it stood ahead of this session (MEPC 83/4/4, annex 2), together with the targeted discussions and related outcomes in the BWRG with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention; and instructed the Correspondence Group to take them into account in its further work.

4.18 In this regard, the Committee endorsed the updated list and status of amendments under the Convention review stage of the experience-building phase associated with the BWM Convention, as set out in annex 1 to document MEPC 83/WP.12, to guide the further work of the Correspondence Group on Review of the BWM Convention.

Stocktaking and way forward

4.19 The Committee noted that the aim and expectation would be for the Correspondence Group to finalize the draft amendments to mandatory instruments, i.e. the annex to the BWM Convention (regulations and appendices) and the BWMS Code, for approval by MEPC 84, while the revisions of guidelines and the development of new guidelines would be expected to continue after that session, with a view to completion ahead of the entry into force of the amendments to the Convention and the BWMS Code.

4.20 In addition, the Committee agreed to the recommendation of the BWRG that, in light of the number and scope of the amendments, it would be preferable to adopt a revised annex to the BWM Convention and a revised BWMS Code, rather than individual amendments to the two instruments.

4.21 In this connection, the Committee noted that, upon completion of the draft amendments to the aforementioned instruments, i.e. BWM Convention regulations and appendices, and the BWMS Code, by the Correspondence Group, the Coordinator of the Group, with the support of the Secretariat, would prepare and submit to the Committee the draft revised annex to the BWM Convention and draft revised BWMS Code, with a view to their approval. In this regard, the Committee requested the Secretariat, while preparing the text of the draft revised instruments, to correct any minor editorial or typographical errors. The Committee also noted the outcome of the BWRG's discussion with regard to the potential deletion of regulations deemed obsolete (MEPC 83/WP.12, paragraphs 49 to 51).

Re-establishment of the Correspondence Group on Review of the BWM Convention

4.22 In light of the above decisions, the Committee re-established the Correspondence Group on Review of the BWM Convention, under the coordination of Australia,[1] with the following terms of reference:

.1 based on the updated list of objectives set out in annex 1 to document MEPC 83/WP.12 and taking into account the relevant discussions reflected in documents MEPC 83/4/4 and MEPC 83/WP.12:

.1 complete the preparation of draft amendments to mandatory provisions of the BWM Convention, namely regulations and appendices in the annex to the Convention, and the BWMS Code;

.2 if time permitted, consider and potentially delete or modify any regulations (or parts thereof) that might be obsolete, taking into account the consequential implications of any such deletion or modification;

.3 upon completion of the draft amendments referred to above, prepare, with the support of the Secretariat, the consolidated draft revised annex to the BWM Convention and draft revised BWMS Code, with a view to their approval;

.4 if time permitted, progress the preparation of draft amendments to guidelines, and the development of draft new guidelines, associated with the BWM Convention; and

.5 recommend a way forward for the finalization of the draft amendments to guidelines, and the development of draft new guidelines, associated with the BWM Convention; and

.2 submit a written report to MEPC 84.

4.23 The Committee encouraged interested Member States and international organizations to contact the Coordinator of the Correspondence Group, with a view to participating and contributing to its work.

Other matters

Control of the discharge of disinfection by-products from BWMS

4.24 The Committee invited interested Member States and international organizations to submit data and information on the formation and range of disinfection by-products and other relevant chemicals from BWMS that made use of Active Substances, including filter-less BWMS, to a future session with a view to the consideration of any action required to address this matter.

[1] **Coordinator**:
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Exemptions under regulation A-4 of the BWM Convention

4.25 The Committee invited interested Member States and international organizations to submit concrete proposals to a future session with the aim of improving the consistent granting and reporting of exemptions, ensuring that they fully comply with the requirements of regulation A-4.

Challenges and implications for ships operating in challenging water quality conditions

4.26 The Committee noted the discussions in the BWRG regarding the impact on emissions from ships that undertook measures following BWMS bypass (MEPC 83/WP.12, paragraphs 63 and 64), and that any interested Member States and international organizations could submit data and proposals relating to this matter to a future session under the agenda item on Energy efficiency of ships.

4.27 In addition, the Committee encouraged Member States to provide information on up-to-date contact points for obtaining approval for pre-emptive BWMS bypass to the Secretariat, with a view to its dissemination on the IMO website.[2]

Future work

4.28 The Committee noted the request of the Group to re-establish the Review Group at MEPC 84, in accordance with the provisions of regulation D-5 of the BWM Convention, in particular with a view to the finalization of draft amendments to the BWM Convention and the BWMS Code for approval at that session.

5 AIR POLLUTION PREVENTION

5.1 In the interest of time, the Committee agreed to refer document MEPC 83/5 (ICS et al.), reporting the findings of an industry-wide survey that collected data from shipowners/operators on fuel oil suppliers' inconsistent sampling and bunkering procedures; and inviting the Committee to consider either mandating the *Guidelines for the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS chapter II-2* (MSC-MEPC.2/Circ.18), or introducing a mandatory fuel oil suppliers licensing scheme under MARPOL Annex VI, directly to the Working Group on Air Pollution and Energy Efficiency (APEE WG), for consideration, time permitting (see paragraph 5.18).

Implementation of the global 0.50% sulphur limit and use of EGCS

5.2 The Committee noted the information in document MEPC 83/INF.35 (Secretariat), summarizing the outcomes of the IMO sulphur monitoring programme for 2024.

5.3 The Committee recalled that MEPC 80 had agreed to extend the target completion year of output 1.23 (Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas) to 2025.

5.4 With regard to the identification and development, as appropriate, of regulatory measures and instruments on the discharge of discharge water from exhaust gas cleaning systems (EGCS), the Committee noted that PPR 12, having considered the topic and in the absence of new proposals by Member States subsequent to PPR 11 and MEPC 82, had invited interested Member States and international organizations to submit new concrete proposals on regulatory measures addressing discharges of EGCS discharge water to PPR 13, reflecting latest available data and taking into account work conducted so far (MEPC 83/10/1, paragraph 2.7).

[2] https://www.imo.org/en/OurWork/Environment/Pages/BWMConventionandGuidelines.aspx

5.5 In this context, the Committee had for its consideration the following documents:

.1 MEPC 83/5/1 (Canada), requesting the evaluation of the efficacy of EGCS in reducing particulate matter (PM) emissions compared to low sulphur fuel and in consideration of the goals of regulation 14 of MARPOL Annex VI; encouraging submissions of data on PM emissions from EGCS; and inviting submissions on near and long-term solutions to mitigate the impact of EGCS on the environment; and

.2 MEPC 83/10/3 (FOEI et al.), recalling the discussion at PPR 12 regarding output 1.23 and recommending the adoption of an MEPC resolution urging Member States and ship operators not to use EGCS in specific areas.

5.6 In the ensuing discussion, some delegations expressed the view that EGCS should not be considered equivalent if an EGCS and heavy fuel oil (HFO) combination resulted in higher PM and Black Carbon emissions compared with using marine gas oil (MGO); and also expressed support for the actions proposed in paragraph 19 of document MEPC 83/5/1, including the extension of part 3 (regulatory matters) of the scope of the current output 1.23 so that the process of evaluating the efficacy of EGCS in relation to the expected goals of regulation 14 of MARPOL Annex VI could be initiated without undue delay. With regard to document MEPC 83/10/3, some of these delegations supported the protection of vulnerable seas from EGCS discharges and suggested that the document be forwarded to PPR 13 without prejudging the outcome of discussions under output 1.23 (see paragraph 5.3).

5.7 The observer from CESA commented that if EGCS were to be certified for PM, it should be on the background of an engine certified value, and that a technology and fuel neutral approach would support a level playing field. In addition, the observer noted, inter alia, that PM emissions were not only fuel-dependent but also engine-dependent, varying between engine types and sizes, and that technology could be further developed.

5.8 One delegation did not support the actions proposed in document MEPC 83/5/1, as in their view the research outcomes cited did not provide direct evidence that PM emissions following EGCS treatment of exhaust gases were higher than PM emissions of ships using low sulphur fuels; noted that MARPOL Annex VI did not currently set specific, quantifiable emission limits for PM; and emphasized the need to maintain consistency, technical neutrality and avoid increasing administrative burdens.

5.9 In this connection, the delegation of Liberia recalled that two of the key findings of the well-to-wake (WtW) life cycle assessment study on the environmental impacts of EGCS operating on HFO compared with those of MGO and VLSFO, which had been reported in document PPR 12/INF.8 (Liberia), were that there were no negative impacts from using EGCS, and that if PM abatement options were adopted, HFO with a scrubber could be considered equal to the use of MGO. They also informed the Committee that, following PPR 12, the study had been peer reviewed and published in a scientific journal, and expressed the view that the Committee should wait for the GESAMP EGCS Task Team's work to be completed before taking further action.

5.10 With regard to the comments to extend part three of the scope of output 1.23 to consider EGCS use in the context of PM and Black Carbon emissions, one delegation expressed the view that the submission of an appropriate justification and of the compelling need would be necessary.

5.11 Subsequently, the Committee agreed to forward documents MEPC 83/5/1 and MEPC 83/10/3 to PPR 13 for further consideration and advice to the Committee.

5.12 With regard to the re-establishment of the GESAMP Task Team on EGCS (MEPC 83/10/1, paragraphs 2.8 and 2.9), the Committee:

.1 endorsed the draft terms of reference for the GESAMP Task Team (PPR 12/16/Add.1, annex 5); and

.2 requested the Secretariat, subject to availability of sufficient funding, to liaise with GESAMP and request the re-establishment of the GESAMP Task Team on EGCS to carry out the activities described in the terms of reference, with a view to reporting its findings to PPR 13.

5.13 In view of the above, the Committee agreed to extend the target completion date for output 1.23 to 2026.

Reduction of the impact on the Arctic of Black Carbon emissions from international shipping

5.14 The Committee noted that PPR 12 had considered the "polar fuels" concept and had invited interested Member States and international organizations to submit concrete proposals in that regard to PPR 13, which could be supported by scientific studies and findings from Black Carbon measurement campaigns using the measurement reporting protocol set out in the *Guidelines on recommendatory Black Carbon emission measurement, monitoring and reporting* (resolution MEPC.394(82)), taking into account comments made in the Working Group on Prevention of Air Pollution from Ships established at PPR 12 (PPR 12/WP.4, paragraphs 4 to 11).

5.15 To allow additional time for the further development of the "polar fuels" concept, the Committee agreed to extend the target completion date for this output to 2027.

Issues related to NO_x emissions

5.16 The Committee recalled that MEPC 80 had agreed to include in the post-biennial agenda of the Committee a new output on "Amendments to *the 2017 Guidelines addressing additional aspects of the NO_x Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems* (resolution MEPC.291(71), as amended by resolution MEPC.313(74))", assigning the PPR Sub-Committee as the associated organ, with one session needed to complete the work (MEPC 80/17, paragraph 14.2).

5.17 Having considered the report of PPR 12 on the matter (MEPC 83/10/1, paragraph 2.10), the Committee adopted resolution MEPC.399(83) on *2025 Guidelines on Selective Catalytic Reduction (SCR) systems*, as set out in annex 3.

Establishment of the Working Group on Air Pollution and Energy Efficiency (APEE)

5.18 The Committee established the APEE Working Group, and instructed it, taking into account comments and decisions made in plenary, to, if time permitted, consider document MEPC 83/5 (ICS et al.) (see paragraph 5.1), and advise the Committee accordingly.

Report of the Working Group

5.19 Having considered the relevant part of the report of the Working Group (MEPC 83/WP.10, paragraphs 4 to 10), the Committee approved it in general and took action as outlined below.

Fuel oil sampling and bunkering procedures

5.20 The Committee, having noted that the Working Group had considered document MEPC 83/5 regarding fuel oil sampling and bunkering procedures, invited interested Member States and international organizations to submit concrete proposals to a future session, taking into account the views expressed, as well as information on experience gained with the implementation of the *Guidance for best practice for Member State/coastal State* (MEPC.1/Circ.884/Rev.1).

6 ENERGY EFFICIENCY OF SHIPS

Referral of documents to the APEE Working Group

6.1 In the interest of time, the Committee referred the following documents concerning information and proposals related to measurement and verification of non-CO_2 GHG emissions, onboard carbon capture, IMO DCS, EEDI and EEXI directly to the APEE Working Group established under agenda item 5 (see paragraph 5.12), for detailed consideration, time permitting (see paragraph 6.16):

.1 MEPC 83/6/1 (Norway), providing the report of the Correspondence Group on Measurement and Verification of Non-CO_2 GHG Emissions and Onboard Carbon Capture; including draft guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines and a draft work plan on the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS) with the exception of matters related to accounting of CO_2 captured on board ships, as set out in annexes 1 and 4 to the document, respectively; and requesting the re-establishment of the Correspondence Group with revised terms of reference;

.2 MEPC 83/6/6 (Republic of Korea), commenting on document MEPC 83/6/1 regarding the draft work plan on the development of a regulatory framework for the use of OCCS, with the exception of matters related to accounting of CO_2 captured on board ships; emphasizing that OCCS technology had reached commercial maturity; and suggesting prioritizing the development of test and certification guidelines for OCCS to prevent environmentally harmful emissions and ensuring the traceability of captured carbon, followed by the incorporation of the carbon capture benefits of OCCS into the IMO short-term GHG reduction measures (EEDI, EEXI, CII), along with the development of guidelines for managing the quality of onboard-captured CO_2, such as its purity;

.3 MEPC 83/6/7 (China), commenting on document MEPC 83/6/1 regarding the draft guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines; and proposing amendments to the draft guidelines to add tuneable diode laser absorption spectroscopy and laser Raman spectroscopy measurement means of tank-to-wake (TtW) CH_4 and N_2O emissions, as set out in the annex to the document;

.4 MEPC 83/6/15 (China), commenting on document MEPC 83/6/1 regarding the draft guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines; discussing the acceptance of total hydrocarbon emission (THC) data measured prior to the approval of the draft guidelines as a proxy for CH_4 emissions; and suggesting using 90% of the measured THC as the CH_4

emission value for LNG fuelled marine engines (gas mode), and temporarily using "[6%]" of the measured THC as the CH_4 emission value for non-LNG fuelled marine engines;

.5 MEPC 83/INF.9 (Republic of Korea), providing a study highlighting the importance of accurately accounting for GHG emissions in international shipping; proposing an accounting framework with a focus on sustainable marine fuels and OCCS incorporating the concepts of carbon source factor (S_f) and carbon fate factor (F_f); and emphasizing that TtW emissions varied significantly depending on the carbon source (e.g. fossil or renewable) and the permanence of CO_2 storage when using OCCS;

.6 MEPC 83/INF.13 (China), presenting a reference case of the development, use and operation of OCCS and the offloading of captured CO_2, demonstrating the system's feasibility for use on board ships, for discussion by the Committee and for development of a regulatory framework for OCCS;

.7 MEPC 83/INF.15 (China), providing information on and experience with a CH_4 emissions measurement test using an analytical instrument based on the non-dispersive infrared (NDIR) principle on a compressed natural gas (CNG) high-speed engine test bed, with the aim of providing valuable reference experience for actual measurements of CH_4;

.8 MEPC 83/INF.18 (IBIA), providing information on recent studies undertaken by the Global Centre for Maritime Decarbonization based in Singapore into the application of OCCS for international shipping, including onboard capture, offloading, storage and transportation aspects; and highlighting the importance of the human element in developing personnel competencies to handle liquid CO_2 for both ship and shoreside personnel;

.9 MEPC 83/6/2 (IMarEST and RINA), highlighting that the current ambiguity in the assignment of fuel types under the IMO DCS was likely to generate overreporting of liquid petroleum fuel oils as heavy fuel oils, resulting in an underestimate of the CO_2 emissions, and proposing to label fuel oils solely on the sulphur content category (Ultra Low Sulphur Fuel Oil, Very Low Sulphur Fuel Oil, High Sulphur Fuel Oil); to remove the reference to ISO 8217 specifications of liquid petroleum fuel types in the EEDI Guidelines; and to conduct a comprehensive study on the actual carbon contents of liquid petroleum fuel types;

.10 MEPC 83/6/3 (China), proposing amendments to the *2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI* (MEPC.1/Circ.896), in particular suggesting using a method that combined the effective propulsion power matrix from full-scale tests with model test results for determining the aerodynamic forces acting on a wind-assisted ship;

.11 MEPC 83/6/5 (ITTC), proposing amendments to the *2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)*, (resolution MEPC.365(79), as amended by resolution MEPC.374(80)) to take into account the 2024 version of the ITTC Recommended Procedure 7.5-04-01-01.1 *Preparation, Conduct and Analysis of Speed/Power Trials* concerning the determination and verification of the EEDI requirements;

.12 MEPC 83/6/12 (RINA), proposing amendments to the *2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)* (resolution MEPC.365(79), as amended by resolution MEPC.374(80)), to update and harmonize them in line with the latest edition of the ISO standard for the assessment of speed and power performance by analysis of speed trial data (ISO 15016:2025), and proposing to remove the references to the ITTC Recommended Procedure 7.5-04-01-01.1 pending its update;

.13 MEPC 83/INF.6 (China), presenting a study on an EEDI calculation method for wind-assisted ships based on sea trials, supporting the proposed amendments to the *2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI* (MEPC.1/Circ.896) in document MEPC 83/6/3; and

.14 MEPC 83/INF.7 (ITTC), presenting recent updates of the ITTC Recommended Procedures and Guidelines concerning the determination and verification of EEDI requirements.

Outcome of ISWG-APEE 1

6.2 The Committee noted that the first meeting of the Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1) had been held from 2 to 4 April 2025 and that its report had been submitted as document MEPC 83/WP.7.

6.3 The Committee considered the report of the Working Group, together with additional information provided orally by its Chair, Mr. K. Iwaki (Japan), and expressed appreciation to all participating delegations for their constructive work during the intersessional meeting and to the Chair for his efficient leadership.

6.4 The Committee also noted an update provided by the Secretariat concerning the use of the Voluntary Multi-Donor Trust Fund to facilitate the participation of developing countries, especially SIDS and LDCs, at IMO GHG meetings, and in particular that, for ISWG-APEE 1, the Trust Fund had financed the participation of 31 delegates (see also paragraphs 7.25 to 7.28).

6.5 Having considered the outcome and action requested by ISWG-APEE 1, the Committee approved the report of the Working Group in general, and took action as described below.

