

SUMMARY REPORT

MARINE ENVIRONMENT PROTECTION COMMITTEE

83rd session

April 2025



EXECUTIVE SUMMARY

The eighty third session of Marine Environment Protection Committee (MEPC 83) was held in person from the 7th to the 11th of April 2025, with hybrid facilities allowing remote participation.

The Committee approved mid-term measures to reduce GHG emissions of the shipping sector with amendments of MARPOL Annex VI (chapter 5 “Regulations on the IMO Net-Zero Framework”). The approval was confirmed with a majority of 63 of 79 votes (16 negative votes) according to the legal procedures (parties with the right of voting).

After the last two meetings of ISWG-GHG (18 and 19), negotiations on the reduction of GHG entered their last phase based on one single proposal: the new chapter 5 of Marpol annex VI. Due to reiterated opposition from several participants, the levy on GHG emissions was removed of the final version. However, the economic element was re-introduced with an integrated pricing mechanism setting the technical element through a trajectory of fuel’s GHG intensity (on a well-to-wake basis).

The regulations provide a trajectory of GHG reduction till 2035 with a two-tiered compliance approach. They establish an IMO Green Fuel Intensity (GFI) Registry and the IMO Net-Zero Fund with several objectives as a framework for revenue disbursement.

The agreement reached after extensive discussions could not be accepted by several delegations which requested a vote while some others expressed their disappointment.

The approval by vote on Friday, the 11th of April, yields the way to the formal adoption of the amendments at the MEPC Exceptional Session 2 in October. Some delegations already expressed their reservations.

A substantive amount of works is still ahead of the working group to implement the goals set-up in the regulations (read Item 7): two inter-sessional working-groups are announced before MEPC 84.



Source:IMO

MEPC **adopted** the following:

- amendments to the NOx TC 2008 regarding the certification of an existing engine subject to substantial modification and associated draft guidance on the content of the Engine Emission test plan to be issued as an MEPC circular;
- amendments to MARPOL Annex VI and the NOx Technical Code 2008 on the use of multiple engine operational profiles (MEOPs);
- amendments to the NOx Technical Code 2008 on Selective Catalytic Reduction Guidelines;
- amendments to the 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) with reservations expressed by some delegations;
- amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP);
- guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines;
- amendments to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI).

The Committee also **approved** the following:

- amendments of MARPOL Annex VI (“chapter 5- “Net Zero IMO Framework”);
- amendments to regulation 27 of MARPOL Annex VI on accessibility to the IMO Ship Fuel Oil Consumption Database (IMO DCS) while agreeing on the need to further strengthen anonymization provisions in 2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database the draft work plan for phase 2 of the review of the short-term GHG reduction measures;
- North-Atlantic ECA (Sox, Nox and PM);
- Guidance on in-water cleaning of ships' biofouling and the associated draft MEPC circular with the prospect of adopting mandatory requirements (new output);
- the draft MEPC circular on Interim guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships (carriage of blends up to 30% biofuel);
- the draft 2025 Action Plan to Address Marine Plastic Litter from Ships and the updated grouping of continuous actions;

The Committee **progressed on**:

- the review of Ballast Water Management Convention setting a list of provisions and updated list and status of amendments under the convention review stage of the experience-building phase. The re-established Correspondence Group will finalize the draft amendments to mandatory instruments (the Annex to the BWM Convention including regulations and appendices) and the BWMS Code. Terms of reference aim an approval by MEPC 84;
- draft work plan on the development of a regulatory framework for the use of OCCS.

Consideration and adoption of amendments to mandatory instruments (Item 3)

Review of the NO_x Technical Code 2008: Use of Multiple Engine Operational Profiles

MEPC 83 adopted amendments to the Nox Technical Code 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles.

These amendments introduce new definitions for the concepts of multiple engine operational profiles, emission control strategies, auxiliary control device and “not-to-exceed-zone” of the engine. They provide clearer documentation requirements and procedures for certifying and operating marine diesel engines with multiple operational profiles, auxiliary control devices and emission control strategies, while ensuring compliance with NO_x emission limits across the engine's full operating range.

These amendments will enter into force on 1 March 2027. They also provide guidance on the application of the amendments based on the issue date of the EIAPP certificate for the engine.

