



# Türk Loydu Summary Report – PPR 13

FEBRUARY 2026

TLR /PPR 13

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for Türk Loydu  
summary report

The 13th session of the Pollution Prevention and Response Sub-Committee was held from 9 to 13 February 2026. Decisions and discussions have been summarized hereunder.

## **DEVELOPMENT OF A LEGALLY BINDING FRAMEWORK FOR THE CONTROL AND MANAGEMENT OF SHIPS' BIOFOULING TO MINIMIZE THE TRANSFER OF INVASIVE AQUATIC SPECIES**

Following discussion in the plenary the Sub-Committee established the Drafting Group on Control and Management of Ships' Biofouling to prepare draft terms of reference for a correspondence group on the development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species.

The Sub-Committee supported the development of a standalone legally binding instrument and agreed on fundamental elements and terms of reference for the output. PPR 13 established a Correspondence Group to:

- define objectives,
- develop draft structure,
- identify supporting guidelines,
- propose a work plan.

## **REDUCTION OF THE IMPACT ON THE ARCTIC OF BLACK CARBON EMISSIONS FROM INTERNATIONAL SHIPPING**

The Sub-Committee continued discussions on the development of the "polar fuels" concept aimed at reducing the impact of Black Carbon emissions from international shipping on the Arctic. Divergent views were expressed regarding the potential benefits and the appropriate way forward, noting that fuel quality is not the only factor influencing Black Carbon emissions. The Sub-Committee invited interested Member States and international organizations to submit updated or new proposals to PPR 14, taking into account the comments made during the session.. Such proposals should ensure consistency with existing MARPOL Annex VI fuel quality provisions and consider existing measures, including the prohibition on the carriage and use of heavy fuel oil in the Arctic under regulation 43A of MARPOL Annex I and the North American, Canadian Arctic and Norwegian Sea Emission Control Areas.

## **EVALUATION AND HARMONIZATION OF RULES AND GUIDANCE ON THE DISCHARGE OF DISCHARGE WATER FROM EGCS INTO THE AQUATIC ENVIRONMENT, INCLUDING CONDITIONS AND AREAS**

The Sub-Committee considered the documents submitted and documents referred to it by MEPC 83 on the discharge of discharge water from EGCS. Following the discussion, the Sub-Committee noted the divergent views expressed.

The Sub-Committee recommend that MEPC invites Member States considering applications for the designation of Particularly Sensitive Sea Areas (PSSAs) to assess the relevance of an EGCS-related associated protective measure (APM), when formulating and submitting a PSSA proposal.

Sub-Committee invited interested Member States and international organizations to consult intersessionally, with a view to submitting new concrete proposals on appropriate measures to control discharges of EGCS discharge water to PPR 14.

## **REVIEW AND DEVELOPMENT OF NO<sub>x</sub> EMISSION REQUIREMENTS IN MARPOL ANNEX VI AND THE NO<sub>x</sub> TECHNICAL CODE 2008**

The Sub-Committee initiated the review of NO<sub>x</sub> emission requirements in MARPOL Annex VI and the NO<sub>x</sub> Technical Code 2008, taking into account several documents submitted to the session. Discussions focused on concerns regarding relatively high NO<sub>x</sub> emissions during low engine load operations and on possible improvements to ensure that the regulatory framework reflects actual engine operating profiles.

Key areas discussed included possible revisions to engine test cycles and weighting factors, the development of onboard verification methods to demonstrate continued operation in the certified configuration, and guidance on determining the operational status of NO<sub>x</sub> reduction technologies such as Selective Catalytic Reduction (SCR) systems.

The Working Group was not in a position to identify a preferred regulatory approach and invited interested Member States and international organizations to continue work intersessionally on potential regulatory approaches addressing low-load emissions, onboard compliance verification methods, and guidance on SCR operational status and associated response procedures.

## **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**

The Sub-Committee also considered proposals to amend the NO<sub>x</sub> Technical Code 2008 in order to provide a certification pathway for engines operating on non-carbon-containing fuels, such as ammonia and hydrogen, as well as mixtures of carbon-containing and non-carbon fuels.

Draft amendments were agreed to introduce additional exhaust gas flow calculation methods, including hydrogen-balance and oxygen-balance approaches, which complement the existing carbon-balance method and enable accurate emission measurement for fuels that contain little or no carbon. The Sub-Committee agreed to the draft amendments with a view to their approval by MEPC 84 and subsequent adoption.

## **REVISION OF MARPOL ANNEX IV AND ASSOCIATED GUIDELINES**

The Sub-Committee considered the report of Correspondence Group on Revision of MARPOL Annex IV and Associated Guidelines to introduce provisions for record-keeping and measures to confirm the lifetime performance of sewage treatment plants. The Sub-Committee established the Working Group on Revision of MARPOL Annex IV and instructed it to develop draft amendments to MARPOL Annex IV and Associated Guidelines.