6.6 The Committee noted the discussion of ISWG-APEE 1 concerning possible options to address the identified challenges/gaps in the short-term GHG reduction measure and that the Group had considered the following documents submitted to MEPC 83:

.1 MEPC 83/6 (Secretariat), providing a detailed report on the demand- and supply-based carbon intensity of the international shipping fleet for the year 2023, and summarizing the carbon intensity developments of the fleet from 2019 to 2023;

.2 MEPC 83/6/4 (IMCA), providing an update on the work conducted by IMCA to assess the carbon intensity of the offshore and marine contracting sector, and concluding that the proxies for transport work studied did not provide consistent, reproducible and meaningful results;

.3 MEPC 83/6/8 (Brazil et al.), providing an overview of the work of the Correspondence Group on the Review of the Short-term GHG Reduction Measure, established at MEPC 82, including the schedule of work carried out by the Group, and listing the relevant documents containing the summaries and outcomes of the Correspondence Group;

.4 MEPC 83/6/9 (Brazil et al.), providing a summary of the discussion in the aforementioned Correspondence Group on challenges/gaps #1 and #3 to #21, including identified ways forward to address these challenges/gaps;

.5 MEPC 83/6/10 (Brazil et al.), providing a summary of the discussion in the Correspondence Group on challenge/gap #2 ("CII reduction (Z) factor was not defined for the years 2027 to 2030"), including possible ways forward to address this challenge/gap, and the basic elements of a work plan for phase 2 of the review of the short-term GHG reduction measure;

.6 MEPC 83/6/11 (Brazil et al.), presenting draft amendments to MARPOL Annex VI prepared by the Correspondence Group, following the discussion on identified challenges/gaps #2 and #8 ("CII ratings and the IMO DCS data were not accessible for analysis beyond Parties to MARPOL Annex VI");

.7 MEPC 83/6/13 (INTERTANKO), commenting on document MEPC 83/6/10 regarding the Z factor for 2027 to 2030; proposing Z factor reduction rates based on actual data reported by ships to the IMO DCS; suggesting that reduction rates might be further revised based on DCS data reported by ships for the years 2023 to 2026, while ensuring predictability in expected required levels; and requesting that the Committee not consider adjustments to CII reduction factors and/or reference lines to compensate for correction factors and voyage adjustments;

.8 MEPC 83/6/14 (INTERTANKO), commenting on document MEPC 83/6/9 regarding the discussions and outcome of the Correspondence Group on challenge/gap #4 (CII calculation might penalize short voyages), and suggesting keeping the option to address challenge/gap #4 as a correction factor in phase 2 rather than considering this matter as part of the work on challenge/gap #3 (idle time and port waiting time);

.9 MEPC 83/6/16 (Bangladesh et al.), commenting on documents MEPC 83/6/8 to MEPC 83/6/11; recommending that the Z factor for 2027 to 2030 not exceed 1.5% per year; stressing that correction factors or voyage adjustments should not require further compensation for the Z factor; and stating that it was not yet mature to fully open the IMO DCS database to the public due to the lack of absolute necessity, the risk of misunderstandings and misuse of the data, and potential data security risks;

.10 MEPC 83/INF.24 (Brazil et al.), providing a summary of inputs provided to the Correspondence Group at its Round 1 discussion;

.11 MEPC 83/INF.25 (Brazil et al.), providing the Coordinators' remarks on the Round 1 discussion of the Correspondence Group, followed by the questionnaire for the Round 2 discussion;

.12 MEPC 83/INF.26 (Brazil et al.), providing a summary of inputs provided to the Correspondence Group at its Round 2 discussion; and

.13 MEPC 83/INF.27 (Brazil et al.), providing the Coordinators' remarks on the Round 2 discussion of the Correspondence Group.

6.7 The Committee noted the discussion of ISWG-APEE 1 on defining CII reduction (Z) factors for 2027 to 2030 and the observations of the Group's Chair (MEPC 83/WP.7, paragraphs 12 to 26); and that the Group had prepared initial draft amendments to MARPOL Annex VI and to associated guidelines regarding IMO DCS accessibility (MEPC 83/WP.7, annexes 1 and 2, respectively).

6.8 In relation to the discussions of ISWG-APEE 1 regarding CII reduction factors, the delegation of the Cook Islands reiterated their view that the current system for measuring a ship's GHG intensity did not account for external factors affecting fuel consumption that were beyond a ship's control, such as adverse weather, which as a result did not provide a fully accurate assessment of an individual ship's GHG intensity. To address these limitations, the delegation supported the introduction of correction factors, not as a loophole but as a necessary adjustment to improve accuracy.

6.9 In this context, having noted the proposed draft amendments to MARPOL Annex VI on the accessibility of DCS data, the delegation of China, supported by the delegation of India, expressed concern about granting full public access to the data, owing to the commercially sensitive information, including transport work, that would be stored in the DCS database following the entry into force of MARPOL amendments aimed at enhancing the granularity of fuel consumption data. In particular, the delegation of China:

.1 considered that full public accessibility of DCS data could risk commercial exploitation and jeopardize market fairness; noted that even with anonymization, cross-referencing of DCS data with other commercial databases could lead to ship identification; and expressed the view that the information disclosed in the IMO annual report of fuel consumption data was sufficiently comprehensive;

.2 underscored that shipping companies provided fuel oil consumption data to Administrations for verification purposes only, and that the draft amendments to MARPOL Annex VI set out in annex 1 to document MEPC 83/WP.7 would make such data fully accessible without explicit company consent; recommended that the Committee request the Legal Committee to examine the legal implications of full public disclosure and report its findings back to the Committee; and proposed that the Committee defer its approval of any draft amendments concerning the disclosure of DCS data to the public (i.e. MEPC 83/WP.3, annex 1, draft regulation 27.13) until such a legal review had been completed; and

.3 having stressed that discussions on public accessibility were based on the existing scope of the DCS database, suggested that if future amendments to the DCS requirements introduced broader data submission obligations or increased the data granularity, the associated provisions concerning data accessibility should be subject to concurrent review.

6.10 Subsequently, the Committee agreed that the matter of DCS data accessibility would be further considered by the APEE Working Group during this session.

6.11 The Committee also noted the draft work plan developed by ISWG-GHG 19 for phase 2 of the review of the short-term GHG reduction measure (MEPC 83/WP.7, annex 3) and referred it to the APEE Working Group for further consideration, with a view to finalization.

6.12 The Committee approved the draft amendments to regulations 20, 25 and 28 of MARPOL Annex VI and requested the Secretariat to incorporate them in the consolidated text of the draft revised MARPOL Annex VI, as set out in annex 11 (see also paragraph 7.45).

Report on the annual carbon intensity and efficiency of the fleet

6.13 The Committee noted document MEPC 83/6 (Secretariat), providing the report on the demand- and supply-based carbon intensity of the international shipping fleet for the year 2023 and summarizing the carbon intensity developments of the fleet from 2019 to 2023, together with an oral update by the Secretariat on the latest developments relating to the carbon intensity reporting for the existing fleet; and that ISWG-APEE 1 had taken the document into account in further considering possible options to address the identified challenges/gaps in the short-term GHG reduction measure.

6.14 Following consideration, the Committee noted:

.1 the carbon intensity developments of the shipping fleet from 2019 to 2023 (MEPC 83/6, paragraphs 19 and 20) and the detailed report on the carbon intensity of the fleet for 2023 (MEPC 83/6, annex); and

.2 the limitations of calculating the estimated demand-based carbon intensity using AIS draught data; and that this was not a full substitute for reported cargo data or, ideally, transport work data reported to the IMO DCS.

6.15 The Committee requested the Secretariat to continue monitoring the carbon intensity of the existing fleet based on supply-based and demand-based measurement, and to report the outcomes to the Committee at a future session.

Information on EEDI

6.16 The Committee noted the information in document MEPC 83/INF.8 (Secretariat), providing the latest summary of data and graphical representations of the information contained in the EEDI database.

Instructions to the APEE Working Group

6.17 The Committee instructed the APEE Working Group established under agenda item 5 (see paragraph 5.12), taking into account comments and decisions made in plenary, to:

.1 based on the progress made during ISWG-APEE 1, finalize phase 1 of the review of the short-term GHG reduction measure, including:

.1 defining the CII reduction (Z) factors for 2027 to 2030;

.2 finalizing draft amendments to MARPOL Annex VI and associated guidelines regarding IMO DCS accessibility; and

.3 finalizing the work plan for phase 2 of the review of the short-term GHG reduction measure;

.2 consider and finalize the draft guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines (MEPC 83/6/1, annex 1), taking into account documents MEPC 83/6/7, MEPC 83/6/15 and MEPC 83/INF.15, and prepare a draft MEPC resolution with a view to adoption at this session;

.3 consider the draft work plan on the development of a regulatory framework for the use of OCCS (MEPC 83/6/1, annex 4), with the exception of matters related to accounting of CO_2 captured on board ships, taking into account documents MEPC 83/6/6, MEPC 83/INF.9, MEPC 83/INF.13 and MEPC 83/INF.18 with a view to finalization;

.4 prepare draft terms of reference for the re-establishment of the Correspondence Group on Measurement and Verification of Non-CO_2 GHG Emissions and Onboard Carbon Capture and Storage, using the draft terms of reference set out in document MEPC 83/6/1, paragraph 117, as the basis;

.5 if time permitted, consider the information and proposals related to the IMO DCS in document MEPC 83/6/2, and advise the Committee accordingly; and

.6 if time permitted, consider the information and proposals related to the EEDI and EEXI frameworks in documents MEPC 83/6/3, MEPC 83/6/5, MEPC 83/6/12, MEPC 83/INF.6 and MEPC 83/INF.7, and advise the Committee accordingly.

Report of the Working Group

6.18 Having considered the relevant part of the report of the APEE Working Group (MEPC 83/WP.10, paragraphs 11 to 77), the Committee approved it in general and took action as outlined below.

Review of the short-term GHG reduction measure

6.19 The Committee noted that the Working Group had further reviewed the short-term GHG reduction measure, based on the progress made during ISWG-APEE 1, with a view to finalization.

6.20 The delegation of Saudi Arabia, supported by the delegations of Iran (Islamic Republic of), Kuwait, Malaysia, Oman, the Russian Federation, Somalia, Thailand and Venezuela, expressed concerns regarding the draft amendments to the Guidelines G3 which contained the newly defined CII reduction (Z) factors for the period of 2027 to 2030. These delegations stated, inter alia, that the report of the Working Group did not adequately reflect the views of all Member States; that the reduction targets developed by the Group would be unachievable and impose an excessive burden on countries and jeopardize economic sustainability, in particular for developing countries and countries with limited access to fuel, technologies and infrastructure; that additional capacity-building efforts would be needed;

that the discussion did not take into account all aspects of the issue; that the impact on States of the proposed CII values should be assessed and addressed; and that future discussions should be better balanced to ensure that no country would be left behind.

6.21 The delegations of Saudi Arabia, Iran (Islamic Republic of) and Venezuela (Bolivarian Republic of) reserved their position on the adoption of the CII reduction (Z) factors for 2027 to 2030.

6.22 The delegations of Australia, Belgium, Brazil, Canada, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, India, Indonesia, Ireland, Italy, Japan, Latvia, Lithuania, Netherlands (Kingdom of the), New Zealand, Norway, Poland, Portugal, the Republic of Korea, Slovenia, Spain, Sweden, Ukraine and the United Kingdom supported the compromise achieved in the Working Group. These delegations stated, inter alia, that the agreed Z factors

provided a good balance and were resulting from an inclusive process where delegations engaged in good faith; and that technical discussions in the Correspondence Group, during ISWG-APEE 1 and during the Working Group, took into account all aspects of the issue on the basis of clear criteria such as alignment with the carbon intensity level of ambition, technical feasibility and scenarios assessed in the comprehensive impact assessment. The observers from ICS, RINA, INTERFERRY and WSC also supported the outcome of the Working Group.

6.23 The delegations of Fiji, Kiribati, the Marshall Islands, Tonga, Tuvalu and Vanuatu, in acknowledging the compromise achieved as reflected in the Working Group report, expressed the view that the agreed CII reduction factors for 2027 to 2030 were insufficient to achieve the strive targets of the 2023 IMO GHG Strategy.

6.24 The observers from CSC and ZESTAs expressed disappointment regarding the outcome of the consideration of the CII reduction factors for 2027 to 2030, which would in their view not provide the necessary market incentive to accelerate the uptake of cost-effective energy efficiency measures and already mature technologies, such as wind propulsion, needed to achieve the ambition of the 2023 IMO GHG Strategy.

6.25 As requested, the statements made by the delegations of Fiji, Malaysia, Saudi Arabia and Venezuela (Bolivarian Republic of) are set out in annex 22.

6.26 Subsequently, the Committee adopted resolution MEPC.400(83) on *Amendments to the 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)* (resolution MEPC.338(76)), as set out in annex 4.

6.27 The Committee, having noted that the Working Group had further considered the draft work plan for phase 2 of the review of the short-term GHG reduction measure developed by ISWG-APEE 1, in conjunction with CII reduction (Z) factors, approved the *Work plan for phase 2 of the review of the short-term GHG reduction measure*, as set out in annex 5.

6.28 Having noted that the Working Group had further considered the draft amendments to regulation 27 of MARPOL Annex VI and to associated guidelines regarding IMO DCS accessibility prepared by ISWG-APEE 1, the Committee:

.1 approved draft amendments to regulation 27 of MARPOL Annex VI on IMO DCS accessibility, while agreeing on the need to further strengthen anonymization provisions in the *2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database* (resolution MEPC.349(78)) and to ensure that incorrect reports were filtered out before the data set could be downloaded in GISIS, and requested the Secretariat to incorporate the draft amendments in the consolidated text of the revised MARPOL Annex VI, as set out in annex 11 (see also paragraph 7.45); and

.2 invited interested Member States and international organizations to submit concrete proposals to a future session on strengthening the anonymization provisions in the *2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database* to ensure that the identification of a specific ship would not be possible and that incorrect data was filtered out before users could download data, and invited concrete proposals to amend relevant guidelines.

6.29 Subsequently, the Committee noted that work under phase 1 of the review of the short-term GHG reduction measure had been finalized.

Draft amendments to the 2024 SEEMP Guidelines

6.30 The Committee, having noted that the Working Group, having developed the draft work plan for phase 2 of the review of the short-term GHG reduction measure, had identified the need to amend the SEEMP Guidelines at this session to allow the possible development of other CII metrics in future sessions, as envisaged in the draft work plan, adopted resolution MEPC.401(83) on *Amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)* (resolution MEPC.395(82)), as set out in annex 6.

Draft guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines

6.31 The Committee, having noted that the Working Group had finalized the draft guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions, using annex 1 to document MEPC 83/6/1 as the basis and also taking into account documents MEPC 83/6/7, MEPC 83/6/15 and MEPC 83/INF.15, adopted resolution MEPC.402(83) on *Guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines*, as set out in annex 7.

6.32 The Committee noted that the Working Group had not been able to finalize draft guidelines for the use of Engine Load Monitoring (ELM) at this session and that work on the matter would continue in the Correspondence Group (see paragraph 6.35).

Draft work plan on the development of a regulatory framework for the use of OCCS

6.33 The Committee, having noted that the Working Group had finalized the draft work plan on the development of a regulatory framework for the use of OCCS, with the exception of matters related to accounting of CO_2 captured on board ships, using annex 1 to document MEPC 83/6/1 as the basis and also taking into account documents MEPC 83/6/6 and MEPC 83/INF.9, MEPC 83/INF.13 and MEPC 83/INF.18, approved the Work plan on the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS), as set out in annex 8.

6.34 In this connection, the Committee referred document MEPC 83/INF.9 to GESAMP-LCA WG for information in the context of the scientific review of OCCS boundaries.

Re-establishment of the Correspondence Group on Measurement and Verification of Non-CO_2 GHG Emissions and Onboard Carbon Capture and Storage

6.35 The Committee re-established the Correspondence Group on Measurement and Verification of Non-CO_2 GHG Emissions and Onboard Carbon Capture and Storage, under the coordination of Norway,[3] and instructed it, taking into account documents MEPC 83/6/1, MEPC 83/6/7, MEPC 83/6/15, MEPC 83/WP.10 (annex 6) and the comments made in the APEE Working Group, to:

.1 further develop the framework for the measurement and verification of actual tank-to-wake methane (CH_4) and/or nitrous oxide (N_2O) emission factors and C_{slip} value for marine diesel engines;

[3] **Coordinator:**
Mr. Lars Christian Espenes
Head of Section
International Environment
Norwegian Maritime Authority
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.2 develop a regulatory framework for the use of onboard carbon capture and storage, using the *Work plan on the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS)*; and

.3 submit a written report to MEPC 84.

Fuel categories used in IMO DCS

6.36 The Committee, having noted that the Working Group had considered the information and proposals set out in document MEPC 83/6/2 related to fuel categories used in the IMO DCS, invited interested Member States and international organizations to submit proposals to a future session on possible terms of reference for a comprehensive study of the actual carbon contents of current liquid petroleum fuel types, taking into account comments made at this session, and consider making financial voluntary contributions to support the work.

Proposals and information related to the EEDI and EEXI frameworks

6.37 The Committee noted that the Working Group had considered draft amendments to the *2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)* (resolution MEPC.365(79), as amended by resolution MEPC.374(80)), proposed in documents MEPC 83/6/5 and MEPC 83/6/12, and had noted the information in document MEPC 83/INF.7. Consequently, the Committee adopted resolution MEPC.403(83) on *Amendments to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)*, as set out in annex 9, and requested the Secretariat to issue a consolidated text of the Guidelines as MEPC.1/Circ.855/Rev.3.

6.38 The Committee noted that the Working Group had considered amendments to the *2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI* (MEPC.1/Circ.896) proposed in document MEPC 83/6/3, and had noted the information in document MEPC 83/INF.6. The Committee, having also noted that there had not been sufficient support for the proposal in the Working Group at this stage, invited interested Member States and international organizations to work together and submit further concrete proposals on the matter to a future session, taking into account the comments made at this session.

7 REDUCTION OF GHG EMISSIONS FROM SHIPS

Outcome of ISWG-GHG 18 and 19

7.1 The Committee noted that the eighteenth and nineteenth meetings of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 18 and 19) had been held from 17 to 21 February 2025 and from 31 March to 1 April 2025, respectively. Having considered the report of ISWG-GHG 18 (MEPC 83/WP.6) and the summary of the discussions at ISWG-GHG 19, as provided orally by the Chair of the Group, Mr. Sveinung Oftedal (Norway), the Committee noted that the outcome of ISWG-GHG 19 would be reported as part of the report of the Working Group on the Reduction of GHG Emissions from Ships to be established at this session; and expressed appreciation to all participating delegations for their constructive work during the intersessional meetings and to the Chair for his efficient leadership of the Group.

7.2 The Committee further expressed its appreciation to the moderator of the sixth GHG Expert Workshop on further development of the basket of candidate mid-term GHG reduction measures (GHG-EW 6), held on 13 February 2025 and focusing on food security, Mr. Hanqianq Tan (Singapore), as well as the coordinator of the Correspondence Group on Further Development of the Life Cycle Assessment (LCA) Framework, Mr. Rohemir Ramirez (at that time United States).