Review of the NO_x Technical Code 2008: Certification of Engines with Substantial Modifications or Different Tiers

The amendments provide specific procedures for 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. A flow chart is included to provide guidance of the certification procedures of such engines. These amendments will enter into force on 1 September 2026.

Harmful aquatic organisms in ballast water (Item 4)

Approval of Ballast Water Management Plans

The Committee reviewed the forty-sixth report of the GESAMP-Ballast Water Working Group (GESAMP-BWWG), which assessed three BWMS proposals using Active Substances, in accordance with the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57):

- final approval granted to ERMA FIRST FLOW® BWMS;
- final approval granted to OceanGuard® Sim BWMS;
- basic approval granted to Blue Ocean Shield Electrolytic Chlorination (EC) BWMS.

Following the review of the GESAMP-BWWG report and the approval of several ballast water management systems, the Committee then turned its attention to the ongoing Convention Review Process. In line with the Convention Review Plan for the experience-building phase (EBP) of the BWM Convention (BWM.2/Circ.79), the Correspondence Group on review of the BWM Convention was tasked with drafting amendments to provisions of the BWM Convention and associated instruments.

Review of the Ballast Water Management Convention

Regulation A-3 (challenging water quality and contingency measures):

Amendments to regulation A-3 were developed to facilitate ballast water management under challenging water quality or contingency measures. However, concerns were raised about the applicability of BWM.2/Circ.62. The Committee approved the creation of a new objective to amend paragraph 6 of BWM.2/Circ.62 to enhance clarity.

Maintenance Log Requirement (Objective 10)

Objective 10 introduced a maintenance log for BWMS maintenance actions recorded in the Ballast Water Record Book (BWRB):

- **Objective 83:** a consequential amendment to Appendix II (Form of BWRB) is required to develop a BWMS maintenance log template
- **Objective 86:** a further amendment to BWM.2/Circ.80 (Guidance on ballast water record-keeping) should be considered to reflect the updated BWRB

Proposal for a Survey Scheme and BWMS Installation Date Criteria for Ships Transitioning from Regulation D-4 to Regulation D-2

Regulation D-2 of the Ballast Water Management Convention establishes the mandatory performance standards (maximum acceptable concentrations of viable organisms and indicator microbes that can be discharged) that all ships required to manage their ballast water must comply with.

In contrast, Regulation D-4 of the BWMC is a derogation regime that allows for certain ships to be exempt from regulation D-2 in designated geographical areas demand to pose a low risk of invasive species transfer. These exemptions are only valid for a limited period.

The Committee reviewed proposals concerning **Regulation E-1.1.5**, which requires an additional survey after modifications affecting BWMS compliance. The following modifications were proposed the following two scenarios for ships transitioning from D-4 to D-2 compliance:

- **scenario 1:** The prototype BWMS is replaced or modified to a type-approved BWMS, requiring an additional survey with a commissioning test;
- **scenario 2:** The prototype BWMS is already type-approved, and no modifications are needed. In this case, the commissioning test may be replaced by existing shipboard testing results.

In conclusion, the Committee agreed to develop amendments to Regulation E-1 and Guidelines (G10) accordingly.

Monitoring disinfection by-products (DBPs)

The Committee discussed proposals for monitoring disinfection by-products (DBPs) from BWMS using Active Substances. This includes:

- collecting data on DBP formation in BWMS and the marine environment;
- identifying relevant chemicals for reducing DBP discharge;
- monitoring strategy;
- the proposal includes introducing sampling and analysis during intermediate and renewal surveys (twice every five years) to monitor DBP levels.

The Committee was informed that ships and Flag States face difficulties obtaining pre-emptive BWMS bypass agreements from coastal State authorities. To address this, the Committee was asked to establish a GISIS module for listing contact points to facilitate pre-emptive bypass approvals For the Member States and international organizations to submit data and information and the formation and range of DBPs and other relevant chemicals from BWMS that make 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.

Exemptions from Ballast Water Management Requirements under Regulation A-4

Concerns were raised that many exemptions granted under Regulation A-4 do not comply with the Convention's requirements, undermining its intent. The Committee agreed to develop a standardized exemption template in accordance with Guidelines (G7) to ensure consistency and reporting in line with the regulation across all Parties.