PPR 13 agreed, in principle, to the draft amendments to MARPOL Annex IV concerning a Sewage Record Book (SRB) (draft regulation 11A and appendix III) and draft guidance for the recording of operations in the SRB, and to the draft amendments to MARPOL Annex IV concerning Sewage Management Plans (SMP) (draft regulation 11B) and draft guidance for the development of Sewage Management Plans.

The Sub-Committee reestablished the Correspondence Group on the Revision of MARPOL Annex IV and associated Guidelines to progress the work intersessionally on refining the amendments and developing implementation guidelines.

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

### ***2026 Strategy and Action Plan on Marine Plastic Litter from Ships***

The Sub-Committee agreed to the draft 2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships, with a view to adoption by MEPC 84. The draft 2026 Strategy and the Action Plan updates and supersedes the 2021 Strategy (MEPC.341(77)) and the 2025 Action Plan (MEPC.404(83)).

The Strategy reaffirms IMO's commitment to achieving zero plastic waste discharges to sea from ships by 2030. Key updates include a specific focus on the unique challenges faced by Small Island Developing States (SIDS) and remote locations (such as polar regions) regarding the provision of adequate port reception facilities. The revised plan aims to enhance public awareness, improve the understanding of microplastics' contribution to litter, and expand technical cooperation.

### ***Reduction of the environmental risk associated with the maritime transport of plastic pellets***

The Sub-Committee considered the potential legal instruments to introduce mandatory measures for reducing the environmental risks associated with the transport of plastic pellets in freight containers.

The Working Group recommended the development of a new mandatory code (based on MEPC.1/Circ.909) specifically for plastic pellets. Regarding the legal framework, three options were submitted to MEPC 84 for a final policy decision: making the new code mandatory under MARPOL Annex III, SOLAS, or both.

### ***Marking of fishing gear***

The Sub-Committee developed and agreed on a draft MEPC circular that promotes the implementation of fishing gear marking systems and the FAO Voluntary Guidelines on the Marking of Fishing Gear (VGMFG). Application of the FAO Voluntary Guidelines on Marking of Fishing Gear (VGMFG), including:

- Risk assessment framework,
- Practical marking manual.

### **REVIEW OF THE IBTS GUIDELINES AND AMENDMENTS TO THE IOPP CERTIFICATE AND OIL RECORD BOOK**

The Sub-Committee finalized amendments to MARPOL Annex I and associated guidelines to regulate the disposal of oily bilge water through forced evaporation and to enhance the management of machinery space waste through the Integrated Bilge Water Treatment System (IBTS).

#### ***Amendments to MARPOL Annex I***

The Sub-Committee agreed to a new regulation 12B concerning oily bilge water holding and service tanks. Consequently the Sub-Committee agreed on amendments to the Supplement of the IOPP Certificate (Forms A and B) to include entries for the means of disposal of oily bilge water and Form of the Oil Record Book (ORB) Part I.

This regulation applies to ships of 400 gross tonnage and above fitted with an IBTS. It allows the disposal of oily bilge water through 'forced evaporation' on this ships. Forced evaporation is defined as a controlled thermal process intended to remove water from service tanks, leaving oil residue behind for proper disposal.

Furthermore the Sub-Committee agreed to the revised guidance for recording operations in the Oil Record Book (ORB) Part I. These updates aim to facilitate crew compliance and ensure more uniform Port State Control (PSC) procedures.

#### ***2026 IBTS Guidelines***

The Sub-Committee agreed to the draft 2026 Guidelines for systems handling oily wastes in machinery spaces. The draft guidelines will be submitted with a view to approval by MEPC 85, in conjunction with the adoption of the draft amendments to MARPOL Annex I.

These guidelines provide updated definitions and technical arrangements for IBTS, including a typical flow diagram that integrates forced evaporation and clean bilge water holding tanks. The technical updates include the maximum design temperature for heating oily bilge water in service tanks to ensure effective evaporation.

## UNIFIED INTERPRETATIONS OF MARPOL ANNEX VI

The Sub-Committee considered proposals related to unified interpretations of MARPOL Annex VI. In particular, draft revised and new unified interpretations were developed concerning the application of regulations 13.2.2, 13.2.3 and 16.9. The interpretations clarify the application dates for major conversions using the “three dates” criteria under regulation 13, the timing of engine replacement, and the design requirements for shipboard incinerators under regulation 16 to ensure that the combustion chamber temperature reaches 600°C within five minutes after start-up. The Sub-Committee agreed to forward the draft unified interpretations for further consideration and approval within the IMO framework.

## VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS

The Sub-Committee considered proposals to amend regulation 15 of MARPOL Annex VI in order to reduce emissions of volatile organic compounds (VOC) from crude oil tankers. The proposed amendments introduce a requirement for new crude oil tankers to be fitted with pressure/vacuum (P/V) valves with a minimum opening pressure of 0.20 bar. The Working Group agreed to the draft amendments to regulation 15 and to the consequential amendments to the form of the International Air Pollution Prevention (IAPP) Certificate, with a view to approval by MEPC 84 and subsequent adoption.

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