Further development of candidate mid-term GHG reduction measure(s)

7.3 The Committee noted that ISWG-GHG 18 had considered, in addition to relevant documents submitted to that meeting, the following documents submitted to MEPC 83 regarding the development of candidate mid-term GHG reduction measure(s):

.1 MEPC 83/7 (Secretariat), providing initial preliminary, indicative information on possible resource implications of the establishment of an IMO GHG Fuel Intensity (GFI) Registry and/or fund/facility, as requested by MEPC 82; describing different registries already in operation within the UN system as well as registry software solution providers to complement registries; highlighting the need for Secretariat management and oversight of the IMO GFI Registry; pointing out that the establishment of an IMO net-zero fund/facility would need to adhere to the Organization's Financial Regulations and Rules; and suggesting that minimum legal provisions in the IMO net-zero framework would also need to be considered, accounting for possible resource implications;

.2 MEPC 83/7/4 (OCIMF et al.), emphasizing different aspects of the co-sponsor's existing and future activities of significant importance for the decision-making processes targeting the finalization and approval of the mid-term GHG candidate measure(s) at MEPC 83; providing insights on the importance of fuel producers and suppliers in implementing the 2023 IMO GHG Strategy; stressing that future measures should take into account cross-sectoral competition; pointing out that the deployment of alternative fuels at scale required time and funds; and highlighting that bunkering and carriage of marine fuels faced a unique challenge in setting up new operations;

.3 MEPC 83/7/5 (Bahamas et al.), providing, in the annex, draft guidelines for the administration of the maritime GHG emissions pricing mechanism by the IMO GHG Strategy Implementation Fund, and for determining the annual GHG/levy contribution and rewards for the use of eligible ZNZ fuels, energy sources and technologies, to support uniform and effective implementation of the IMO GHG Strategy Implementation Fund to be established to manage, inter alia, the required annual GHG levy/contribution by ships per tonne of CO_2eq emitted, as proposed in document ISWG-GHG 18/2/5 (Austria et al.); and suggesting adopting these guidelines at MEPC/ES.2, concurrently with the amendments to MARPOL Annex VI;

.4 MEPC 83/7/6 (Bahamas et al.), suggesting a way forward for the development of the aforementioned proposed guidelines (MEPC 83/7/5, annex); inviting the Committee to finalize the text of draft amendments to MARPOL Annex VI for approval at MEPC 83 and the guidelines at MEPC/ES.2, to support and expedite the adoption of the basket of candidate GHG reduction measures at MEPC/ES.2; and providing a list of key elements of the proposed guidelines, for a decision by the Committee;

.5 MEPC 83/7/7 (Bahamas et al.), inviting the Committee to explore an updated prototype of a web-based GHG levy/contribution and reward system, demonstrating the potential implementation of the guidelines provided in document MEPC 83/7/5; providing additional information on the calculation methodology of the annual GHG levy/contributions and rewards for the use of zero or near-zero (ZNZ) fuels and overall administration of the maritime GHG pricing mechanism; and stressing the importance of permitting GHG levies/contributions to be made in advance instalments;

.6 MEPC 83/7/8 (Bahamas et al.), providing additional information, in support of the decisions requested of the Committee regarding the content of the proposed draft guidelines provided in document MEPC 83/7/5, concerning the treatment of life cycle emissions and biofuel blends when calculating annual GHG levy contributions and rewards, and use of carbon capture and other ZNZ technologies;

.7 MEPC 83/7/12 (Brazil and China), proposing definition criteria for ZNZ GHG emission technologies, fuels and/or energy sources; recommending that ZNZ be feedstock and technology agnostic, prioritizing availability, sustainability and life cycle GHG emission reductions; and suggesting basing the definition of ZNZ fuels on recognized GHG emissions reduction occasioned by each fuel type, in line with the 2024 LCA Guidelines, and gradually made more stringent over time;

.8 MEPC 83/7/15 (IACS), highlighting concerns related to the practical implementation of the draft regulations under consideration, in particular regarding implementation dates for the new requirements, feasibility of proposed timelines and potential duplication of verification and certification activities; suggesting that the starting year for the calculation of the attained annual GFI be 2029, based on data collected in 2028, and the first annual reduction factor (Z-factor) for the target/required annual GFI compared to the GFI reference value be 2028 rather than 2027;

.9 MEPC 83/7/16 (Brazil), proposing the introduction of an energy consumption index as a complementary tool to accurately measure and validate the quantities of fuel effectively used by ships in various operating modes and providing a formula; stressing the need to ensure the accuracy of fuel consumption reported to the IMO DCS in the context of economic compensation, and therefore to base deficit units on reliable data; and underlining the synergies with existing requirements;

.10 MEPC 83/7/18 (Malaysia and InterManager), highlighting concerns expressed by third-party ship managers regarding the current possible draft amendments assigning liability for compliance fees only to ship managers; and providing alternative text for paragraph 12 of "Regulation X – Economic mechanism(s) to incentivize the transition to net zero" (ISWG-GHG 18/2/5, annex) in order that other entities could be held responsible for penalties related to GHG emissions;

.11 MEPC 83/7/19 (Japan), proposing to amend appendix V (Information to be included in the bunker delivery note (BDN)) of MARPOL Annex VI to appropriately calculate GHG intensity and share the information among relevant parties, in the implementation of the goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity; considering the information to be included and providing, in the annex, draft amendments;

.12 MEPC 83/7/20 (Secretariat), reporting on the outcome of the further work on assessing the potential impacts of the policy combinations of a basket of candidate mid-term measures on food security, as requested by MEPC 82; and providing the report on the review of relevant literature assessing the potential impacts of increased maritime transport costs resulting from GHG reduction measures in international shipping on food security, carried out by WMU (annex 1); a summary of the liaison work carried out by the Secretariat

with relevant UN agencies and international organizations to identify the potential impacts of an increase in maritime transport costs on food security (annex 2); and a summary of information abstracted from relevant publications, referred to by a number of UN agencies and international organizations (annex 3);

.13 MEPC 83/7/21 (CLIA and WSC), emphasizing the critical and complementary role of binding regulatory requirements and supporting guidelines to support the Committee's work in further defining the forthcoming GHG instruments; and stressing the need to address core substantive issues of the IMO net-zero framework in regulations and develop more detailed implementation recommendations in guidelines;

.14 MEPC 83/7/22 (Pacific Environment), outlining key recommendations for fuel transitions in achieving net-zero GHG emission in the international shipping sector by 2050; emphasizing cost-effective strategies and evidence-based policymaking based on a model developed to evaluate abatement costs; and recommending implementing financial support measures to incentivize early consumption of e-fuels, internalizing the price of carbon within the fuel price of conventional fuels, and setting higher interim targets to ensure that the net-zero emissions goal was achieved by 2050;

.15 MEPC 83/7/25 (Canada and United Kingdom), explaining common practices of environmental credit registries and presenting key elements defined in governing documents; providing corresponding draft amendments on basic functions, management of ships' accounts, administrative costs, unit-level information and other elements to be considered in the development of the regulations for the IMO GFI Registry; and recommending operationalizing the Registry as soon as possible, regardless of the starting implementation date, in order for potential users to familiarize themselves with Registry operations before the first compliance deadlines;

.16 MEPC 83/7/26 (Singapore), offering additional options for amendments to MARPOL Annex VI, providing other resourcing mechanisms for the development of the basket of candidate mid-term GHG reduction measures, such as adjusting the price difference between the buying price of the surplus units (SUs) and the selling price of the remedial units (RUs) by subjecting each transaction of SUs to a transaction fee/surcharge, or adjusting the selling price of RUs through the use of tiered ranges, with payments/contributions made in proportion to the emissions within each tiered range, or adopting complementary regulatory levers not directly related to price; and stressing the necessity to ensure the accuracy of default emission factors, certification schemes and resulting emissions reductions profiles of fuel production pathways, in line with the 2024 LCA Guidelines;

.17 MEPC 83/7/29 (EDF), highlighting the importance of participatory justice in shaping the mid-term GHG reduction measures, particularly in designing a fair and transparent revenue distribution mechanism; elaborating on a shared definition of participatory justice; and identifying opportunities for strengthening mid-term measures objectives through participatory justice, to create more durable climate solutions for the maritime sector;

.18 MEPC 83/7/30 (Angola et al.), presenting the reasons and listing the underlying concerns justifying the co-sponsors' opposition to the adoption of measures including an independent universal levy on all emissions, and their preference for prioritizing other economic measures in the context of the development of the basket of candidate mid-term measures;

.19 MEPC 83/7/33 and MEPC 83/INF.33 (IWSA), presenting a possible methodological approach for the inclusion of wind propulsion systems in the initial GFI formula through the introduction of a "fuel-equivalent-energy" equation; providing a proposed formula and the background assessment methodology for the proposed tiered approach; identifying areas requiring further work; and providing "proposed assessment methodology tiers to measure wind propulsion in the attained GFI"; and

.20 MEPC 83/INF.32 (Angola et al.), detailing the list of concerns presented in document MEPC 83/7/30 regarding the possible adoption of an independent universal levy on all emissions; providing further details and explanations on the related potential negative effects; and stressing that a levy was not needed for the fleet to meet the levels of ambitions in the 2023 IMO GHG Strategy.

7.4 The Committee also noted that ISWG-GHG 19 had considered the following documents submitted to MEPC 83 regarding the development of candidate mid-term measures:

.1 MEPC 83/7/35 (IAPH), commenting on document MEPC 83/7/5; outlining the need for an ambitious combined technical and economic measure to expedite the energy transition; emphasizing the need for the strategic allocation of revenues generated from a global pricing mechanism to land- and port-related infrastructure investments, particularly in developing countries, to support the global deployment and use of ZNZs required to decarbonize the maritime sector;

.2 MEPC 83/7/36 (INTERTANKO), commenting on document MEPC 83/7/26 and providing suggestions on what could be considered to develop a set of implementable measures for international shipping in order to meet the GHG reduction targets of the 2023 IMO GHG Strategy;

.3 MEPC 83/7/37 (Liberia and ICS), commenting on document MEPC 83/7/26 and suggesting a way forward to help achieve consensus should MEPC 83 be unable to reach agreement on the options for GFI reduction trajectories, numbers and dates;

.4 MEPC 83/7/38 (Liberia and ICS), commenting on document MEPC 83/7 and suggesting integrating the so-called "GFI registry" with the proposed IMO GHG Strategy Implementation Fund as the best way to minimize resource implications for the Organization, as well as to simplify the design of the regulations so that they could be readily approved and implemented by 2027;

.5 MEPC 83/7/39 (ICS), commenting on document MEPC 83/7/26; providing suggested text as a possible "bridge" for the amendments to MARPOL Annex VI by requiring ships to make a "ZNZ incentive contribution" as an alternative means for ships to meet an additional requirement to use ZNZ fuels from the date of entry into force of the amendments;

.6 MEPC 83/7/40 (Egypt), commenting on the report of the further work on food security in document MEPC 83/7/20; proposing a way forward to address the possible negative impacts of the candidate mid-term measure(s) on food security without delaying the adoption of the measure(s) according to the timelines of the 2023 IMO GHG Strategy;

.7 MEPC 83/7/41 (Egypt), commenting on document MEPC 83/7/4, emphasizing the necessity of technology transfer and infrastructure readiness for the equitable adoption of alternative fuels in the maritime sector; highlighting concerns raised by developing countries regarding compliance challenges without clear pathways for technology transfer, financial assistance and capacity-building; and discussing the need for financial support mechanism, including attracting investment in port infrastructure, bunkering facilities and ship retrofitting, particularly in Africa;

.8 MEPC 83/7/46 (Belize et al.), commenting on document MEPC 83/7, proposing a governing structure for the IMO GHG Strategy Implementation Fund and a work plan for the period between MEPC 83 and MEPC/ES.2 for achieving that objective; and

.9 MEPC 83/7/47 (FIATA), commenting on documents MEPC 83/7/30 and MEPC 83/INF.32, highlighting the need for effective management of a carbon levy to prevent adverse impacts on freight forwarders and micro, small and medium enterprises.

7.5 In considering document MEPC 83/WP.6 on the further development of the draft amendments on the IMO net-zero framework, the Committee:

.1 noted the progress made by the Group on the further development of the IMO net-zero framework and the agreement to use the text set out in annex 1 to the document as the basis for its further work, having noted that it should be considered as “work in progress” to support further discussions on the framework, with the understanding that this would not prejudge any further changes to its contents (paragraphs 10 to 137 and annexes 1, 2 and 3); and

.2 endorsed the Group's recommendations with regard to further work on food security (paragraphs 106 to 122) as follows:

.1 thanked the Secretariat, WMU and the other consultants involved for carrying out the further work on food security; and extended its thanks to the Secretariat, FAO, relevant UN (regional) agencies and international organizations involved in GHG-EW 6;

.2 recognized the outcome of the further work on food security, in particular on essential food commodities and critical agricultural input, notably in net food importing developing countries; and agreed that the impacts of the measures on food security should be taken into account and addressed, as appropriate, in the further development of the IMO net-zero framework, in accordance with the *Revised procedure for assessing impacts on States of candidate measures* (MEPC.1/Circ.885/Rev.1); and

.3 agreed that in the period between the adoption of the IMO net-zero framework and its entry into force, further assessment (qualitative and quantitative, as appropriate) of the potential impacts of an increase in maritime transport costs on food security resulting from

the adopted framework should be conducted; and to keep the potential impacts on food security under continuous review so that any necessary adjustments could be made in accordance with the 2023 IMO GHG Strategy.

7.6 With regard to the outcome of ISWG-GHG 19, as reported orally by the Chair of the Group, the Committee noted that the Chair had presented to the meeting an updated version of the proposed MARPOL Annex VI amendments discussed at ISWG-GHG 18, incorporating some elements contained in the "bridging option" presented to that session (ISWG-GHG 19/WP.1); and that, taking into account the comments raised during the deliberations, a revised version of the Chair's proposal (ISWG-GHG 19/WP.1/Rev.1) had been prepared, for further discussion by the Working Group on Reduction of GHG Emissions from Ships, to be established at this session.

Further development of the IMO Life Cycle GHG assessment (LCA) framework

7.7 The Committee noted that ISWG-GHG 18 had considered, in addition to relevant documents submitted to that meeting, the following documents regarding the LCA framework submitted to MEPC 83:

.1 MEPC 83/7/1 (Secretariat), providing the report of the first meeting of the GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG);

.2 MEPC 83/7/3 (Brazil), presenting recent findings from the International Energy Agency (IEA) and from the G20 Energy Transition Working Group Carbon Accounting Workshop on Sustainable Biofuels, including considerations on indirect land-use change (ILUC); informing that these findings offered recommendations for addressing ILUC in a risk-based approach in the carbon accounting of sustainable biofuels; and proposing that this document along with document ISWG-GHG 16/3/6 (Angola et al.) be forwarded to GESAMP-LCA WG, to be used as the basis for refining the 2024 LCA Guidelines;

.3 MEPC 83/7/9 (United States), providing the report of the Correspondence Group on Further Development of the LCA Framework established by MEPC 81;

.4 MEPC 83/7/10 (Malaysia et al.), evaluating the well-to-tank (WtT) and tank-to-wake (TtW) default emission factor and GHG intensity calculation for methanol fuel pathway "MeOH_fCO2_rH2_MS_gm", referencing appendix 1 of the 2024 LCA Guidelines; and seeking consensus that pre-combustion captured CO_2 from point source fossil fuels be recognized as carbon neutral feedstock, and WtT and TtW default emission factor for the methanol fuel pathway accounted for e_{CCU} parameters, and be calculated with an SF_{CCU} value of "1";

.5 MEPC 83/7/11 (Brazil), presenting suggestions for further refinement of the 2024 LCA Guidelines by complementing the methodology for calculating WtW GHG emissions; highlighting that the biofuels' pathway codes in appendix 1 were inadequate and lacked precision; suggesting that appendix 2 be disaggregated to allow the use of regional default values for all fuel pathways leading to a more precise carbon footprint; stressing that the 2024 LCA Guidelines were vital for defining ZNZ fuels with classification

based on emission reduction levels, agnostic feedstocks and a robust and internationally recognized certification scheme; and proposing that GESAMP-LCA WG refined the 2024 LCA Guidelines to better align with the 2023 IMO GHG Strategy, improving the emission calculation and updating it to include diverse fuel pathway codes;

.6 MEPC 83/7/13 (Liberia and SGMF), presenting proposals for GHG default emission factors, based on the conservative results of WtW LCA studies conducted according to ISO 14040:2006 and ISO 14044:2006 and in accordance with appendices 4 and 5 of the 2024 LCA Guidelines, for LNG and ammonia as marine fuel production pathways and technologies for advancing the work of GESAMP-LCA WG; and proposing the consideration of this document in conjunction with the proposed GHG default emission factors for ammonia and LNG set out in document MEPC 83/INF.11;

.7 MEPC 83/7/14 (Brazil), presenting the key sources of fugitive methane emissions related to the use of LNG in the maritime sector as a mitigation strategy; describing the challenges in directly measuring these emissions at various stages of the natural gas supply chain; highlighting the need for rigorous methods to account for and mitigate fugitive emissions; proposing that this document be forwarded for consideration by the GESAMP-LCA WG and requesting the accounting of fugitive methane emissions throughout the LNG value chain within the scope of the Fifth IMO GHG Study;

.8 MEPC 83/7/17 (Brazil and IBIA), highlighting the potential role of ethanol fuel in achieving the goals of the 2023 IMO GHG Strategy; requesting GESAMP-LCA WG to revise the 2024 LCA Guidelines to comprehensively include distinct and relevant pathways for ethanol as a marine fuel; inviting ISO to consider the preparation of an ISO standard for ethanol as a marine fuel; and noting the need for the IGF Code to properly differentiate between methanol and ethanol as a marine fuel;

.9 MEPC 83/7/23 (CSC et al.), presenting information on the current literature regarding TtW nitrous oxide (N_2O) emissions from ammonia dual-fuel engines; compiling emission data and findings from the most up-to-date laboratory tests and modelling efforts; presenting the summarized results in g N_2O/g NH_3 units without normalization of scenario parameters across studies; and proposing that these results be forwarded to the GESAMP-LCA WG for consideration of inclusion in appendix 2 of the 2024 LCA Guidelines to enhance the robustness of GHG accounting for ammonia-fuelled ships;

.10 MEPC 83/7/27 (United States), presenting the WtT and TtW default GHG emission factors for the United States soybean-based renewable diesel production pathway; considering multiple analysis cases with life cycle (or WtW) GHG emission factors developed; proposing that the cases presented be reviewed and adopted as default GHG emission factors of the United States' soybean-based renewable diesel pathway for incorporation into the table of default GHG emission factors of the 2024 LCA Guidelines;

.11 MEPC 83/7/28 (CSC et al.), building on document ISWG-GHG 17/3 (CSC) to complement the extensive literature review on the WtT GHG intensity of LNG imports in the EU; suggesting two possible approaches to use measurement-based data and measurements for LNG upstream impacts, including methane emissions, complemented with a conservative default

emission factor; stressing that accurate, scientifically robust and transparent default emission factors were essential to help IMO achieve its goals and promote the energy transition of the international shipping sector; and proposing that these proposals be forwarded to the GESAMP-LCA WG, for consideration of inclusion in appendix 2 of the 2024 LCA Guidelines;

.12 MEPC 83/7/31 (United States), presenting the WtT and TtW default GHG emission factors for the United States corn-based ethanol production pathway; considering multiple analysis cases with life cycle (or WtW) GHG emission factors developed; proposing the adoption of default GHG emission factors of the United States corn-based ethanol pathway for incorporation into the table of default GHG emission factors of the 2024 LCA Guidelines;

.13 MEPC 83/7/32 (United States), presenting the WtT and TtW default GHG emission factors for the United States soybean-based biodiesel production pathway; considering multiple analysis cases with life cycle (or WtW) GHG emission factors developed; proposing that the cases presented be reviewed and adopted as default GHG emission factors of the United States soybean-based biodiesel pathway for incorporation in the table of default GHG emission factors of the 2024 LCA Guidelines;

.14 MEPC 83/INF.5 (United States), providing the comments submitted by the members of the Correspondence Group on Further Development of the LCA Framework, established by MEPC 81, on consultation rounds 1, 2 and 3;

.15 MEPC 83/INF.11 (Liberia and SGMF), providing template forms for the WtT and TtW GHG default emission factors for LNG and ammonia as marine fuels to be considered by GESAMP-LCA WG to further develop and complete the table in appendix 2 of the 2024 LCA Guidelines;

.16 MEPC 83/INF.12 (ISO), presenting information on the first edition of the international standard for methanol as a fuel for marine applications (ISO 6583:2024); and

.17 MEPC 83/INF.13 (China), presenting a reference case of the development, use and operation of an OCCS and the offloading of captured CO_2, demonstrating the system's feasibility for use on board ships, for discussion by the Committee and development of the regulatory framework for OCCS.