Standardization of BWMS Data Logs and Export Files (Objective 27)

The Committee endorsed the development of **standardized export formats** for BWMS data to support compliance checks, focusing on operational output rather than internal processes. This objective will be completed by the Correspondence Group.

Proposed Amendments to Regulation B-6 (Training Requirements for Officers and Crew)

The Committee agreed to avoid duplicating the training requirements already covered under the STCW Convention. The Committee is agreed that officers and crew should be able to demonstrate familiarization with the STCW Convention and the Ballast Water Management Plan and the duties related to operational duties with records maintained onboard. It was also noted that the future guidance under objective 78 should avoid duplication with amendment Guidelines (G4).

Next steps for the review

MEPC 83 re-established the Correspondence Group to complete the drafting of priority amendments (mainly amendments to mandatory instruments) and to develop an approach for remaining non-priority issues post-Experience Building Phase and to continue beyond MEPC 84 with a target completion ahead of the anticipated 2028 entry-into-force date.

Air pollution prevention (Item 5)

Reduction of Black Carbon emissions in the Arctic

Following on the approval of Guidelines on recommendatory Black Carbon emission measurement, monitoring and reporting MECP.394(82), the Committee considered PPR 12 ongoing discussions on measures to reduce the impact of Black Carbon emissions in the arctic. It noted the ongoing discussion on the concept of polar fuels and reiterated the subcommittee's invitation to member states to submit concrete proposal to PPR 13. These proposals can be supported by scientific studies and findings from black carbon measurements campaigns using the methodology laid out in Guidelines on recommendatory Black Carbon emission measurement, monitoring and reporting MECP.394(82),

Evaluation and Harmonization of Rules on Exhaust Gas Cleaning Systems (EGCS) Discharges

MEPC 83 reviewed and endorsed the draft terms of reference of the GESAMP Task Team on EGCS, tasked with evaluating and harmonizing regulatory measures related to the discharge from EGCS into the aquatic environment. The Committee also reiterated the sub-committee's invitation to member states to submit new concrete proposals to PPR 13 on regulatory measures addressing discharges of EGCS discharge water, reflecting the latest available data. MEPC 83 requested that the Secretariat, subject to the availability of sufficient funding, 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.

Amendments to the NO_x Technical Code 2008 on Selective Catalytic Reduction (SCR) Systems

MEPC 83 adopted the draft MEPC resolution on the 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems. Administrations are invited to implement the 2025 SCR (Selective Catalytic Reduction) Guidelines as follows: Mandatory application to SCR systems installed on ships:

- With keels laid (or at a similar stage of construction) on or after 1 November 2025; or

- With keels laid before 1 November 2025, but where:
 - The contractual delivery date of the SCR system is on or after 1 May 2026, or
 - If no contractual delivery date exists, the actual delivery is on or after 1 May 2026

Energy efficiency of ships (Item 6)

MEPC 83 considered the outcomes of the first meeting of the Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1) which progressed on the review process for the Carbon Intensity Indicator (CII) framework and considered the following matters.

Annual Carbon Intensity and Efficiency of the Fleet

MEPC 83 reviewed the 2023 report on carbon intensity and efficiency of the fleet and considered demand-based and supply-based carbon intensity from 2019 to 2023. The Committee noted the carbon intensity development of the fleet and recognized limitations in estimating demand-based carbon intensity using AIS draught data, which is not a substitute for reported cargo or transport work data under the IMO DCS.

Draft Amendments to the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative To Reference Lines (Cii Reduction Factors Guidelines, G3)

MEPC 83 defined reduction for the year 2027 to 2030 relative to the 2019 reference line found in table 1 of the CII reduction factor guideline.

Reduction factor (Z%) for the CII relative to the 2019 reference line	
Year	Reduction Factor Relative to 2019
2023	5%
2024	7%
2025	9%
2026	11%
2027	13.625%
2028	16.25%
2029	18.875%
2030	21.5%

This revision which concludes phase 1 of the CII revision process, was decided in conjunction with the approval of an updated work plan for phase 2 (available in the appendices)

Measurement and Verification of Non-CO₂ GHG Emissions

The Committee considered and finalized for adoption the guidelines for methane (CH₄) and nitrous oxide (N₂O) emissions testbed and onboard measurement from diesel engines. They cover requirements for documentation, verification and issuance of a Statement of Compliance for the CH₄ and/or N₂O emissions values.