7.8 The Committee also noted that ISWG-GHG 19 had considered the following documents submitted to MEPC 83 regarding the LCA framework:

.1 MEPC 83/7/34 (CSC), commenting on the report of the Correspondence Group on Further Development of the LCA Framework (MEPC 83/7/9), seeing significant potential for the social and economic sustainability themes/aspects to incorporate a more comprehensive life cycle or land to sea criteria and recommendations; stressing that methane-based fuels, such as LNG, e- and biomethane (bio-LNG), were providing a good case study to demonstrate this approach and presenting how, if applied appropriately, the use and production of these fuels in zero emissions marine fuel pathways would be ruled out;

.2 MEPC 83/7/43 (China), providing comments on the report of the first meeting of GESAMP-LCA WG (MEPC 83/7/1), especially on the proposed revision of the 2024 LCA Guidelines, as well as on issues that required further consideration and clarification;

.3 MEPC 83/7/44 (Brazil), presenting comments and suggestions on the report of the first meeting of GESAMP-LCA WG (MEPC 83/7/1), requesting additional clarifications that might guide the revision of the 2024 LCA Guidelines as well as contributing to a better understanding of the actions arising from it; and

.4 MEPC 83/7/45 (China and United Arab Emirates), commenting on the report of the Correspondence Group on Further Development of the LCA Framework (MEPC 83/7/9), and providing proposals on the further development of "other social and economic sustainability themes/aspects of marine fuels" in the LCA Guidelines.

7.9 The Committee further noted the discussion of ISWG-GHG 18 on the further development of the LCA framework and endorsed the recommended way forward (MEPC 83/WP.6, paragraphs 138 to 181), as well as the recommendations of the Group, as described in the paragraphs below.

7.10 On the scientific review of the LCA methodology, the Committee:

.1 noted the discussion of GESAMP-LCA WG on the scientific review of the LCA methodology (MEPC 83/7/1, annex, paragraphs 6.4 to 6.8) and that it might provide further guidance in due course on how to conduct the scientific review of the methodology at future sessions of GESAMP-LCA WG;

.2 invited GESAMP-LCA WG to develop a uniform understanding of "representativeness" and "conservativeness" for the assessment of default emission factors and report to MEPC 84 accordingly;

.3 referred documents MEPC 83/7/11, MEPC 83/7/17, MEPC 83/7/43 and MEPC 83/7/44 to GESAMP-LCA WG for further consideration and advice to MEPC 84; and

.4 noted that possible adjustments to the LCA Guidelines identified by GESAMP-LCA WG might be considered during a future revision of the Guidelines.

7.11 The Committee, having noted GESAMP-LCA WG's discussion on the scientific review of the WtT GHG default emission factors of fuel production pathways and technologies and the TtW GHG default emission factors of fuel usage and onboard technologies, approved MEPC.1/Circ.916 *on Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG*.

7.12 The Committee noted that GESAMP-LCA WG had developed an Excel tool to standardize the reporting of parameters and the calculation of proposed default emission factors, based on the templates in appendices 4 and 5 of the 2024 LCA Guidelines, and that the Secretariat would upload the editable Excel file on the IMO website.

7.13 The Committee referred documents MEPC 83/7/10, MEPC 83/7/13, MEPC 83/INF.11, MEPC 83/7/27, MEPC 83/7/31 and MEPC 83/7/32 to GESAMP-LCA WG for review and invited the proponents to submit the proposed default emission factors to the

Technical Secretary of GESAMP-LCA WG in digital format, using the aforementioned Excel tool for the standardized reporting of parameters. The Committee also referred documents MEPC 83/7/14, MEPC 83/7/23, MEPC 83/7/28, MEPC 83/INF.12 and MEPC 83/INF.13 to GESAMP-LCA WG for information.

7.14 Concerning the default emission factors in appendix 2 of the 2024 LCA Guidelines, the Committee noted that, until further factors were reviewed and recommended by GESAMP-LCA WG for approval by the Committee, current default emission factors could be used for LCA calculations, but that these values should not be considered as approved by the Committee and should be resubmitted in accordance with the methodology developed by GESAMP-LCA WG.

7.15 Regarding sustainability themes/aspects and ILUC, the Committee:

.1 noted GESAMP-LCA WG's discussion on these matters;

.2 noted the discussion in the Correspondence Group on the Further development of the LCA framework (MEPC 83/7/9 and MEPC 83/INF.5) and the general consensus in the Group to continue developing the five social and economic sustainability themes/aspects set out in paragraph 28 of document MEPC 83/7/9;

.3 noted that the Correspondence Group had identified that further work on the 2024 LCA Guidelines metrics/indicators would be needed, and the possible refinement and further development of themes/aspects;

.4 considered the re-establishment of the Correspondence Group to further consider possible ways to refine metrics/indicators, based on those highest rated possible indicators considered by the Group (MEPC 83/7/9, paragraphs 28 to 33), taking into account documents MEPC 83/7/34 and MEPC 83/7/45 and also the overall intersessional workload on GHG issues; and

.5 referred document ISWG-GHG 18/3 (RINA) to GESAMP-LCA WG for further refinement and exploration of indicators and metrics under the sustainability themes/aspects in the 2024 LCA Guidelines; and document MEPC 83/7/3 for the consideration of approaches to ILUC risk classification, for advice to the Committee.

7.16 The Committee noted that GESAMP-LCA WG had provisionally agreed to hold two meetings in 2025, tentatively scheduled for June/July and October 2025; and that interested members of GESAMP-LCA WG would continue to work by correspondence on pending issues.

7.17 The Committee also noted the areas where additional experts could support GESAMP-LCA WG's future work and invited interested Member States and international organizations to consider sharing with the Secretariat relevant expressions of interest and CVs of experts. In this context, the Committee reiterated the importance of geographical and gender balance in the composition of GESAMP-LCA WG, taking into account the current geographical representation in the Group, the need to keep the Group of manageable size, and that experts needed to be independent, acting in their individual capacity.

7.18 Concerning financial contributions to the GHG TC Trust Fund to support the work of GESAMP-LCA WG, the Committee:

.1 encouraged Member States and international organizations to financially contribute to the Fund; and

.2 invited Member States submitting proposed default emission factors to make a voluntary financial contribution of at least $10,000 per submission to the Fund, based on the recovery of costs incurred by the Organization in respect of the services provided by GESAMP-LCA WG.

7.19 The Committee noted that the Secretariat, in consultation with GESAMP and GESAMP-LCA WG, would review the timeline for the preparation, conduct and reporting of the meetings, so as to allow for the timely review of proposals for default emission factors. In this regard, the Committee endorsed the deadlines for the submission of proposals for default emission factors for review by GESAMP-LCA WG at its second and third meetings. The Committee invited Member States submitting proposed default emission factors for review by GESAMP-LCA WG to simultaneously submit to the Committee a short document summarizing the non-confidential description of their proposal(s).

7.20 The Committee invited ISO to consider the development of an ISO standard for ethanol as marine fuel.

Establishment of the Working Group on Reduction of GHG Emissions from Ships

7.21 The Committee established the GHG Working Group, and instructed it, taking into account the comments, proposals and decisions made in plenary, to:

.1 finalize the amendments to MARPOL Annex VI on the IMO net-zero framework, with a view to approval by the Committee at this session, using document ISWG-GHG 19/WP.1/Rev.1 as the basis; and

.2 prepare draft terms of reference for intersessional work on the preparation for the implementation of the IMO net-zero framework between MEPC 83 and MEPC 84.

General statements

7.22 General statements on the outcome of ISWG-GHG 18 and 19 and the way ahead for the work on reduction of GHG emissions from ships, as provided by the delegations of Argentina, the Bahamas, Belgium, Chile, the Cook Islands, Fiji, France, Malta, the Marshall Islands, Mexico, Poland, the Republic of Korea, Seychelles, Solomon Islands, Suriname, Thailand, Tuvalu, the United Arab Emirates, Vanuatu and Viet Nam, and the observers from ICS, ITF, CSC and EDF, are set out in annex 22.

7.23 The delegation of Australia informed the Committee that they would primarily be observing the proceedings at this session due to the Australian Government being in caretaker mode following the dissolution of their House of Representatives and the announcement of a general election. As requested, the full text of their statement is set out in annex 22.

Outcome of the twenty-ninth United Nations Climate Change Conference (COP 29)

7.24 The Committee noted a statement by the UNFCCC Secretariat, as set out in annex 22, providing a summary of the outcome of COP 29, held in Baku, Azerbaijan, from 11 to 22 November 2024; as well as document MEPC 83/INF.2 (Secretariat), providing detailed information on the Secretariat's participation in COP 29; together with additional information provided orally by the Secretariat on its cooperation with the UNFCCC Secretariat and its participation in relevant meetings of UNFCCC bodies.

7.25 Following consideration, the Committee requested the Secretariat to continue its well-established cooperation with the UNFCCC Secretariat and its attendance at relevant UNFCCC meetings, as appropriate, and to bring updates on the Organization's work on the reduction of GHG emissions from ships to the attention of appropriate UNFCCC bodies and meetings.

Updates on the IMO GHG TC Trust Fund and the Voluntary Multi-Donor Trust Fund

7.26 The Committee recalled that MEPC 74 had established the IMO GHG TC Trust Fund to support the implementation of the 2023 IMO GHG Strategy; and that C 128 had established the Voluntary Multi-Donor Trust Fund to assist developing countries, in particular LDCs and SIDS, in attending MEPC and other meetings related to GHG matters.

7.27 The Committee noted an update by the Secretariat concerning the total of voluntary financial contributions (approximately US$3.5 million) made to the GHG TC Trust Fund since its establishment in 2019 (including pledges made up to February 2025); and that the Fund had significantly supported the regulatory work of the Committee, and more recently funded the comprehensive impact assessment of the mid-term GHG reduction measures, the further work on food security, and the recent regional Workshop on Implementation of the 2023 IMO GHG Strategy and the Green Transition of Shipping in Africa, held in Mombasa, Kenya, in February 2025.

7.28 The Committee also noted an update by the Secretariat on the use of the Voluntary Multi-Donor Trust Fund, and in particular that the Fund had financed the participation of 59 delegates from Angola, Bangladesh, Belize, Cambodia, the Cook Islands, Cuba, the Democratic Republic of the Congo, Dominica, Egypt, Ethiopia, Fiji, the Gambia, Grenada, Honduras, Jamaica, Kenya, Kiribati, Liberia, Madagascar, Malawi, Maldives, the Marshall Islands, Mauritius, Mongolia, Namibia, Nauru, Nepal, Paraguay, Saint Lucia, Saint Vincent and the Grenadines, Samoa, Senegal, Seychelles, Sierra Leone, Solomon Islands, Somalia, Saint Kitts and Nevis, Suriname, Togo, Tonga, Trinidad and Tobago, Tuvalu, Uganda, Vanuatu, Viet Nam and the United Republic of Tanzania to this session, as well as to the recent ISWG-GHG 18 and 19 and ISWG-APEE 1 meetings.

7.29 The Committee expressed its appreciation to the donors of the GHG TC Trust Fund and the Voluntary Multi-Donor Trust Fund and reiterated its invitation to Member States and international organizations to consider making contributions to the Funds, in view of the increasing number of GHG related meetings being organized, as well as the work of GESAMP-LCA WG and the forthcoming conduct of the Fifth IMO GHG Study. A statement by the delegation of Peru in this regard is set out in annex 22.

Fifth IMO GHG Study

7.30 The Committee recalled that MEPC 82 had considered document MEPC 82/7/3 (Secretariat), containing a preliminary analysis of possible terms of reference, suggested timelines, logistics and administrative arrangements for the conduct of the Fifth IMO GHG Study; and had requested the Secretariat to submit a revised proposal to this session, taking into account relevant documents and comments made during ISWG-GHG 17.

7.31 The Committee noted the revised proposal submitted by the Secretariat (MEPC 83/7/2), together with the following commenting documents:

.1 MEPC 83/7/14 (Brazil), paragraphs 19 and 20, presenting the key sources of fugitive methane emissions related to the use of LNG in shipping; highlighting the need for rigorous methods to account for and mitigate those emissions; and requesting to include the accounting of fugitive methane emissions through the LNG value chain within the scope of the Study;

.2 MEPC 83/7/24 (IWSA), highlighting a series of baseline assumptions and considerations to be taken into account in the proposed terms of reference for the Study; stressing that careful consideration of the holistic approach to energy provision, technology readiness levels, emission profiles, emission forecasting and comparative analysis of energy solutions was crucial to ensure fair transition pathways; and informing that the use of wind propulsion could be used as an example of how assumptions and approaches could severely impact the assessment of one particular technology basket; and

.3 MEPC 83/7/42 (China), commenting on document MEPC 83/7/2 and proposing modifications to the draft terms of reference of the Study, aimed at enhancing completeness and maintaining consistency with previous studies and related policy decisions.

7.32 The Committee, having noted that the finalization of the terms of reference for the Fifth IMO GHG Study would require detailed technical deliberation in the GHG Working Group, and taking into account the heavy workload of the Working Group at this session, decided to defer the consideration of these documents to ISWG-GHG 20.

7.33 The Committee recalled with appreciation the contribution of €100,000 by France and of £100,000 by the United Kingdom to the IMO GHG TC Trust Fund to help fund the delivery of further work on food security and of the Fifth IMO GHG Study; and also noted with appreciation the pledge by the United Arab Emirates to contribute US$10,000 for the same purpose. The Committee also recalled with appreciation the contribution of €120,000 by France to the Voluntary Multi-Donor Trust Fund.

7.34 During the subsequent discussion, several delegations, recognizing the significant workload of the various GHG work streams, expressed general support for the draft terms of reference for the Fifth IMO GHG Study, the updated timeline and other arrangements outlined in document MEPC 83/7/2, and also expressed their willingness to engage in further considerations regarding the draft terms of reference to improve the comprehensiveness of the Study.

7.35 Some delegations expressed concern that the proposed timeline would make it difficult for the results of the Fifth IMO GHG Study to be utilized in a timely manner during the review of the IMO GHG Strategy, which was due to conclude in 2028. Consequently, these delegations proposed that the timeline be reconsidered and modified, as appropriate, to enhance the likelihood that the Study results could be effectively incorporated into the Strategy review.

7.36 The delegation of the United Kingdom expressed general support for the draft terms of reference (MEPC 83/7/2, annex), as well as for the amendments proposed by China in document MEPC 83/7/42, and provided the following comments in anticipation of further work during ISWG-GHG 20:

.1 as data for 2026 and 2027 should become available while the Study was being undertaken, the aim should be for the inventory of GHG emissions and GHG and carbon intensity to include estimates for those years;

.2 as well as any categorization that might be needed for analytical purposes, all headline estimates, such as total annual emissions, should be disaggregated based on gross tonnage to ensure comparability with the size thresholds used in relevant IMO policies; in particular, separate estimates should be provided for ships of 400 GT to less than 5,000 GT, and for ships of 5,000 GT and above;

.3 a full set of estimates should be provided for 2008, building on the TtW estimates from the Fourth IMO GHG Study, to ensure comparable estimates would be available for the WtT and WtW scope, since they had not been analysed in that Study;

.4 with respect to the differentiation between domestic and international voyages, the Study should develop clear and unambiguous definitions and refine methods for the treatment of emissions at berth, to mitigate the risk of double counting these emissions;

.5 the business as usual emission scenarios used in the Study should assume IMO policies reflect any MARPOL amendments that had been adopted but had not yet entered into force; and

.6 taking into account the lessons learned from the comprehensive impact assessment, the terms of reference should include clear requirements for the contractor to put in place robust internal quality assurance and quality control processes and for tenders to provide full details of these processes in their bids.

7.37 The delegation of Brazil proposed that, in order to anticipate the projection of the charge for the consumption of high GHG emission fuels, a module be added to research the current availability of energy with zero and near-zero GHG emissions (ZNZ), as well as the outlook until 2050; and that the Study should be monitored by a Steering Committee and its report reviewed by an expert group prior to submission to the Committee.

Relevant updates on GHG reduction activities, climate change, alternative fuels and technologies

7.38 With regard to relevant updates on GHG reduction activities, climate change, fuels and technologies, the Committee noted with appreciation the following documents:

.1 MEPC 83/INF.10 (Republic of Korea), providing information on the development and demonstration of a system for treating boil-off-gas emissions during truck-to-shop bunkering and berthing processes of LNG-fuelled ships;

.2 MEPC 83/INF.19 (RINA and IWSA), highlighting that the industry was continuing to evolve rapidly with significant strides made in analysis, testing, verification and demonstrator ship deployment that made use of wind propulsion technologies;

.3 MEPC 83/INF.29 (Indonesia), providing information on the technical standard being used by Indonesia in applying biodiesel implementation programmes; and

.4 MEPC 83/INF.30 (INTERCARGO), providing information on the progress of the work of the Bulk Carrier Shore Power Industry Workgroup.

Reports of ISWG-GHG 19 and the Working Group

7.39 During the consideration of the reports of ISWG-GHG 19 and the GHG Working Group (MEPC 83/WP.11) (see paragraph 7.21), the delegation of Saudi Arabia requested a roll-call vote in relation to the action requested of the Committee in paragraph 30.1 of the report, i.e. "approve the draft amendments to MARPOL Annex VI on the IMO net-zero framework with a view to circulation". Following the request, a roll-call vote was conducted.

7.40 The voting list included 118 Member States with credentials in order and with voting rights pursuant to Article 61 of the IMO Convention. Seventy-nine Member States were considered “present and voting”, in accordance with rule 37.1 of the *Rules of Procedure of the Committee*, making the required simple majority for carrying the motion 40 votes.