The committee also considered integrating in the guidelines a voluntary alternative to the test-bed and onboard measurement procedures based on Engine Load Monitoring method. Work on this alternative method was deferred to a correspondence group for further consideration.

MEPC 83 considered a proposal to expand the measurement methods in the draft guidelines by including TDLAS (Tunable Diode Laser Absorption Spectroscopy) and LRS (Laser Raman Spectroscopy) but decided to also send this matter to a correspondence group for more development.

MEPC 83 re-established a correspondence group to continue developing the framework for measuring and verifying actual tank-to-wake emissions factors from methane and nitrous oxide for marine diesel engines and for the methane slip factor, as well as developing the regulatory framework for onboard carbon capture and storage (OCCS) except for matters related to accounting of CO₂ captured on board ships. A written report will be submitted at MEPC 84.

Onboard Carbon Capture and Storage

MEPC 83 also reviewed and approved the work plan for Onboard Carbon Capture and Storage (OCCS). The work fixed five objectives:

- avoiding emissions/discharge harmful to the environment and ensuring traceability of captured carbon;
- evaluate the legal barriers that may hinder the use of OCCS;
- facilitating access to certified reception facilities for permanent storage/utilization of captured carbon;
- enabling recording and reporting of relevant data;
- developing options to account for GHG emission reductions from OCCS in the IMO GHG regulatory framework.

The aim is to complete the work by 2028. Tasks relating to avoiding harmful to the environment emissions/discharges and ensuring the traceability of carbon captured are expected to be completed before work is carried out on integrating OCCS into short-term measures (EEDI, EEXI, CII).

Amendments to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) (resolution MEPC.365(79))

The committee approved a revision 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)), taking into account the 2024 update of the ITTC Recommended Procedures and Guidelines concerning the determination and verification of the EEDI requirements and the publication of ISO 15016:2025.

MEPC 83 agreed to a transition period enabling the continued use of the ISO 15016:2015 standard for ships for which the sea trial is conducted before 1 May 2026.

Accessibility of the IMO DCS database

The committee approved amendments to regulation 27 of MARPOL annex VI on improving public access to anonymized data the IMO DCS. It also agreed to revise the guidelines on the management of the IMO DCS data to strengthen anonymization provisions and ensure filtering out of incorrect data.

Reduction of GHG emissions from ships (Item 7)

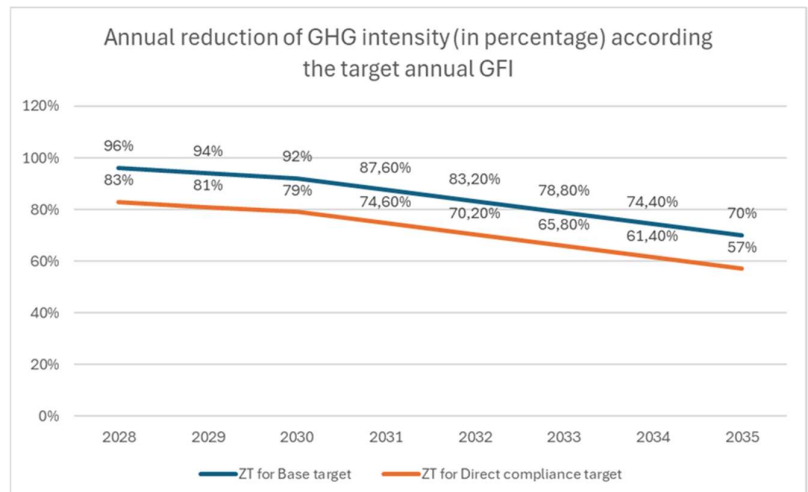
MEPC 83 approved by a majority vote the mid-term measures to implement the 2023 Strategy and its new chapter 5 of Net-zero IMO framework. It is to be adopted by MEPC/Extraordinary Session 2 in October with an entry into force by 2027. Subject to the forthcoming adoption, the key-take-away provisions set the first steps of a pathway towards net zero goal.

Based on the net-zero objectives by 2050, and compared to 2008 values, reg.35 set the figures of the trajectory of reduction of GHG intensity on a Well-to-Wake basis till 2035 according to a two-tiered scheme generating surplus units for over-performing ships, and deficits for under-performing ships.