7.41 As required by rule 38 of the *Rules of Procedure of the Committee*, the vote cast by each Member is shown in annex 10. Sixty-three affirmative and 16 negative votes were cast, with 24 abstentions, and thus the Committee approved the draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework (MEPC 83/WP.11, annex 1), with a view to circulation (see also paragraph 7.45).

7.42 Further to the Committee's approval of the aforementioned draft amendments, the delegation of Saudi Arabia, on behalf of the delegations of Bahrain, Iran (Islamic Republic of), Iraq, Jordan, Kuwait, Lebanon, Malaysia, Oman, Pakistan, Qatar, the Russian Federation, Thailand, the United Arab Emirates, Venezuela (Bolivarian Republic of) and Yemen, opposed the approval of the draft amendments and their circulation and reserved their position with regard to the adoption of the amendments at the next session. As requested, the text of relevant statements made by the delegations of Iran (Islamic Republic of) and Saudi Arabia is set out in annex 22.

7.43 The delegation of Argentina expressed concerns in relation to some elements contained in the approved amendments, notably with regard to possible negative economic impacts on developing economies relatively far distanced from their main markets and the need for the IMO net-zero fund to address negative impacts on all developing States and not only a selection thereof. As requested, the text of the statement made by the delegation is set out in annex 22.

7.44 The delegation of Tuvalu, on behalf of the delegations of Fiji, Kiribati, the Marshall Islands, Nauru, Palau, Tonga, Vanuatu, Seychelles and Solomon Islands, expressed their disappointment with the approved draft amendments, referring in particular to their lack of climate ambition and the implications for the future of maritime decarbonization, as well as the ability to generate sufficient revenue to support a just and equitable transition. As requested, the text of the statement made by the delegation of Tuvalu is set out in annex 22.

7.45 Following the approval of the draft amendments on the IMO Net-Zero Framework, and recalling that it had also approved draft amendments to MARPOL Annex VI concerning DCS data accessibility and the review of the short-term GHG reduction measure (see paragraphs 6.12 and 6.28.1), the designation of the North-East Atlantic Ocean as ECA for SO_x, PM and NO_x (see paragraph 12.11), and the use of multiple engine operational profiles for a marine diesel engine including clarifying engine test cycles and clarification of entries in data reporting required by regulations 27 and 28 (MEPC 82/17, paragraphs 5.23 and 5.24 and MEPC 82/17/Add.1, annex 4), the Committee requested the Secretariat to prepare a consolidated version of the draft amendments to the Annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (draft revised MARPOL Annex VI 2025), as set out in annex 11; and requested the Secretary-General to circulate the draft revised Annex VI, in accordance with article 16 of MARPOL, with a view to adoption at MEPC/ES.2 in October 2025. The Committee further requested the Secretariat to effect any editorial corrections and to bring to its attention any errors or omissions which would require action by the Parties to MARPOL Annex VI.

7.46 The Committee also noted the indicative list of guidelines, governing provisions and other guidance accompanying the draft amendments on the IMO Net-Zero Framework, to be developed or to be amended (MEPC 83/WP.11, annex 2).

7.47 The Committee requested the Secretariat to prepare a draft work plan to prepare for the entry into force of the IMO Net-Zero Framework, for consideration by MEPC/ES.2.

7.48 Finally, the Committee approved the holding of ISWG-GHG 20 (20 to 24 October 2025) and ISWG-GHG 21 (20 to 24 April 2026), subject to endorsement by Council, and instructed the Group, taking into account the documents submitted, including relevant documents submitted to previous sessions, and in accordance with the work plan to prepare for the entry into force of the IMO Net-Zero Framework, to be approved by MEPC/ES.2 (see paragraph 7.47), to:

.1 develop new and/or revise existing guidelines, provisions, guidance and other documents, as appropriate, for supporting the uniform and effective implementation of the IMO Net-Zero Framework;

.2 further consider the development of the IMO Life Cycle GHG Assessment (LCA) framework;

.3 finalize the draft terms of reference for the Fifth IMO GHG Study, using document MEPC 83/7/2 as the basis and taking into account documents MEPC 83/7/14, MEPC 83/7/24 and MEPC 83/7/42; and

.4 submit a written report on the outcome of ISWG-GHG 20 and 21 to MEPC 84.

8 FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

Outcome of PPR 12

8.1 The Committee had for its consideration document MEPC 83/10/1, paragraphs 2.11 to 2.14, containing the actions regarding marine plastic litter from ships requested of it by PPR 12.

2025 Action Plan to Address Marine Plastic Litter from Ships

8.2 The Committee recalled that MEPC 82 had tasked PPR 12 with the review of the *Action Plan to Address Marine Plastic Litter from Ships* (resolution MEPC.310(73)) (the Action Plan).

8.3 The Committee noted that PPR 12 had:

.1 prepared the draft 2025 Action Plan and the associated draft MEPC resolution (PPR 12/16, annex 7), with a view to adoption at this session;

.2 prepared an updated grouping of short-, mid-, long-term and continuous actions of the 2025 Action Plan (PPR 12/16, annex 8), with a view to approval in principle at this session, for inclusion in a future revision of the *Strategy to Address Marine Plastic Litter from Ships* (resolution MEPC.341(77)) (the Strategy); and

.3 invited interested Member States and international organizations to submit proposals to the Committee with regard to the potential integration of the 2025 Action Plan with the Strategy into a single resolution.

8.4 The Committee also had for its consideration the following two documents submitted by the United Arab Emirates:

.1 MEPC 83/8, commenting on the report of PPR 12 (PPR 12/WP.1/Rev.1) and providing a proposal related to the review of the Strategy (see paragraph 8.3.3); and

.2 MEPC 83/8/1, providing comments on document MEPC 83/8 and proposed amendments for a draft 2025 Strategy to address marine plastic litter from ships, integrating the draft 2025 Action Plan.

8.5 In this context, the Committee recalled that MEPC 77, when adopting the Strategy by resolution MEPC.341(77), had agreed to undertake a review in 2025, as set out in paragraph 6.1 of the Strategy.

8.6 In the ensuing discussion, the Committee noted broad support for the draft 2025 Action Plan. Many delegations highlighted the importance of the measures contained within the Plan to combat marine plastic litter from ships and thus protect marine ecosystems.

8.7 With regard to the proposals in documents MEPC 83/8 and MEPC 83/8/1 to combine the draft 2025 Action Plan with the Strategy in a single resolution, the Committee noted broad support for the proposals in principle. Many delegations expressed the view that the proposed integration would enhance clarity, improve the implementation of the actions in the draft 2025 Action Plan and provide a unified framework with respect to IMO's work to reduce marine plastic litter from ships.

8.8 The Committee, however, noted that views differed with regard to the timing of combining the Strategy and the draft 2025 Action Plan. Some delegations supported the text proposals and draft 2025 Strategy set out in document MEPC 83/8/1 and expressed the view that an integrated resolution containing both the Strategy and the Action Plan should be adopted at this session. Other delegations expressed the view that more time was needed to thoroughly review the proposals in documents MEPC 83/8 and MEPC 83/8/1 and suggested that these documents be referred to PPR 13 for further consideration.

8.9 One delegation stressed the need for enhanced regional cooperation, capacity-building and technology transfer to effectively address marine plastic litter from ships and ensure the successful implementation of the 2025 draft Action Plan.

8.10 In light of the discussion, and having also noted general support for the updated grouping of short-, mid-, long-term and continuous actions of the draft 2025 Action Plan, the Committee:

.1 adopted resolution MEPC.404(83) on *2025 Action Plan to Address Marine Plastic Litter from Ships* (2025 Action Plan), as set out in annex 12, on the understanding that it would be superseded at a future session by a single resolution containing the combined revised Strategy and 2025 Action Plan;

.2 approved, in principle, the updated grouping of short-, mid-, long-term and continuous actions of the 2025 Action Plan, for inclusion in a future revision of the *Strategy to Address Marine Plastic Litter from Ships* (resolution MEPC.341(77)); and

.3 instructed the PPR Sub-Committee to conduct a review of the Strategy, with a view to combining the revised Strategy and 2025 Action Plan in a single resolution, taking into account documents MEPC 83/8 and MEPC 83/8/1, as well as the updated grouping of short-, mid-, long-term and continuous actions.

8.11 During consideration of document MEPC 83/8/2 (FOEI and CSC), commenting on the outcome of PPR 12 (MEPC 83/10/1) regarding plastic litter, the 2025 Action Plan and fishing gear, some delegations expressed support for the concerns identified in the document, including the need for concrete proposals to progress actions and to address the matter of abandoned, lost and otherwise discarded fishing gear.

8.12 With regard to the 2025 Action Plan, the Committee:

.1 having recalled the agreement at MEPC 73 that no work with regard to the Plan would be requested of sub-committees prior to the development of a well-defined scope of work for actions, invited interested Member States and international organizations to submit proposals for such actions; and

.2 concerning matters related to fishing gear, agreed to forward document MEPC 83/8/2 to PPR 13 for further consideration.

8.13 With regard to the intergovernmental negotiating committee to develop an international legally binding instrument on plastic pollution, including in the marine environment (INC), the Committee requested the Secretariat to:

.1 submit information detailing the work of the Organization with regard to marine plastic litter to INC-5.2 (to be held in Geneva, Switzerland, from 5 to 15 August 2025); and

.2 inform PPR 13 of the outcome of INC-5.2.

Environmental risk associated with the maritime transport of plastic pellets

8.14 The Committee recalled that MEPC 82 had instructed the PPR Sub-Committee, as part of its work to reduce the environmental risk associated with the maritime transport of plastic pellets transported by sea in freight containers, to conduct an analysis of the potential mandatory instruments that could be amended to introduce mandatory measures to reduce that risk, and the associated implications.

8.15 In this context, the Committee noted that, as a first step of the analysis, PPR 12 had, inter alia, compiled a table of considerations, advantages, limitations and impacts relating to amendments to mandatory instruments for each proposed approach for the carriage of plastic pellets by sea in freight containers (PPR 12/WP.7, annex 3) and had forwarded all relevant documents to PPR 13 for further consideration.

8.16 With regard to the ongoing work on plastic pellets, several delegations highlighted that, in their view, the development of mandatory measures for the carriage of plastic pellets at sea in freight containers should continue urgently, particularly in light of the recent allision between **MV Solong** and **MV Stena Immaculate** off the coast of the United Kingdom, which resulted, inter alia, in the release of plastic pellets into the sea that later washed up on North Sea coastlines (see also paragraphs 10.1 and 10.2).

9 EXPERIENCE-BUILDING PHASE FOR THE REDUCTION OF UNDERWATER RADIATED NOISE FROM SHIPPING

Background

9.1 The Committee recalled that MEPC 82 had:

.1 approved the *Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life* (MEPC.1/Circ.906/Rev.1) (Revised Guidelines);

.2 approved the *Action plan for the reduction of underwater noise from commercial shipping* (URN Action Plan) (MEPC 82/17/Add.1, annex 8);

.3 agreed to continue with the three-year experience-building phase (EBP) for the application of Revised Guidelines;

.4 agreed to include output 1.16 "Experience-building phase for the reduction of underwater radiated noise from shipping" in the provisional agendas of SDC 11 and SDC 12, for consideration of technical matters, and the provisional agendas of MEPC 83, MEPC 84 and MEPC 85 to accommodate high-level direction or policy decisions; and

.5 approved the *Guidance on the Experience-Building Phase (EBP) for the Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life (MEPC.1/Circ.906/Rev.1)* (MEPC 82/17, annex 9).

Outcome of SDC 11

9.2 The Committee had for its consideration document MEPC 83/11/2 (Secretariat), paragraphs 2.4 to 2.7, containing the actions regarding the reduction of URN from shipping requested by SDC 11, together with the following documents:

.1 MEPC 83/9 (Argentina et al.), providing information on the outcome of the IMO-WMU Workshop on Underwater Radiated Noise (URN) Reduction Policies and Strategies with a Focus on Developing Countries, which took place in Malmö, Sweden, on 15 and 16 October 2024;

.2 MEPC 83/9/1 (Austria et al.), contributing to advance efforts to reduce URN from ships and to its experience-building phase; outlining EU actions and projects; and commenting on the SDC 11 outcome;

.3 MEPC 83/INF.16 (China), summarizing a series of potential commercial vessel noise reduction measures and the noise reduction prospects of energy-saving measures, and analysing the relationship between these measures and ship energy efficiency;

.4 MEPC 83/INF.20 (Sweden), providing information on relevant research projects, a policy report, and information regarding the Swedish national policy framework, including a comprehensive list of reports and scientific papers that further contributed to the work on this output; and

.5 MEPC 83/INF.31 (Canada and WWF), summarizing the findings of an Arctic Council work item on "Underwater Noise in the Arctic: Understanding impacts and defining management solutions, phase II", which supported the EBP for the Revised Guidelines and the URN Action Plan.

9.3 The Committee noted the discussions at SDC 11 on URN from ships, notably on the development of an EBP monitoring framework, scoping and objective of new URN studies; as well as the establishment of a URN Correspondence Group, expected to report to SDC 12.

9.4 Having noted that SDC 11 had requested it to refer all relevant submissions under this agenda item to the SDC Sub-Committee, for further consideration by the URN Correspondence Group, the Committee proceeded to consider the documents listed in paragraph 9.2 above, with a view to their referral, together with any comments made in plenary, to the URN Correspondence Group.

9.5 In the ensuing discussion, all delegations that spoke highlighted the importance of taking action to reduce URN and the Committee noted general support for the work carried out by SDC 11, particularly for the establishment of the URN Correspondence Group to progress the work intersessionally. Many delegations expressed appreciation for the documents and information concerning URN submitted to this session and the following specific comments, inter alia, were made:

.1 URN had serious detrimental impacts on marine ecosystems and ocean health, particularly in sensitive sea areas, and addressing URN would also have many important co-benefits regarding efforts to improve the energy efficiency of ships;

.2 stakeholders should take action to mitigate URN and its negative effects on the environment through the uptake of the Revised Guidelines, as well as the sharing of experience and knowledge gained with their application, via the EBP, in order to enhance the scientific understanding of URN and the identification of mitigation measures;

.3 additional studies to further understand and mitigate URN were needed, with a particular focus on:

.1 the interplay between URN and energy efficiency, to ensure that measures to improve one did not have negative impacts on the other;

.2 the relationship between projected URN levels and specific ship types, particularly with regard to the effects of measures to increase energy efficiency on URN; and

.3 the relationship between URN and local conditions, e.g. for polar and tropical waters;

.4 sufficient time should be allocated to the EBP to allow the inclusion of experience gained from constructing and operating ships in accordance with the Revised Guidelines;

.5 the Arctic, being a unique environment with respect to underwater sound propagation and having an extremely noise-sensitive biodiversity, would require a range of specific measures to effectively manage URN;

.6 mitigating the negative effects of URN required global and regional coordination and cooperation, given the cross-border nature of the issue; and

.7 with regard to IMO's GloNoise Partnership Project, which formed part of the wider efforts by the Organization to address the impacts of URN on marine life, in collaboration with UNDP and the Global Environment Facility (GEF):

.1 several delegations stressed the importance of capacity-building, regional cooperation and technology transfer with respect to mitigating URN;

.2 participating countries expressed appreciation for the workshop on *Underwater Radiated Noise Reduction Policies and Strategies with a focus on Developing Countries,* organized by IMO and WMU (see MEPC 83/9) and highlighted the need to identify both in-kind and financial support to help build capacity to address URN priorities in developing countries;

.3 following participation in the above workshop, one lead pilot country had hosted a national workshop on URN under the Project; and

.4 several delegations called for the expansion of the Project to additional countries, focusing on, inter alia, practical mitigation measures.

9.6 Following consideration, the Committee forwarded the documents listed in paragraph 9.2, together with the comments made in plenary (see paragraph 9.5), to SDC 12 for further consideration, and requested SDC's URN Correspondence Group to take the documents and the comments made into account in its work.

9.7 Having noted the invitation of SDC 11 to note and disseminate, as appropriate, information regarding the planned second URN Workshop, on the relationship between energy efficiency and URN (URN Action Plan, item B.2), provisionally scheduled to take place in October 2025, the Committee noted that the Secretariat, following finalization of the arrangements for the Workshop, would issue a relevant circular letter.

10 POLLUTION PREVENTION AND RESPONSE

Allision between two ships off the Eastern coast of the United Kingdom

10.1 The delegation of the United Kingdom provided information to the Committee regarding the allision between the container ship **MV Solong**, with 23 persons on board, and the chemical tanker **MV Stena Immaculate**, with 14 persons on board, off East Yorkshire on the North-East coast of the United Kingdom on 10 March 2025, and the subsequent rescue and fire-fighting operations, as well as damage assessment and pollution response efforts. The Committee noted, inter alia, that:

.1 thirty-six persons had been rescued by HM Coastguard and crew transfer ships from a nearby windfarm but, sadly, one crew member from the **MV Solong** remained unaccounted for;

.2 **MV Stena Immaculate** had lost 2,073 metric tonnes of JET 1A aviation fuel, mostly consumed in the post-allision fire with none observed on the sea surface;

.3 **MV Solong** had been carrying a mixed cargo, including alcohol and plastics and, although no containers with plastics had been lost, the fire and subsequent fire fighting had resulted in the release of burned debris, alcohol bottles, melted plastics and some loose plastic pellets overboard;

.4 HM Coastguard, counter-pollution specialists, local authorities, environmental bodies and other responders had been working together to gather plastic pellets and other debris from the sea and to clean up beaches, with at-sea operations having resulted in the recovery of 37m^3 bags of debris, while 10,000kg of material had been recovered from the shoreline; and

.5 both ships had been secured and the remaining cargo on **MV Stena Immaculate** had been transferred prior to the ship being taken to port.

10.2 The delegation of the United Kingdom conveyed their Government's gratitude for the many offers of assistance that had been extended by Member States, both in search and rescue efforts and to assist with counter-pollution activities, and expressed appreciation to all those who had contributed to the rescue, fire-fighting and counter-pollution operations to prevent this incident escalating further. The full text of their statement is set out in annex 22.

Outcome of PPR 12

General

10.3 The Committee recalled that the Sub-Committee on Pollution Prevention and Response (PPR) had held its twelfth session from 27 to 31 January 2025 and that the report of that session had been issued as documents PPR 12/16 and PPR 12/16/Add.1.

10.4 The Committee also recalled that of the action requested of it in paragraph 2 of document MEPC 83/10/1 (Secretariat), some items and related documents had been considered under other agenda items as follows:

.1 paragraphs 2.6 to 2.10, relating to air pollution prevention, along with document MEPC 83/10/3 (FOEI et al.), under agenda item 5 (Air pollution prevention) (see paragraphs 5.5 to 5.17);

.2 paragraphs 2.11 to 2.14, concerning marine plastic litter, under agenda item 8 (Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships) (see paragraphs 8.2 to 8.16); and

.3 paragraphs 2.15 to 2.17, related to the work programme of the Sub-Committee, under agenda item 14 (Work programme of the Committee and subsidiary bodies) (see paragraphs 14.16, 14.17, and 14.31).