The Committee also agreed to the following annual GFI reduction factors (for both the base target and the direct compliance target) between 2028 and 2035. Note that the GFI reference value is equivalent to 93.3 g CO₂eq/MJ (on a Well-to-Wake basis).

Annual GFI reduction factors (in percentage) for the target annual GFI relative to the GFI reference value		
Year	Zft for Base target	Zft for Direct compliance target
2028	4%	17%
2029	6%	19%
2030	8%	21.0%
2031	12.4%	25.4%
2032	16.8%	29.8%
2033	21.2%	34.2%
2034	25.6%	38.6%
2035	30.0%	43%
2040	65%	TBD

Graphic of the two-tiered GHG intensity reduction's trajectories (2028-2035)





Reg.36 on compliance approaches provides that “tier 2” (over the base target) will comply with the annual target by transfers of surplus units (transferred or banked) and/or the payment of 380\$/t by remedial unit (RU) whereas “tier 1” (over the “direct compliance target”) can comply or RU priced at 100\$/t. Prices are set for 2028-2030 period.

With Administration and RO, IMO will deliver the ship account statement (containing the DoC issued by Administration) of compliance based on reported and verified data collected through the amended SEEMP (reg. 37).

The Committee shall recognize sustainable fuels certification schemes taking into account the recognition process(es) and criteria specified in guidelines (to be developed by the Organization) (reg. 34).

The reg. 38 establishes the IMO GFI Registry: each ship (>5000GT) shall have by 1 October 2027 an account with the IMO GFI Registry and shall pay by 30 June 2028, and by 30 June of each year thereafter, the annual administration fee to the IMO GFI Registry.

The IMO GFI Registry shall:

- credit the amount of surplus units a ship in direct compliance is eligible to receive;
- record banked surplus units between reporting periods;
- record all transferred surplus units from one ship account to another ship account;
- cancel surplus units when used, expired or voluntarily cancelled;
- credit remedial units to a ship account, according to the contributions to the IMO Net-Zero Fund, and cancel the remedial unit following proof of payment.

Reg.39 provides a reward for the uptake of zero-net zero technology, fuel and energy sources: the threshold shall be set at not greater than 19 gCO₂eq/MJ for an initial period until 31 December 2034, and from 1 January 2035, the threshold shall be set at not greater than 14.0 gCO₂eq/MJ.

Reg.40 establishes the IMO Net-Zero Fund which shall receive and manage GHG emissions pricing contributions made by ships, and disburse collected revenue.

A special provision addresses the issue of food security which was requested by several delegations.

A review clause includes the assessment of the effectiveness of the measures and the review of values (annual GFI reduction factor and threshold values for ZNZ). Two appendices complete the chapter : appendix XII related to the information to be submitted on the annual GHG intensity and appendix XIII with the Form of Statement of compliance.

Two next Intersessional Working Group on Reduction of GHG Emissions from Ships are instructed to:

- develop new or revise existing guidelines, provisions, guidance and other documents, as appropriate, for supporting the uniform and effective implementation of the IMO Net-Zero Framework;
- further consider the development of the IMO Life Cycle GHG Assessment (LCA) framework.

Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships (Item 8)

The Committee considered relevant outcomes from PPR 12:

Revision of the 2025 Action Plan

The committee approved the updates to the 2025 the Action Plan to Address Marine Plastic Litter from Ships (resolution MEPC.310(73)) and the updated grouping and prioritisation of actions. It also tasked PPR 13 to revise MEPC.341(77) Strategy to address marine plastic litter from ships to integrate it with the updated 2025 action plan.

Experience-building phase for the reduction of underwater radiated noise from shipping (Item 9)

The Committee considered the relevant outcomes from the 11th session of the Ship Design and Construction (SDC 11), held from the 13th to 17th of January 2025, which was tasked with advancing technical work related to the reduction of underwater radiated noise.

Detailed information on SDC work is available in [BV Summary for SDC 11](#).

MEPC 83 recalled that an experience building phase is currently underway, requiring the collection of experience and results from the implementation of the MEPC.1/Circ.906/Rev.1 Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life. The results from the EBP will form the basis for discussion and future developments expected to take place at SDC 12 in January 2026. MEPC 85 which is expected to be held in 2026 is expected to assess the outcome of the EBP and determine next steps based on the recommendations of SDC 12.