10.5 Having approved the report of PPR 12 in general, the Committee took action on all remaining requests by the Sub-Committee as described below.

Safety and pollution hazards of chemicals in bulk

10.6 The Committee noted that the report of GESAMP/EHS 61, together with the revised GESAMP Composite List, had been disseminated as PPR.1/Circ.14, and that the outcome of GESAMP/EHS 60 had been noted by the Sub-Committee.

10.7 The Committee concurred with the issuance of MEPC.2/Circ.30 on *Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code* (published on 1 December 2024), which reflected the evaluation and re-evaluation of products and cleaning additives, as appropriate, carried out in 2024 by ESPH 30, and their respective inclusion in lists 1, 2, 3, 5 and 10 of the MEPC.2/Circular.

10.8 The Committee also concurred with the evaluation of cleaning additives carried out during PPR 12 (PPR 12/16/Add.1, annex 2) and their inclusion in a revision of MEPC.2/Circ.30 (to be issued as MEPC.2/Circ.30/Rev.1) to allow their use in tank cleaning operations expeditiously.

Interim guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships

10.9 The Committee approved MEPC.1/Circ.917 on *Interim guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships*.

Guidance on in-water cleaning of ships' biofouling

10.10 The Committee approved MEPC.1/Circ.918 on *Guidance on in-water cleaning of ships' biofouling*.

2023 Guidelines for the development of the Inventory of Hazardous Materials

10.11 The Committee adopted resolution MEPC.405(83) on *Amendment to the 2023 Guidelines for the development of the Inventory of Hazardous Materials (resolution MEPC.379(80))*, as set out in annex 13, clarifying the relevant threshold in respect to cybutryne for samples taken directly from the hull or from wet paint containers.

Very serious marine casualties in the Kerch Strait

10.12 The Committee had for its consideration the following documents on two very serious marine casualties in the Kerch Strait on 15 December 2024:

.1 MEPC 83/10 (Ukraine), highlighting Ukraine's concerns regarding the pollution resulting from the very serious marine casualties of the Russian-flagged tankers **Volgoneft-212** and **Volgoneft-239,** which Ukraine asserted were caused by negligent and unlawful actions of the Russian Federation, and proposing actions for Member States and the Committee to take in that regard; and

.2 MEPC 83/10/2 (Russian Federation), providing comments on document MEPC 83/10, in particular expressing concern that document MEPC 83/10 was an attempt to replace the Committee's crucial environmental work with a self-serving political agenda of one of the Member States by exploiting tragic oil spill accidents and that it was most inappropriate to pursue political aims under the guise of the protection of the environment.

10.13 The delegation of Ukraine made a statement regarding the incidents, which included, inter alia, the following points:

.1 the spill resulted in loss of life and the release of more than 4,000 tonnes of heavy fuel oil into the Black Sea, which continued to pose a severe environmental threat to the environment and coastal communities;

.2 the incidents could have been prevented, or had their consequences mitigated, if the Russian Federation had taken necessary actions promptly and in accordance with its international obligations;

.3 the incidents underscored the critical importance of strengthening international regulatory oversight on ageing vessels, ensuring strict adherence to safety protocols, and preventing the operation of outdated and unsafe ships that threatened human life and the environment;

.4 the damage and losses resulting from the **Volgoneft-212** and **Volgoneft-239** incidents were estimated to be approximately US$14 billion, comparable to the devastation caused by the destruction of the Kakhovka Dam in June 2023;

.5 it had not received any official notification regarding the accidents or oil discharges, which was in direct violation of UNCLOS, MARPOL and the 1990 OPRC Convention, and thus undermined international efforts to mitigate environmental disasters; and

.6 the Committee should reinforce strict compliance with international maritime conventions to prevent similar catastrophes in the future and uphold the integrity of global maritime governance.

10.14 Additionally, the delegation of Ukraine stated that:

.1 the broader environmental toll of the Russian Federation's aggression included damage to 744 water infrastructure facilities and war-related emissions that surged by 30% in 2024, with total emissions resulting from the invasion being equivalent to approximately one quarter of the annual emissions from shipping;

.2 it remained committed to ensuring security and stability in the region, and appreciated the leadership of the United States in advancing the crucial discussions facilitated by Saudi Arabia on safe navigation and energy security and efforts to prevent further escalation and to ensure the implementation of agreed security measures; and

.3 the Russian Federation continued to show disregard for the negotiation process, as evidenced by a missile strike on Kryvyi Rih that claimed the lives of 20 people, including nine children.

10.15 As requested, the full text of the statement by the delegation of Ukraine is set out in annex 22.

10.16 The delegations of Ireland, Japan, Norway, Poland (on behalf of the EU Member States and EC) and the United Kingdom made statements which included, among them, the following points:

.1 the environmental impacts of the ongoing aggression by the Russian Federation against Ukraine were serious and far-reaching;

.2 adherence to international regulations including MARPOL, UNCLOS and OPRC was essential for preserving marine ecosystems;

.3 the risk of incidents resulting from ageing vessels highlighted the need to comply with IMO rules and regulations to safeguard human life and the environment;

.4 the Russian Federation should take all possible actions to address the environmental and safety risks caused by the incidents, and should ensure full transparency and accountability regarding the incidents and its response measures;

.5 all Member States should comply with resolution A.1183(33) and the respective flag and port State obligations set out therein; and

.6 condolences for the loss of life in the recent attack on Kryvyi Rih and support for all efforts to address the environmental impacts of the war against Ukraine's solidarity and territorial integrity.

10.17 As requested, the statements by the delegations of Ireland, Poland (on behalf of the EU Member States and the EC) and the United Kingdom are set out in annex 22.

10.18 In response to these interventions, the delegation of the Russian Federation drew attention to its commenting document, MEPC 83/10/2, and made a statement, the main points of which are reflected below:

.1 document MEPC 83/10 was another unfortunate attempt to undermine the work of one of the major Committees of the Organization; in that document, the Committee was being presented with essentially a political issue and was being requested to take actions unrelated to its agenda, based on misinterpreted facts and unfounded assertions without a genuine link to the protection of the environment;

.2 document MEPC 83/10 and other statements in its support existed in the hypothetical reality of Ukraine imagining having coastal State jurisdiction in the Kerch Strait and waters adjacent to the Crimean Peninsula;

.3 Ukraine was misleading Member States by the manipulations in its document, including by trying to construe provisions of UNCLOS, especially its article 198, and of other relevant treaties; clarifications and arguments on that aspect were contained in the relevant paragraphs of document MEPC 83/10/2;

.4 the Russian Federation resolutely condemned attempts by any States to use tragic and serious marine casualties for political goals and rejected all groundless allegations levelled against it;

.5 the claims regarding the "dark fleet" or "shadow fleet" in document MEPC 83/10 represented a wrongful application of the concept that served the political interests of certain States while undermining the work of the Organization, and referring to the **Volgoneft** tanker incidents in this context was unacceptable as neither of the two ships could possibly be qualified as forming part of any dark fleet; and

.6 the delegation of the Russian Federation planned to provide additional information on the work carried out to clean the environment and investigate the **Volgoneft** tanker disasters as provided in article 12.1 of MARPOL, and welcomed technical discussions on these topics.

10.19 As requested, the full text of the statement by the Russian Federation is set out in annex 22.

10.20 The Committee noted the information provided in documents MEPC 83/10 and MEPC 83/10/2.

11 REPORTS OF OTHER SUB-COMMITTEES

Outcome of III 10

11.1 The Committee approved, in general, the report of the tenth session of the Sub-Committee on Implementation of IMO Instruments (III) (III 10/18), and took action as indicated below.

Casualty analysis and derived statistics

11.2 The Committee, concurring with the decision of MSC 109, endorsed the issuance of III.3/Circ.13 on *Casualty analysis and statistics – observations on the quality of investigation reports*.

New output related to casualty investigation

11.3 The Committee noted that III 10 had invited interested Member States and international organizations to submit proposals for a new output, in accordance with the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5), to revise the *Revised harmonized reporting procedures – Reports required under SOLAS regulations I/21 and XI-1/6, and MARPOL, articles 8 and 12* (MSC-MEPC.3/Circ.4/Rev.1).

Integration of the reporting communication channels, including non-GISIS information

11.4 The Committee, concurring with the decision of MSC 109, agreed to forward the proposals to develop a methodology to integrate the reporting communication channels so that non-GISIS information could be submitted through the GISIS platform (III 10/8/1, paragraph 9.3) to the Council, for further consideration under its agenda item "Enhancement of GISIS".

Guidelines addressing the implementation of provisions left "to the satisfaction of the Administration", or equivalent

11.5 The Committee noted that III 10 had invited interested Member States and international organizations to consider submitting proposals for a new output, in accordance with the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5), to the Committees for the development of guidelines that would address the implementation of provisions left "to the satisfaction of the Administration", or equivalent, in relevant mandatory IMO instruments.

Analysis of consolidated audit summary reports (CASRs)

11.6 With regard to the outcome of the analysis of six CASRs containing lessons learned from 82 IMSAS audits conducted between 2016 and 2022, the Committee concurred with the decisions of MSC 109 to:

.1 endorse the outcome of the analysis regarding the five main areas of recurrent findings and observations identified by the sections of the III Code and their detailed specific related issues (III 10/18, paragraphs 8.38 and 8.39, and annex 4, appendix 1);

.2 endorse the outcome of the analysis regarding the most recurrent references recorded against specific provisions of mandatory IMO instruments, which identified a lack of effective implementation (III 10/18, paragraphs 8.40 to 8.42, and annex 4, appendix 2);

.3 concur with the four main areas of root causes, indicating reasons for the shortfall in the effective implementation and enforcement of mandatory IMO instruments and the audit standard, including specific issues/difficulties under each area (III 10/18, paragraphs 8.43 and 8.44, and annex 4, appendix 3);

.4 note the proposed areas where technical assistance could be provided to Member States and forward them to the Technical Cooperation Committee to review current technical assistance programmes, in order to establish whether they adequately covered the areas of recurrent shortcomings in audits and/or to develop any new technical assistance programmes that would provide more specific support to Member States, with a view to informing the Council of the outcome of its consideration (III 10/18, paragraphs 8.45 to 8.49 and 8.55.2, and annex 4, appendices 4 and 5); and

.5 agree to report to the Council the outcome of the consideration of the six CASRs (III 10/18, paragraph 8.60) and, in this connection, request the Secretariat to provide the Council with a note containing a summary of the Committee's decisions as part of the methodology for providing feedback to the Council, taking into account that this was an iterative process, and that further information should be provided to the Council as it became available.

Sample format for confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI (SEEMP Part II)

11.7 The Committee noted the proposal of the Correspondence Group on Survey Guidelines under the HSSC, the Non-exhaustive List of Obligations, and the Guidance on Remote Surveys, Audits and Verifications (III 10/9, paragraph 35.2) to update the reference identified in the *Sample format for the confirmation of compliance, early submission of the SEEMP part II on the ship fuel oil consumption data collection plan and its timely verification pursuant to regulation 5.4.5 of MARPOL Annex VI* (MEPC.1/Circ.876), taking into account document III 10/9/2 (China).

11.8 In this regard, the Committee, having recalled that MEPC 82 had approved the *Revised sample format for the confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI* (MEPC.1/Circ.914), noted that this action had been completed.

Assembly resolutions to be prepared by III 11

11.9 The Committee, concurring with the decision of MSC 109, authorized III 11 to report the outcome of its work on matters that would require the adoption of the following draft Assembly resolutions directly to A 34:

.1 Procedures for Port State Control, 2025;

.2 Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2025; and

.3 2025 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code).

Fifth session of the Joint FAO/ILO/IMO Ad Hoc Working Group on IUU Fishing and Related Matters

11.10 The Committee noted the discussion of III 10 on the outcome of the fifth Joint FAO/ILO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated (IUU) Fishing and Related Matters (JWG 5), together with the intersessional work plan on implementation of the recommendations emanating from JWG 5 (III 10/18, paragraphs 17.4 to 17.10 and annex 9).

Outcome of CCC 10

11.11 The Committee approved, in general, the report of the tenth session of the Sub-Committee on Carriage of Cargoes and Containers (CCC) (CCC 10/16) and took action as indicated below.

Management of ammonia effluent discharge

11.12 The Committee, having noted the discussions of CCC 10 on ammonia effluent discharge and the invitation to interested Member States and international organizations to submit a proposal for a new output concerning the need to develop guidelines for managing ammonia effluent to this session (CCC 10/16, paragraphs 3.7 and 3.8), recalled that it had approved a relevant new output under agenda item 14 (Work programme of the Committee and subsidiary bodies) (see also paragraphs 14.11 to 14.15).

Overboard discharge of wastewater containing methyl alcohol fuel on board methyl alcohol-fuelled ships

11.13 The Committee noted that CCC 10, in considering document CCC 10/3/5 (China), had invited interested Member States and international organizations to submit a proposal for a new output concerning the development of provisions on overboard discharge of wastewater containing methyl alcohol fuel on board methyl alcohol-fuelled ships to the Committee.

Outcome of SDC 11

11.14 The Committee, having recalled that the actions requested of it by SDC 11 relating to URN from shipping had been considered under agenda item 9 (Experience-building phase for the reduction of underwater radiated noise from shipping) (see paragraphs 9.2 to 9.7), took action on the remaining matters emanating from SDC 11 as set out below.

Recycling of fibre-reinforced plastics (FRP) used in ship structures

11.15 The Committee noted the discussions of SDC 11 on recycling of FRP used in ship structures, notably views that the matter could be better addressed under relevant IMO instruments other than the *Interim guidelines for use of fibre-reinforced plastic (FRP)* (MSC.1/Circ.1574), and the re-establishment of the Correspondence Group on the Revision of the Interim Guidelines for Use of Fibre-Reinforced Plastic (FRP) to further consider the matter and provide advice to the Committee (SDC 11/17, paragraphs 11.13 and 11.18).

Draft Code on Alerts and Indicators, 2025

11.16 The Committee approved, subject to a concurrent decision by MSC 110, the draft Code on Alerts and Indicators, 2025, and the associated draft Assembly resolution, as set out in annex 14, with a view to adoption by A 34.

Review of the 2009 Code on Alerts and Indicators

11.17 The Committee noted the discussion at SDC 11 on a revision of the *2009 Code on Alerts and Indicators* (SDC 11/17, paragraphs 12.2 to 12.6) and the recommendation to update the Code more regularly, due to the continuous updates of the IMO instruments referenced therein.

12 IDENTIFICATION AND PROTECTION OF SPECIAL AREAS, ECAs AND PSSAs

Proposal to designate the North-East Atlantic Ocean as ECA for SO_x, PM and NO_x

12.1 The Committee had for its consideration document MEPC 83/12 (Austria et al.) proposing to designate the North-East Atlantic Ocean as an emission control area (ECA) for sulphur oxides (SO_x), particulate matter (PM) and nitrogen oxides (NO_x), pursuant to regulations 13 and 14 and appendix III to MARPOL Annex VI; together with document MEPC 83/12/3 (FOEI et al.) supporting the proposed designation of the ECA and welcoming the proposed entry into force at the earliest possible date in 2027.

12.2 In the ensuing discussion, many delegations expressed support for the proposal, highlighting that the designation would benefit marine ecosystems, coastal communities and human health, while also helping to create a coherent network by linking existing ECAs in North America and Europe. The delegation of Iceland expressed their full support for the proposal, for entry into force at the earliest possible date in 2027. As requested, relevant statements by the delegations of Denmark, Iceland, Panama, Portugal, Spain and The Faroes are set out in annex 22.

12.3 One delegation, in addressing the availability of SO_x compliant fuel, stressed that the assessment of compliant fuel capacity for the proposed ECA should not be limited to the countries within the region.

12.4 Following discussion, the Committee agreed to establish a Technical Group on the on the Designation of PSSAs and Special Areas to further review the proposed designation in document MEPC 83/12 (see paragraph 12.7).

Proposals to designate the Nasca Ridge National Reserve and the Grau Tropical Sea National Reserve as PSSAs

12.5 The Committee had for its consideration documents MEPC 83/12/1 and MEPC 83/12/2 (Peru), proposing to designate the Reserva Nacional Dorsal de Nasca (Nasca Ridge National Reserve) and the Reserva Nacional Mar Tropical de Grau (Grau Tropical Sea National Reserve) as Particularly Sensitive Sea Areas (PSSAs), respectively; together with commenting documents MEPC 83/12/4 and MEPC 83/12/5 (FOEI and Pacific Environment) and MEPC 83/12/6 and MEPC 83/12/7 (CSC and Pacific Environment), supporting the proposals and providing additional information on the risks posed to the proposed PSSAs by international maritime traffic.

12.6 In the ensuing discussion, many delegations supported the proposals to designate the two areas as PSSAs, emphasizing their biological and ecological significance, and socio-economic and cultural importance. Consequently, the Committee agreed to task the Technical Group (see paragraph 12.7) with further reviewing the PSSA designations proposed in documents MEPC 83/12/1 and MEPC 83/12/2.

Establishment of a Technical Group

12.7 The Committee established a Technical Group on the Designation of PSSAs and Special Areas, and instructed it to:

.1 taking into account the criteria set out in section 3 of appendix III of MARPOL Annex VI, further assess the proposal for designating the North-East Atlantic Ocean as an ECA for SO_x, PM and NO_x, as proposed in document MEPC 83/12; and

.2 review the proposals to designate the Nasca Ridge National Reserve (MEPC 83/12/1) and the Grau Tropical Sea National Reserve (MEPC 83/12/2) as PSSAs, taking into account documents MEPC 83/12/4, MEPC 83/12/5, MEPC 83/12/6 and MEPC 83/12/7, as appropriate, with a view to assessing whether the proposals meet the provisions of the Revised PSSA Guidelines (resolution A.982(24), as amended by resolution MEPC.267(68)), and whether all the information required by the *Guidance document for submission of PSSA proposals to IMO* (MEPC.1/Circ.510) had been provided and advise the Committee on action as appropriate.

Report of the Technical Group

12.8 Having considered the report of the Technical Group (MEPC 83/WP.9), the Committee approved it in general and took action as described in the following paragraphs.

Designation of the North-East Atlantic Ocean as ECA for SO_x, PM and NO_x

12.9 Having noted that the Group had determined that the ECA for the control of SO_x, PM and NO_x, proposed for the North-East Atlantic Ocean satisfied the criteria set forth in section 3 of appendix III to MARPOL Annex VI, the Committee approved the designation of an ECA for the control of SO_x, PM and NO_x, for the North-East Atlantic Ocean and requested the Secretariat to incorporate the draft amendments in the consolidated text of the draft revised MARPOL Annex VI, as set out in annex 11 (see also paragraph 7.45), with a view to adoption at MEPC/ES.2 in October 2025.