PPR 12 and reports of other sub-committees (Items 10/11)

The Committee considered remaining matters that did not fall in air pollution or plastic pollution category from the 12th session of the Pollution Prevention Response sub-committee (PPR 12) held from the 27th to 31st of January. Detailed information on PPR work is available in [BV Summary for PPR 12](#).

The Committee considered the outcome of 10th session of the Implementation of IMO Instruments Sub-Committee (III 10) held from the 22nd to 26th July 2024 and that of IMO Sub-committee on the Carriage of Cargoes and Containers (CCC 10) held from the 16th to 20th of September 2024.

Detailed information on III 10 work is available in [BV Summary for III 10](#).

Detailed information on CCC 10 work is available in [BV Summary for CCC 10](#).

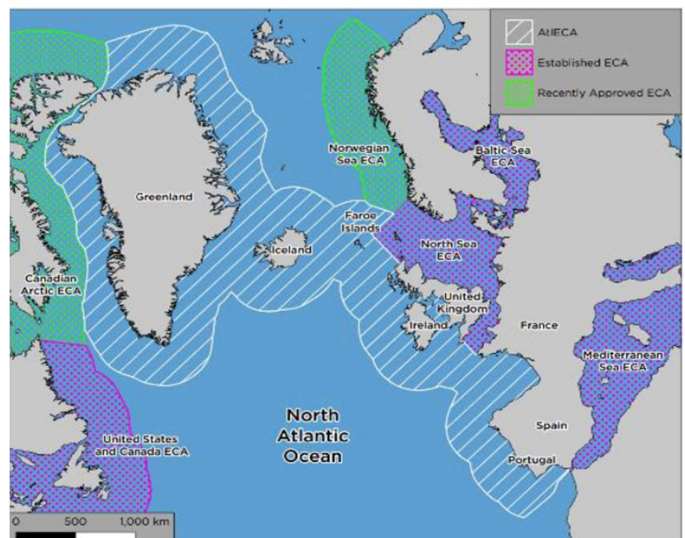
Identification and protection of Special Areas, ECAs and PSSAs (Item 12)

Proposal for North-East Atlantic Ocean Emission Control Area

MEPC 83 assessed a proposal to designate the North-East Atlantic Ocean as an Emission Control Area (ECA) for Sulphur Oxides (SO_x), Nitrogen Oxides (NO_x) and Particulate Matter (PM) and determined that the proposal fulfilled the criteria section 3 of Appendix III to MARPOL Annex VI.

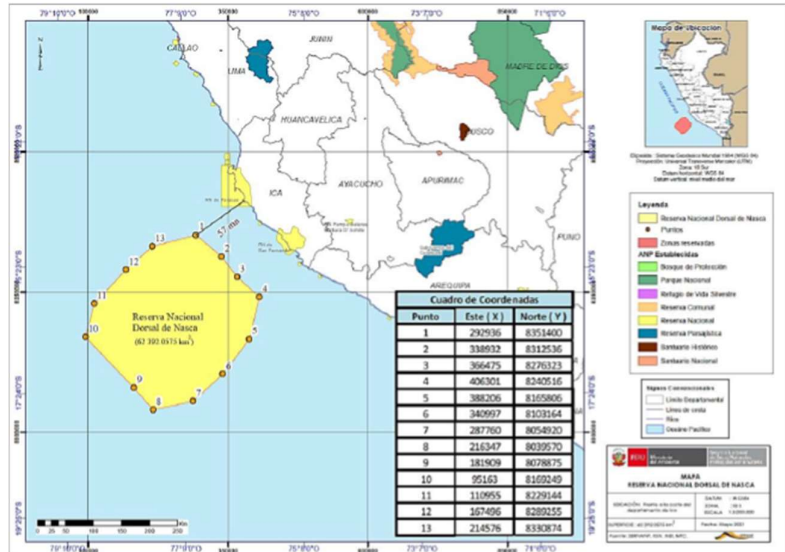
The Committee approved draft amendments to MARPOL Annex VI to designate the North-East Atlantic Ocean as an ECA with the aim to have these amendments adopted at the extraordinary MEPC session in October 2025 with an entry into force in 2027.

Map showing the proposed North-East Atlantic Emission Control Area alongside the other established and proposed ECAs



(PSSA) in the sea areas "Reserva Nacional Dorsal de Nasca" (Nasca Ridge National Reserve)

The Committee agreed in principle the proposal for the designation of particularly sensitive sea area (PSSA) in the sea area of "Reserva Nacional Dorsal de Nasca" (Nasca Ridge National Reserve). It concluded that the proposal met the requirements in the provision of the PSSA Guidelines and agreed in principle to the designation of the NSAC Ridge National Reserve as a PSSA subject to further development of the proposed associated protective measures which are to be submitted to a future session of MEPC for approval.



Map showing the location of the proposed PSSA

PSSA and "Reserva Nacional Mar Tropical de Grau" (Grau Tropical Sea National Reserve) in South America's Pacific Ocean.

The Committee also agreed in principle the designation of particularly sensitive sea area (PSSA) in the sea area of the "Reserva Nacional Mar Tropical de Grau" (Grau Tropical Sea National Reserve) in South America's Pacific Ocean. It concluded that the proposal met the requirements in the provision of the PSSA Guidelines and agreed in principle to the designation of the Grau Tropical Sea National Reserve as a PSSA subject to further development of the proposed associated protective measures which are to be submitted to a future session of MEPC for approval.



Map showing the location of the four sectors comprising the proposed PSSA



Work programme of the Committee and subsidiary bodies (Item 14)

MEPC 82 considered and agreed to its work programme and that of its subsidiary bodies including new outputs for the 2026-2027 biennium. It agreed to the following new outputs:

- an experience building to assess the implementation of the Hong Kong convention and to determine the need for possible updates;
- development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species.
- development of amendments to the NOX Technical Code 2008 to also cover the certification of engines using non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels;
- development of management guidelines to protect the marine environment from ammonia effluent generated from ammonia-fuelled ship.

APPENDIX

Table 1. Amendments adopted to mandatory instruments and Codes Other MEPC resolutions adopted by MEPC 83.

Resolutions (the numbering is provisional) are published as annexes to the MEPC 83 Report (WP 1) and are available once finalized by the IMO Secretariat, on IMODOCS and on the IMO website.

Amendments to Mandatory Instruments adopted by MEPC 83	
Resolution Reference	Contents
Resolution MEPC.397(83)	amendments to the NO _x technical code 2008 (use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles)
Resolution MEPC.398(83)	amendments to the NO _x technical code 2008 (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)

Table 2. Other MEPC resolutions adopted by MEPC 83

Resolutions (the numbering is provisional) are published as annexes to the MEPC 83 Report (WP 1) and are available once finalized by the IMO on IMODOCS and on the IMO website. Date of adoption is 11 April 2025. Entry into force is either on adoption date or as specified in the Resolution.

Other resolutions adopted by MEPC 83	
Resolution Reference	Contents
Resolution MEPC.399(83)	2025 guidelines on Selective Catalytic Reduction (SCR) Systems
Resolution MEPC.400(83)	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))
Resolution MEPC.401(83)	amendments to the 2024 guidelines for the development of a ship energy efficiency management plan (SEEMP) (Resolution MEPC.395(82))
Resolution MEPC.402(83)	guidelines for test-bed and onboard measurements of methane (CH ₄) and/or nitrous oxide (N ₂ O) emissions from marine diesel engines
Resolution MEPC.403(83)	amendments to the 2022 guidelines on survey and certification of the energy efficiency design index (EEDI)
Resolution MEPC.404(83)	2025 action plan to address marine plastic litter from ships
Resolution MEPC.405(83)	amendments to the 2023 guidelines for the development of the inventory of hazardous materials (Resolution MEPC.379(80))