12.10 Consequently, the Committee requested the Secretariat to carry out an editorial review of the proposed amendments, in particular of the coordinates used to designate the boundaries of the proposed North-East Atlantic ECA, and requested the Secretary-General to circulate the draft amendments in accordance with article 16(2)(a) of MARPOL to all IMO Members and Parties to MARPOL.

Designation of the Nasca Ridge National Reserve and the Grau Tropical Sea National Reserve as PSSAs

12.11 Having noted that the Group had determined that the proposals to designate the Nasca Ridge National Reserve and the Grau Tropical Sea National Reserve as PSSAs met the provisions of the Revised PSSA Guidelines (resolution A.982(24), as amended by resolution MEPC.267(68)), the Committee agreed in principle to the designation of the two National Reserves as PSSAs, subject to the further development and approval of the proposed associated protective measures by the appropriate Sub-Committee or Committee.

12.12 Consequently, the Committee invited Peru, as sponsor of documents MEPC 83/12/1 and MEPC 83/12/2, to further develop the proposed associated protective measures and submit them to MEPC as the appropriate Committee for approval.

13 APPLICATION OF THE COMMITTEES' METHOD OF WORK

Rules of Procedure of MEPC

13.1 The Committee noted the outcome of C 133 regarding its Rules of Procedure and the use of hybrid capabilities, in particular that C 133 had:

with regard to the Rules of Procedure,

.1 agreed to align the Rules of Procedure of the Council related to the conduct of business and to voting with those of the UN General Assembly to the extent necessary;

.2 agreed to harmonize its Rules of Procedure with those of the Assembly and other organs to the extent possible;

.3 approved the amended Rules of Procedure of the Council (C 133/D, annex 1);

.4 approved a Council resolution on *Criteria and procedures for live-streaming to the public of IMO Council plenary meetings* (C 133/D, annex 2);

.5 invited the other IMO organs to consider the amendments to the Rules of Procedure of the Council with a view to harmonizing their respective Rules with those of the Council to the extent possible;

with regard to hybrid modalities and the voting procedure,

.6 agreed to amend the relevant Rules to enable the use of hybrid capabilities, including those related to remote voting and the definition of "Member present";

.7 agreed that the Chair and Vice-Chair of the Council, and the Chairs of any working and drafting groups, should be present in person, except if such presence was not possible due to exceptional circumstances;

.8 not agreed to introduce voting by proxy; and

.9 agreed to develop procedures on remote voting and invited submissions on this matter to a future session.

13.2 In this regard, the Committee had for its consideration the following documents:

.1 MEPC 83/13 (Secretariat), containing a proposal for a revision of the Rules of Procedure of MEPC, in line with the amendments to the Rules of Procedure of the Council approved at C 133 and with additional changes suggested by the Secretariat, having taken into account the decisions of the Council relating to the Rules of Procedure of IMO organs; and

.2 MEPC 83/13/1 (United Arab Emirates), commenting on the proposals in document MEPC 83/13 and proposing amendments to revised rule 37 in relation to the meaning of the phrases "Members present and voting" and "Member present".

13.3 In this respect, the Committee also noted the outcome of FAL 49 and LEG 112 regarding the revision of their Rules of Procedure, as outlined in document MEPC 83/WP.13 (Secretariat); and that the Secretariat, taking into account the decisions of FAL 49 and LEG 112, as well as the request of the Council for the Rules of Procedure of all Committees, the Assembly and the Council to be harmonized, had prepared for the Committee's consideration:

.1 draft revised text for rule 37 of the Rules of Procedure of MEPC (MEPC 83/13, annex), as set out in annex 1 to document MEPC 83/WP.13, in order to align rule 37 with the corresponding rule of the Rules of Procedure of the Facilitation and Legal Committees that had been approved by FAL 49 and LEG 112, respectively; and

.2 a draft MEPC circular (MEPC 83/WP.13, annex 2) for dissemination of the Committee's revised Rules of Procedure.

13.4 Having agreed to the draft revised Rules of Procedure (MEPC 83/13, annex), together with the further modifications to rule 37 (MEPC 83/WP.13, annex 1), and the text of the covering draft MEPC circular (MEPC 83/WP.13, annex 2), the Committee:

.1 approved MEPC.1/Circ.919 on *Rules of Procedure of the Marine Environment Protection Committee*; and

.2 authorized the Secretariat to effect any editorial changes, as might be necessary, to the Rules of Procedure prior to their dissemination.

Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5)

13.5 The Committee noted that MSC 109 had approved, subject to concurrent approval by MEPC 83, draft amendments to the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.5) (MSC 109/22/Add.1, annex 26), related to:

.1 measures to address the workload of the Committees and their subsidiary bodies;

.2 procedures to facilitate the assessment of the capacity-building implications of new or amended mandatory instruments;

.3 safeguards and the decision-making process to be followed during consideration and approval of unified interpretations; and

.4 other general improvements.

13.6 Following consideration, the Committee, concurring with the decisions of MSC 109, approved MSC-MEPC.1/Circ.5/Rev.6 on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*, and authorized the Secretariat to effect any editorial changes, as might be necessary, prior to dissemination.

14 WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

Proposals for new outputs

Assessment of the implementation of the Hong Kong Convention through an EBP and development of amendments and clarifications as appropriate

14.1 The Committee had for consideration the following documents:

.1 MEPC 83/14 (Norway), proposing a new output on implementation, experience-building and possible updates of the Hong Kong Convention; and

.2 MEPC 83/14/5 (BIMCO), commenting on and supporting the proposed new output, in particular acknowledging the necessity of an experience-building phase, and emphasizing the necessity of this output in order to ensure the smooth implementation of the Hong Kong Convention,

together with the Chair's preliminary assessment of the proposal (MEPC 83/WP.5, annex).

14.2 Following discussion, the Committee:

.1 agreed to include in its post-biennial agenda an output on "Assessment of the implementation of the Hong Kong Convention through an experience-building phase and development of amendments and clarifications as appropriate", assigning the PPR Sub-Committee as the associated organ, with four sessions needed to complete the item; and

.2 approved, in principle, the scope of work of this output (MEPC 83/14, paragraph 27) and instructed the PPR Sub-Committee to further refine it.

Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species

14.3 The Committee considered document MEPC 83/14/1 (Canada et al.), proposing a new output to develop a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species, together with the Chair's preliminary assessment of the proposal (MEPC 83/WP.5, annex).

14.4 In the ensuing discussion, all delegations that spoke expressed support for strengthening the control and management of ships' biofouling to minimize the transfer of invasive aquatic species through ship movements.

14.5 Some delegations expressed concerns about the development of a new legally binding framework on this matter at the present time. In their view, the measures to control and manage ships' biofouling should remain voluntary at this stage and the 2026-2027 biennium should be used as an experience-building phase for the implementation of the *2023 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species* (resolution MEPC.378(80)) and the *Guidance on in-water cleaning of ships' biofouling* (MEPC.1/Circ.918).

14.6 Many delegations highlighted the importance of developing a new legally binding framework to harmonize biofouling management globally, where currently a fragmented regulatory landscape with different national and regional requirements existed, to ensure a level playing field for international shipping and provide regulatory certainty for technology providers. Some of these delegations stated that mandatory requirements would guide coating and cleaning technology suppliers towards better compatibility of their products, thus reducing the release of harmful substances during hull cleaning operations.

14.7 Consequently, the Committee:

.1 agreed to include in its post-biennial agenda an output on "Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species", assigning the PPR Sub-Committee as the associated organ, with four sessions needed to complete the item; and

.2 approved, in principle, the draft terms of references for this output, as set out in paragraph 32 of document MEPC 83/14/1, and instructed the PPR Sub-Committee to refine them.

Amendment of the NO_x Technical Code 2008 to cover the certification of engines using non-carbon-containing fuel or mixtures

14.8 The Committee considered document MEPC 83/14/2 (Japan et al.), proposing a new output to review and revise the NO_x Technical Code 2008 (NTC 2008) to provide a means for certification of marine engines using non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels, which were expected to become more common as a result of the IMO mid-term GHG reduction measures; together with the Chair's preliminary assessment of the proposal (MEPC 83/WP.5, annex).

14.9 Following discussion, the Committee agreed to include in its post-biennial agenda an output on "Review and amendment of the NTC 2008 to provide a means for certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels", assigning the PPR Sub-Committee as the associated organ, with two sessions needed to complete the item.

14.10 In this connection, one delegation pointed out that MEPC 82 had approved an output on "Review and development of NO_x emission requirements in MARPOL Annex VI and the NO_x Technical Code 2008", and highlighted that it would be beneficial if the PPR Sub-Committee could consider potentially combining the work on that output with the work on the newly approved output concerning non-carbon-containing fuels.

Guidelines for the management of ammonia effluent from ships using ammonia as fuel

14.11 The Committee considered document MEPC 83/14/3 (Republic of Korea), proposing a new output to develop guidelines for managing ammonia effluent generated from ammonia-fuelled ships, focusing on addressing regulatory gaps related to the management of ammonia effluent, which would be inevitably produced when ammonia was used as fuel; together with the Chair's preliminary assessment of the proposal (MEPC 83/WP.5, annex).

14.12 In this connection, the Committee noted that CCC 10 had agreed that there was a need to consider ammonia effluent discharge and had invited interested Member States and international organizations to submit a relevant proposal for a new output to MEPC 83 (CCC 10/16, paragraph 3.7)

14.13 The Committee noted general support for the proposal, along with, inter alia, the following comments:

.1 any topics addressing new types of discharge into the marine environment should be handled with the utmost diligence;

.2 the discussion on the content of the proposed guidelines should not pre-empt future deliberations on whether and/or how ammonia effluents should be regulated;

.3 while developing the proposed guidelines, a holistic approach should be taken to identify and mitigate any potential negative environmental impacts associated with ammonia emissions to the atmosphere, particularly ammonia slip and other stack gas emissions to air;

.4 new legislative efforts should not delay the adoption of amendments to the IGC Code or the finalization of guidelines for the use of ammonia cargo as fuel by ships subject to the IGC Code by the CCC Sub-Committee;

.5 given the heavy workload of the PPR Sub-Committee, the timeline envisaged in the proposal (MEPC 83/14/3, paragraphs 26 and 27) should be extended;

.6 a zero-tolerance approach was recommended and, thus, ammonia effluents ought to be discharged to suitable port reception facilities; and

.7 a long-term solution to address this matter could be amendments to relevant MARPOL Annexes.

14.14 Relevant statements by the delegations of Belgium and Denmark are set out in annex 22.

14.15 Subsequently, the Committee agreed to include in its post-biennial agenda an output on "Development of guidelines for managing ammonia effluent generated from ammonia-fuelled ships", assigning the PPR Sub-Committee as the associated organ, with two sessions needed to complete the item.

Biennial agenda of the PPR Sub-Committee and provisional agenda for PPR 13

14.16 The Committee recalled that it had agreed to assign the following four new outputs to the PPR Sub-Committee:

.1 Assessment of the implementation of the Hong Kong Convention through an experience-building phase and development of amendments and clarifications as appropriate (see paragraphs 14.1 and 14.2);

.2 Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (see paragraphs 14.3 to 14.7);

.3 Review and amendment of NTC 2008 to provide a means for certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels (see paragraphs 14.8 to 14.10); and

.4 Development of guidelines for managing ammonia effluent generated from ammonia-fuelled ships (see paragraphs 14.11 to 14.15).

14.17 Subsequently, the Committee noted the biennial status report of the PPR Sub-Committee for the 2024-2025 biennium (PPR 12/16/Add.1, annex 10). Having taken into account its relevant decisions at this session, the Committee approved the biennial agenda of the PPR Sub-Committee for the 2026-2027 biennium and the provisional agenda for PPR 13, as set out in annexes 15 and 16, respectively.

Biennial agendas of the III and CCC Sub-Committees and provisional agendas for III 11 and CCC 11

14.18 Having noted that MSC 109 had endorsed the updated work plan for the development of new alternative fuels (CCC 10/16, annex 2), the Committee concurrently endorsed the plan. In this regard, the Committee noted that LEG 112 had approved a new output on "Suitability of IMO liability and compensation regimes with respect to alternative fuels", for inclusion in its 2026-2027 biennial agenda, with a target completion year of 2027, and in the provisional agenda for LEG 113.

14.19 With regard to output 1.18 (Development of guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications), for which the III Sub-Committee was the associated organ, the Committee concurred with the decision of MSC 109 to extend the target completion year from 2024 to 2025.

14.20 The Committee concurrently noted the biennial status reports of the III and CCC Sub-Committees for the 2024-2025 biennium previously noted by MSC 109 (MSC 109/22/Add.1, annex 28). Having also noted that MSC 109 had approved the provisional agendas for III 11 and CCC 11 (MSC 109/22/Add.1, annex 29), the Committee concurrently approved both.

14.21 The Committee noted that the proposed biennial agendas of the III and CCC Sub-Committees for the 2026-2027 biennium would be prepared by III 11 and CCC 11, for submission to A 34 for approval.

Updated terms of reference for the CCC and III Sub-Committees

14.22 Having noted that, following the invitation by MSC 108 for all sub-committees to review their terms of reference, MSC 109 had approved updated terms of reference for the CCC and III Sub-Committees (MSC 109/22/Add.1, annex 27), the Committee concurrently approved them.

Status of outputs of MEPC for the 2024-2025 biennium

14.23 Having recalled that, as per usual practice, the status of outputs would only be produced after the session as an annex to the Committee's report, in accordance with paragraph 9.1 of the *Application of the Strategic Plan of the Organization* (resolution A.1174(33)), to avoid any unnecessary duplication of work, the Committee invited C 134 to note the status report of the outputs of MEPC for the 2024-2025 biennium, as set out in annex 17.

Proposed outputs of MEPC for the 2026-2027 biennium

14.24 The Committee, having considered document MEPC 83/WP.3 (Secretariat), approved the proposed outputs of MEPC for the 2026-2027 biennium, as set out in annex 18, together with the outputs on its post-biennial agenda, as set out in annex 19; and requested the Secretariat to review the outputs, taking into account the outcome of this session, in particular with regard to the proposals for new outputs, and make any necessary modifications as appropriate, for submission to C 134 for endorsement.

Activities, priorities and plan of meeting weeks of the committees and their subsidiary bodies for the 2026-2027 biennium

14.25 The Committee recalled that paragraph 3.5 of the Committees' Method of Work (MSC-MEPC.1/Circ.5/Rev.5) required that the Committee Chairs submit to their respective Committees a joint plan covering the activities, priorities and meetings of the Committees and their subsidiary bodies for the coming biennium, with a view to inclusion in the Secretary-General's relevant budget proposals.

14.26 Having considered the planned meeting weeks for the 2026-2027 biennium proposed by the MSC and MEPC Chairs (MEPC 83/14/4), the Committee, subject to a concurrent decision by MSC:

.1 noted the information regarding the Committees' and Sub-Committees' planned activities and priorities during the 2026-2027 biennium; and

.2 approved the proposed plan of 21.2 meeting weeks for MSC and MEPC and their subsidiary bodies for the 2026-2027 biennium, for inclusion in the Secretary-General's relevant budget proposals.

Items to be included in the agendas of MEPC/ES.2 and MEPC 84

14.27 The Committee, having considered document MEPC 83/WP.4 (Secretariat) and taken into account the decisions made at this session, approved the items to be included in the agendas of MEPC/ES.2 and MEPC 84, as set out in annex 20.

Tentative dates for MEPC/ES.2 and MEPC 84

14.28 The Committee noted that MEPC/ES.2 and MEPC 84 had been tentatively scheduled to take place from 14 to 17 October 2025 and from 27 April to 1 May 2026, respectively.

Correspondence Groups

14.29 The Committee recalled that it had established, under the respective agenda items, the following correspondence groups, which would report to MEPC 84:

.1 Correspondence Group on Review of the BWM Convention (see paragraph 4.22); and

.2 Correspondence Group on the Measurement and Verification of Non-CO_2 GHG emissions and Onboard Carbon Capture and Storage (see paragraph 6.34).

Groups expected to be established at MEPC/ES.2 and MEPC 84

14.30 The Committee, taking into account the decisions made under the respective agenda items, anticipated that the following groups might be established at MEPC/ES.2 and MEPC 84:

.1 at MEPC/ES.2, a drafting group on amendments to mandatory instruments and a working group on reduction of GHG emissions from ships; and

.2 at MEPC 84:

.1 drafting group on amendments to mandatory instruments;

.2 ballast water review group;

.3 working group on air pollution and energy efficiency;

.4 working group on reduction of GHG emissions from ships;

.5 working group on marine plastic litter;

.6 working group on reduction of underwater radiated noise from commercial shipping; and

.7 technical group on the designation of PSSA and Special Areas,

whereby the Chair, taking into account the submissions received on the respective subjects and all other agenda items, would advise the Committee well before MEPC 84 on the final selection of a maximum of five groups, as per usual practice.

Intersessional meetings

14.31 The Committee approved, subject to endorsement by the Council, the holding of:

.1 an intersessional meeting of the ESPH Technical Group in 2026; and

.2 the twentieth and twenty-first meetings of the Intersessional Working Group on Reduction of GHG Emissions from Ships in autumn 2025 and spring 2026, respectively.

15 ELECTION OF THE CHAIR AND VICE-CHAIR FOR 2026

15.1 The Committee, in accordance with rule 18 of its Rules of Procedure, unanimously re-elected Dr. Harry Conway (Liberia) as Chair and Mr. Hanqiang Tan (Singapore) as Vice-Chair, both for 2026.

16 ANY OTHER BUSINESS

Biofouling management

16.1 The Committee considered the information in document MEPC 83/16 (Panama) on various biofouling training activities organized by IMO in Panama City from 8 to 12 July 2024 through the GEF-UNDP-IMO GloFouling Partnerships project and the IMO-Norad TEST Biofouling project and thanked Panama for their efforts to build capacity with regard to managing biofouling.

16.2 With regard to marine growth prevention systems, the Committee noted the information contained in document MEPC 83/INF.3 (Global TestNet) on guidelines for the evaluation of the efficacy of such systems.

Marine environment-related thematic priorities for the ITCP for the 2026-2027 biennium

16.3 The Committee, having considered the proposals in document MEPC 83/16/1 (Secretariat), approved the thematic priorities for the ITCP for the 2026-2027 biennium related to the marine environment, as set out in annex 21, and referred them to TC 75 for consideration. In this regard, the Committee also invited Member States to engage with the Secretariat to identify how the technical cooperation efforts of the Organization could support their capacity development needs, in order to assist in the development of the ITCP for the 2026-2027 biennium.

Inter-agency cooperation activities

16.4 The Committee noted the information contained in document MEPC 83/16/2 (Secretariat) on recent inter-agency activities and requested the Secretariat to continue to update it regarding any significant inter-agency cooperation relating to its work.