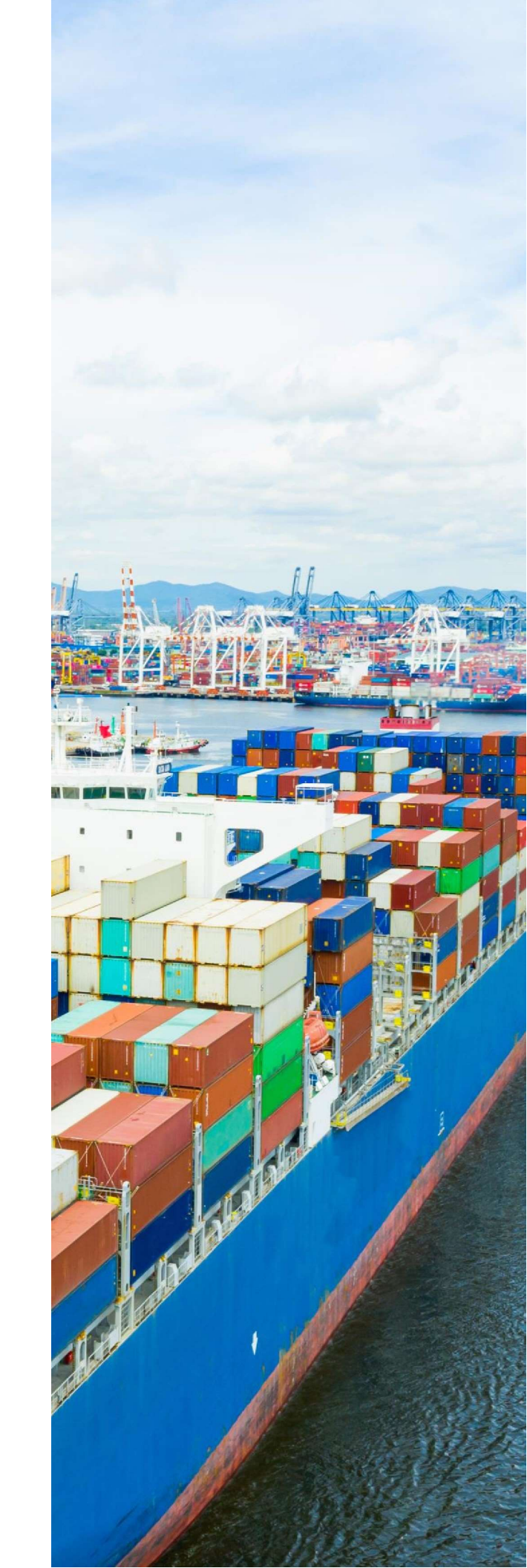
Table 3. Circulars adopted by MEPC 83

Circulars will be available on IMODOCS once the MSC 83 report (WP 1) is finalized by the IMO Secretariat. Adoption date is 11 April 2025. Specific application dates may be specified in the Circulars.

Circulars adopted by MEPC 83	
MEPC.1/Circ.916	Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG
MEPC.1/Circ.917	Interim guidance on the carriage of blends of biofuels and MARPOL ANNEX I cargoes by conventional bunker ships
MEPC.1/Circ.918	Guidance on in-water cleaning of ships' biofouling
MEPC.1/Circ.919	Rules of procedure of the Marine Environment Protection Committee
MEPC.2/Circ.30/Rev.1	Provisional categorization of liquid substances in accordance with MARPOL ANNEX II and the IBC CODE

Table 4. CII review phase 2 work plan

Work Plan for Phase of the Review of the Short-Term GHG Reduction Measure		
Date	Meeting	Objectives
Spring 2026	MEPC 84	<ul style="list-style-type: none"> • Further consider and finalize the development of the enhanced SEEMP framework • Further consider and finalize the development of the cgHRS metric for cruise passenger ships • Consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 GHG Strategy
Autumn 2026	MEPC 85	<ul style="list-style-type: none"> • Further consider the development of other CII metrics. • Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 GHG Strategy
Spring 2027	MEPC 86	<ul style="list-style-type: none"> • Further consider the development of other CII metrics • Consider further concrete proposals for CII correction factors and/or reference line adjustments, if any • Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 GHG Strategy
Spring 2028	MEPC 87	<ul style="list-style-type: none"> • Conclude the consideration of other CII metrics • Further consider and finalize the development of revised reference lines, as appropriate • Consider further concrete proposals for CII correction factors and/or reference line adjustments, as appropriate • Finalize Phase 2 of the review • Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework, with a view to finalization as soon as possible, and develop a possible way forward for the IMO carbon intensity/energy efficiency framework beyond 2030, as appropriate. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 GHG Strategy



This summary report has been prepared on the closing day of the Committee meeting, based on IMO Working papers and Plenary comments. Resolutions, Circulars and other IMO references may be rectified on publication of final versions by the IMO.

FOR MORE INFORMATION

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