Ship recycling

16.5 The Committee recalled that MEPC 82, in view of the forthcoming entry into force of the Hong Kong Convention and the urgent need to provide guidance on the interplay between the Hong Kong and Basel Conventions, had:

.1 approved the *Provisional guidance on the implementation of the Hong Kong and Basel Conventions with respect to the transboundary movement of ships intended for recycling* (HKSRC.2/Circ.1) (Provisional Guidance), as an interim measure to help Member States and industry recycle ships in an environmentally sound manner;

.2 noted that additional work was required to improve the Provisional Guidance in order to provide further legal clarity and certainty, in cooperation with the Secretariat of the Basel Convention;

.3 encouraged Member States to share their experience with the implementation of requirements and recommendations concerning ship recycling and submit information in that regard to future sessions of the Committee and to relevant meetings under the Basel Convention; and

.4 requested the Secretariat to continue and strengthen the cooperation with the Secretariat of the Basel Convention to cater for any information and assistance needed to ensure clear and robust implementation of the Hong Kong Convention and to report the outcome of MEPC 82 to the seventeenth meeting of the Conference of the Parties to the Basel Convention (BC COP-17).

16.6 The Committee had for its consideration document MEPC 83/16/3 (Austria et al.) proposing to establish a collaboration process with the Basel Convention Secretariat in order to provide further clarity and certainty regarding the interplay between the Hong Kong and Basel Conventions.

16.7 In this context, the Committee noted the following information provided orally by the Secretariat:

.1 as requested, the Secretariat had submitted information to BC COP-17 (UNEP/CHW.17/INF/60) regarding IMO's work on ship recycling, including the Provisional Guidance (HKSRC.2/Circ.1) approved by MEPC 82, and the matter would be considered by BC COP-17 under agenda item 5 on international cooperation and coordination; and

.2 document UNEP/CHW.17/22 regarding cooperation and coordination with IMO, prepared by the Basel Convention Secretariat, contained proposed actions for BC COP-17 to establish a process for Parties to the Basel Convention and observers to comment on the Provisional Guidance.

16.8 All delegations that spoke emphasized the need to establish further legal clarity and certainty regarding the interplay between the Basel and Hong Kong Conventions with respect to the transboundary movement of ships intended for recycling and, therefore, supported enhanced collaboration between the relevant national Authorities and the Secretariats of IMO and the Basel Convention.

16.9 The observer from BIMCO, recalling that MEPC 82 had noted that additional work was required to improve the Provisional Guidance, expressed the view that the Provisional Guidance did not fully address the fundamental issue of the possible patchwork of regulations that would continue to apply to ships going for recycling, and highlighted the importance of delegations to BC COP-17 maintaining sufficient flexibility to avoid pre-empting any solutions which might delay achieving legal certainty. He further stated that, with the imminent entry into force of the Hong Kong Convention and the possible experience-building phase, precedence should be given to the application of the Hong Kong Convention, particularly concerning the transboundary movement of ships.

16.10 In light of the discussion, and having considered document MEPC 83/16/3 in conjunction with the information provided by the Secretariat, the Committee:

.1 welcomed the consideration by BC COP-17 of ways to provide further clarity and certainty with respect to the transboundary movement of ships intended for recycling; and

.2 requested the Secretariat to continue and strengthen the cooperation with the Basel Convention Secretariat to provide any information and assistance needed to ensure clear and robust implementation of the Hong Kong Convention and to report the relevant outcome of BC COP-17 to MEPC 84.

Biodiversity and ecosystem resilience

16.11 With regard to biodiversity and ecosystem resilience, the Committee had for its consideration the following documents:

.1 MEPC 83/16/4 (Pacific Environment and CSC), updating the Committee on relevant research and initiatives and recommending the establishment of an ad hoc working group to make progress on reversing biodiversity loss and reducing pollution which supported climate action and vice versa; and

.2 MEPC 83/16/5 (ACOPS), highlighting the pressing need for the Organization to build cumulative effects and ecosystem resilience in decision-making for sustainable shipping in order to maintain ecosystem integrity, including both ongoing work streams (e.g. scrubbers, OCCS, URN, marine plastics in greywater and sewage discharge, sensitive areas) and those that might require a new work stream and/or agenda item (e.g. ship collision, voyage planning and light pollution).

16.12 In the ensuing discussion, several observer organizations supported the establishment of an ad hoc working group with outreach to relevant global processes to facilitate effective actions to address the intersection of shipping, climate change, nature and biodiversity loss and pollution. The observer from CSC made a statement which, inter alia, expressed the need for submissions to the next session of the Committee regarding the mandate, scope, timeline, resources, participants, outputs and goals of the proposed ad hoc working group. In addition, the observer from ACOPS made a statement which, inter alia, expressed the view that the Committee should conduct an assessment of the cumulative impacts of different sources of pollution from shipping within ongoing and upcoming work streams. As requested, the statements by the observers from CSC and ACOPS are set out in annex 22.

16.13 Consequently, the Committee invited interested Member States and international organizations to consider submitting proposals for relevant new outputs to a future session.

Evolved oil filtering equipment technology

16.14 The Committee noted the information contained in document MEPC 83/INF.17 (CESA) on the evolved oil filtering equipment technology and the current ability to comply with a discharge limit of 5 ppm, and its invitation to interested Member States to consider proposing a new output to amend regulation 15 of MARPOL Annex I.

Expressions of condolence

16.15 The Committee noted with great sadness the recent passing of Mr. Dandu Pughiuc, who had served IMO with distinction for 16 years as a member of the Secretariat, where he made significant contributions to the GloBallast Project and the development of the Ballast Water Management Convention; and of Mr. Thomas Liebert, who had served at the IOPC Funds as a member of the Secretariat for 15 years and had worked tirelessly to promote the HNS Convention, following his earlier service as a technical officer in the Marine Environment Division of the Organization. The Committee expressed its appreciation for their contribution to the work of the Organization and its sincere condolences and sympathy to their families and colleagues.

Expressions of appreciation

16.16 The Committee expressed its sincere appreciation to Mr. Guy Platten, who would be stepping down as Secretary-General of ICS. The Committee noted that since his appointment in August 2018, Mr. Platten had represented the shipping industry with distinction at IMO and other international forums, recognized his valuable contributions in providing technical input and presenting industry perspectives on key regulatory matters, and commended his constructive engagement in promoting sustainable shipping practices. The Committee acknowledged Mr. Platten's dedicated service and wished him every success in his future endeavours.

16.17 The Committee also expressed its deep appreciation to Mrs. Heike Deggim, Director of the Marine Environment Division, who would be retiring in August 2025 after a long and distinguished career at IMO. The Committee recalled that, since joining the Organization in 1993, Mrs. Deggim had served with distinction in progressively senior technical positions across both the Maritime Safety and Marine Environment Divisions, and her exemplary service had led to her appointment as Director of the Maritime Safety Division in 2018, where she served as Secretary of the Maritime Safety Committee, before assuming her current role as Director of the Marine Environment Division and Secretary of the Marine Environment Protection Committee in 2024. The Committee also recalled that Mrs. Deggim had brought to IMO a wealth of experience, having previously worked as an R&D engineer in the German naval shipbuilding industry, earned her PhD in fishing technology as a Senior Researcher at Rostock University's Shipbuilding Faculty, and held various positions in the German Maritime Administration. The Committee acknowledged Mrs. Deggim's invaluable contributions to enhancing maritime safety and security, and environmental protection throughout her distinguished career and wished her a long and happy retirement.

17 CONSIDERATION OF THE REPORT OF THE COMMITTEE ON ITS EIGHTY-THIRD SESSION

17.1 The draft report of the session (MEPC 83/WP.1) was prepared by the Secretariat for consideration by the Committee. During the meeting held on Friday, 11 April 2025, delegations were given the opportunity to provide comments on the draft report, and the Secretariat then prepared the revised draft report (MEPC 83/WP.1/Rev.1), incorporating editorial corrections and changes based on the comments made. Member States and international organizations wishing to provide further editorial corrections and improvements, including finalizing individual statements, were given a deadline of 23.59 (UTC+1) on 25 April 2025, to do so by correspondence, in accordance with paragraphs 4.39 and 4.40 of the Committees' method of work (MSC-MEPC.1/Circ.1/Rev.5).

17.2 No comments were received by the above-mentioned deadline and the report of the Committee was finalized by the Secretariat in consultation with the Chair. The session was closed at 23.59 (UTC+1) on 25 April 2025, pursuant to rule 28 of the Rules of Procedure.

Action requested of other IMO organs

17.3 The Council, at its 134th session, is invited to:

.1 consider the report of the eighty-third session of MEPC and, in accordance with Article 21(b) of the IMO Convention, transmit it, with any comments and recommendations, to the thirty-fourth session of the Assembly;

.2 note that the Committee instructed the III Sub-Committee to consider the consolidated audit summary reports (CASRs) containing lessons learned from nine mandatory audits completed in 2022 and 2023 (Circular Letter No.4919) and report to the Committees on the outcome of its consideration (section 2);

.3 note that the Committee adopted amendments to the NO_x Technical Code 2008 concerning the use of multiple engine operational profiles for a marine diesel engine (resolution MEPC.397(83)) and the certification of an engine subject to substantial modification or being certified to a tier to which the engine had not been certified at the time of its installation (resolution MEPC.398(83)) (section 3 and annexes 1 and 2);

.4 note the action taken by the Committee on issues related to ballast water management, in particular the approval of ballast water management systems that make use of Active Substances; the endorsement of the updated list and status of amendments under the Convention review stage of the experience-building phase associated with the BWM Convention; and the expected finalization of draft amendments to the annex to the BWM Convention and the BWMS Code, for approval by MEPC 84 (section 4);

.5 note the action taken by the Committee on issues related to air pollution prevention, in particular the adoption of the *2025 Guidelines on Selective Catalytic Reduction (SCR) systems* by resolution MEPC.399(83) and the discussion on exhaust gas cleaning systems and the "polar fuels" concept (section 5 and annex 3);

.6 note the action taken by the Committee on issues related to the energy efficiency of ships, in particular the approval of draft amendments to regulations 20, 25, 27 and 28 of MARPOL Annex VI; the adoption of *Amendments to the 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)* (resolution MEPC.400(83)); the approval of the *Work plan for phase 2 of the review of the short-term GHG reduction measure*; and the adoption of *Amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)* (resolution MEPC.401 (83)) (section 6 and annexes 4 to 9 and 11);

.7 note the action taken by the Committee on issues related to the reduction of GHG emissions from ships, in particular the approval of draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework, with a view to adoption by MEPC/ES.2; the IMO Life Cycle GHG assessment (LCA) framework; food security; and the Fifth IMO GHG Study (section 7 and annexes 10 and 11);

.8 note the action taken by the Committee on issues related to the Action Plan to Address Marine Plastic Litter from Ships, in particular the adoption of the 2025 Action Plan to Address Marine Plastic Litter from Ships with a view to inclusion in a future revision of the Strategy to Address Marine Plastic Litter from Ships (section 8 and annex 12);

.9 note the action taken by the Committee on issues related to the reduction of underwater radiated noise from shipping, in particular concerning the work carried out by SDC 11, including the establishment of the URN

Correspondence Group to progress the work intersessionally and the preparations for a second URN Workshop, on the relationship between energy efficiency and underwater noise (section 9);

.10 note the action taken by the Committee on matters related to pollution prevention and response, in particular the approval of MEPC.1/Circ.917 on *Interim guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships* and MEPC.1/Circ.918 on *Guidance on in-water cleaning of ships' biofouling*; and adoption of the *Amendments to the 2023 Guidelines for the development of the Inventory of Hazardous Materials (resolution MEPC.405(83))* (section 10 and annex 13);

.11 note the action taken by the Committee on the outcome of III 10, CCC 10 and SDC 11 (section 11 and annex 14);

.12 note that the Committee approved the designation of the North-East Atlantic Ocean as an ECA for the control of SO_x, PM and NO_x, and agreed in principle to the designation of the Nasca Ridge National Reserve and the Grau Tropical Sea National Reserve as PSSAs (section 12 and annex 11);

.13 note that the Committee approved revised *Rules of Procedure of the Marine Environment Protection Committee* (MEPC.1/Circ.919) and, concurring with MSC 109, approved a revision (MSC-MEPC.1/Circ.5/Rev.6) of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (section 13);

.14 note that the Committee approved the biennial agendas of the PPR, III and CCC Sub-Committees for the 2026-2027 biennium, the provisional agendas for PPR 13, CCC 11 and III 11, and the updated terms of reference for the CCC and III Sub-Committees (paragraphs 14.16 and 14.22);

.15 note the status report of the outputs of MEPC for the 2024-2025 biennium (paragraph 14.23 and annex 17);

.16 endorse the proposed outputs of MEPC for the 2026-2027 biennium and the outputs on the post-biennial agenda of the Committee (paragraph 14.24 and annexes 18 and 19);

.17 note that the Committee, subject to the concurrent decision of MSC, approved the proposed plan of 21.2 meeting weeks for MSC and MEPC and their subsidiary bodies for the biennium, for inclusion in the Secretary-General's budget proposals (paragraphs 14.25 and 14.26);

.18 note that the Committee approved the items to be included in the provisional agendas of MEPC/ES.2 and MEPC 84 (paragraph 14.27 and annex 20);

.19 endorse the holding of the thirty-first intersessional meeting of the ESPH Technical Group in 2026, and the twentieth and twenty-first meetings of ISWG-GHG in 2025 and 2026 (paragraph 14.31);

.20 note that the Committee re-elected Dr. H. Conway (Liberia) as Chair and Mr. H. Tan (Singapore) as Vice-Chair, both for 2026 (section 15);

.21 note that the Committee approved the thematic priorities for the ITCP for the 2026-2027 biennium related to the marine environment and referred them to TC 75 for consideration (paragraph 16.3 and annex 21); and

.22 note the Committee's further work on the interplay between the Hong Kong and Basel Conventions, in particular the Secretariat's submission to BC COP-17 and the request to report the relevant outcome to MEPC 84 (paragraph 16.10).

17.4 The Maritime Safety Committee, at its 110th session, is invited to note that the Committee:

.1 concurred with the decision of MSC 109 to instruct the III Sub-Committee to consider the consolidated audit summary reports (CASRs) containing lessons learned from nine mandatory audits completed in 2022 and 2023 (Circular Letter No.4919) and report to the Committees on the outcome of its consideration (paragraph 2.3);

.2 concurred with the decision of MSC 109 to approve the *Revised guidelines for formal safety assessment (FSA) for use in the IMO rule-making process* (MSC-MEPC.2/Circ.12/Rev.3) (paragraph 2.4);

.3 approved the draft amendments to MARPOL Annex VI on the IMO net-zero framework, with a view to adoption by MEPC/ES.2 (section 7 and annex 11);

.4 noted the work carried out so far by SDC 11 on issues related to the reduction of underwater radiated noise from shipping, including the establishment of the URN Correspondence Group to progress the work intersessionally, and the organization of a second URN Workshop on the relationship between energy efficiency and underwater noise (section 9);

.5 concurred with the decisions of MSC 109 with regard to outcome of III 10, including the issuance of III.3/Circ.13; the agreement to forward the proposals to develop a methodology to integrate the reporting communication channels so that non-GISIS information could be submitted through the GISIS platform to Council for further consideration under its agenda item "Enhancement of GISIS"; and the consideration of the outcome of the consideration of the six consolidated audit summary reports (CASRs) (paragraphs 11.1 to 11.9);

.6 approved the draft Code on Alerts and Indicators, 2025, and the associated draft Assembly resolution, for subsequent adoption by A 34, subject to a concurrent decision by MSC 110 (paragraph 11.16 and annex 14);

.7 approved the revised *Rules of Procedure of the Marine Environment Protection Committee* (MEPC.1/Circ.919), taking into account the outcome of C 133, FAL 49 and LED 112 on the approval of their respective revised Rules of Procedure (paragraphs 13.1 to 13.4);

.8 concurred with the decision of MSC 109 to approve a revision of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies,* to be issued as MSC-MEPC.1/Circ.5/Rev.6 (paragraph 13.6);

.9 approved the biennial agenda of the PPR Sub-Committee for the 2026-2027 biennium and the provisional agenda for PPR 13 (paragraph 14.17 and annexes 15 and 16);

.10 approved the provisional agendas for III 11 and CCC 11 and the updated terms of reference for the III and CCC Sub-Committees (paragraphs 14.18 to 14.22); and

.11 approved the proposed plan of 21.2 meeting weeks for MSC and MEPC and their subsidiary bodies for the biennium, for inclusion in the relevant budget proposals of the Secretary-General's, subject to a concurrent decision by MSC 110 (paragraphs 14.25 and 14.26).

17.5 The Technical Cooperation Committee, at its seventy-fifth session, is invited to:

.1 note the update on the operation of the IMO GHG TC-Trust Fund and the Voluntary Multi-Donor Trust Fund, and that the Committee reiterated its invitation to Member States and international organizations to financially contribute to both Funds in support of the Organization's work in reducing GHG emissions from ships (paragraphs 7.26 to 7.29);

.2 note that the Committee approved draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework, with a view to adoption at MEPC/ES.2 (section 7 and annex 11);

.3 note that the Committee approved revised *Rules of Procedure of the Marine Environment Protection Committee* (MEPC.1/Circ.919), taking into account the outcome of C 133, FAL 49 and LED 112 on the approval of their respective revised Rules of Procedure (paragraphs 13.1 to 13.4); and

.4 consider, with a view to approval, the thematic priorities for the ITCP for the 2026-2027 biennium related to the marine environment (paragraph 16.3 and annex 21).

17.6 The Legal Committee, at its 113th session, is invited to note that the Committee:

.1 approved draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework, with a view to adoption at MEPC/ES.2 (section 7 and annex 11);

.2 approved revised *Rules of Procedure of the Marine Environment Protection Committee* (MEPC.1/Circ.919), taking into account the outcome of C 133, FAL 49 and LED 112 on the approval of their respective revised Rules of Procedure (paragraphs 13.1 to 13.4); and

.3 concurring with MSC 109, endorsed the updated work plan for the development of new alternative fuels (CCC 10/16, annex 2) and noted that LEG 112 had approved a new output on "Suitability of IMO liability and compensation regimes with respect to alternative fuels" for inclusion in its 2026-2027 biennial agenda, with a target completion year of 2027, and the provisional agenda for LEG 113 (paragraph 14.18).

17.7 The Facilitation Committee, at its fiftieth session, is invited to note that the Committee:

.1 having noted that FAL 49 had established a correspondence group on the development of a comprehensive strategy on maritime digitalization, encouraged Member States and international organizations to join the group to ensure the involvement of all interested parties at an early stage in the elaborations on the IMO maritime digitalization strategy (paragraph 2.7);

.2 approved draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework, with a view to adoption at MEPC/ES.2 (section 7 and annex 11); and

.3 approved revised *Rules of Procedure of the Marine Environment Protection Committee* (MEPC.1/Circ.919), taking into account the outcome of C 133, FAL 49 and LED 112 on the approval of their respective revised Rules of Procedure (paragraphs 13.1 to 13.4); and

.4 concurred with the decision of MSC 109 to approve a revision of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies,* to be issued as MSC-MEPC.1/Circ.5/Rev.6 (paragraph 13.6).

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(The annexes have been issued as addenda to this report.)