



# Türk Loydu Summary Report – MEPC 83

APRIL 2025

TLR /MEPC 83

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for Türk Loydu  
summary report

The eighty third session of the Marine Environment Protection Committee was held from 07 to 11 April 2025. Decisions and discussions have been summarized hereunder.

## CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

### *Amendments to the NOx Technical Code 2008*

MEPC 83 considered the amendments to the NOx Technical Code 2008 which is approved by MEPC 82.

#### *Use of multiple engine operational profiles for a marine diesel engine*

The Committee was adopted the draft amendments to NTC 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles. The amendments will enter into force on 1 March 2027.

#### *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*

The Committee also was adopted 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. The amendments will enter into force on 1 March 2027.

## HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

The Committee considered the matters related to the on-going review of the BWM Convention and other matters referred directly to the Ballast Water Review Group (BWRG). BWRG was decided the followings:

- Operation, Maintenance and Safety Manual (OMSM) content and timing of approval was concluded. In this regard OMSM shall be approved concurrent with modification of any type-approved BWMS
- A new additional test on CWQ performance evaluation, which would be mandatory for all BWMS
- Addition a new objective to clarify applicability of the Guidance on contingency measures (BWM.2/Circ.62)
- New objectives were added for amendments to appendix II of BWM Convention and BWM.2/Circ.80/Rev.1
- For ships transition from regulation D-4 to regulation D-2 new objectives were added for amendments to regulation E-1 and Guidelines (G10)
- Objective was clarified for standardization of BWMS data logs and export files
- Regarding the mandatory training of the crew; the amendment to regulation B-6.1 regarding the addition of the reference to the newly developed training guidelines and the keeping of training evidence.

- In case of BWMS bypass for operations in CWQ conditions, the contact list to be notified should be up-to-date and the list should be published through the IMO website.

The Committee decided to re-establish the Review Group at MEPC 84 in particular with a view to the finalization of draft amendments to the BWM Convention and the BWMS Code for approval at that session.

## **AIR POLLUTION PREVENTION**

### ***Nitrogen Oxide (NOx) emissions***

The Committee adopted resolution MEPC.399(83) on 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems. 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems will supersede the 2017 Guidelines to remove ambiguities and ensure consistent application. SCR systems are active emission control technology systems used to reduce NOx emissions.

## **ENERGY EFFICIENCY OF SHIPS**

### ***Outcome of Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1)***

The Committee approved the draft amendments to regulations 20, 25 and 28 of MARPOL Annex VI.

### ***Review of the short-term GHG reduction measure***

The Committee finalized Phase 1 of the review of the short-term GHG reduction measure which were adopted in 2021 and entered into force in 2022. Key elements of the short-term measures include: Energy Efficiency Existing Ship Index (EEXI), enhanced Ship Energy Efficiency Management Plan (SEEMP), and Carbon Intensity Indicator (CII) rating scheme. The measures aim to improve ship energy efficiency and reduce carbon intensity by at least 40% by 2030 compared to 2008.

### ***Carbon intensity (CII) reduction (Z) factors for 2027-2030***

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)). These Guidelines outline the methods for determining the annual operational carbon intensity reduction factors and their values from 2023 to 2030 (indicating how much carbon intensity need to be reduced by ships over this period to meet targets), as referred to in Regulation 28 of MARPOL Annex VI. The amendments include newly defined CII reduction factors for 2027 to 2030. The Group noted that the proposed Z factors were based on annual increments of 2.625%, i.e. a linear reduction towards 21.5% in 2030 compared to 2019, corresponding to the remaining supply-based CII reduction rate as calculated when the G3 Guidelines were initially developed.

**Table 1: Reduction factor (Z%) for the CII relative to the 2019 reference line**

<b>Year</b>	<b>Reduction factor relative to 2019</b>
2023	5%
2024	7%
2025	9%
2026	11%
2027	<b><u>13.625%</u></b>
2028	<b><u>16.250%</u></b>
2029	<b><u>18.875%</u></b>

### [Access to the IMO Data Collection System for ship fuel consumption](#)

The Committee approved draft amendments to regulation 27 of MARPOL Annex VI on IMO's data collection system (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 dataset could be downloaded in GISIS. The IMO DCS requires ships to record and report their fuel oil consumption, which is then used to calculate ships' operational carbon intensity (CII). The amendments will ensure that all reported data in the IMO DCS are accessible to Parties to Annex VI, in a non-anonymized form. An anonymized database (i.e., identification of a specific ship will not be possible) will be made accessible to public users.

### ***Amendments to the 2024 Ship Energy Efficiency Management Plan (SEEMP) Guidelines***

The Committee 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)), to allow the possible development of other CII metrics at future MEPC sessions, as envisaged in the work plan for the review of the short-term GHG reduction measures.

### ***Guidelines for test-bed and onboard measurements of methane (CH<sub>4</sub>) and/or nitrous oxide (N<sub>2</sub>O) emissions from marine diesel engines***

The Committee adopted resolution MEPC.402(83) on *Guidelines for test-bed and onboard measurements of methane (CH<sub>4</sub>) and/or nitrous oxide (N<sub>2</sub>O) emissions from marine diesel engines*.

### ***Onboard Carbon Capture and Storage (OCCS)***

The Committee approved the Work Plan on the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS). OCCS systems capture carbon produced by a ship before it is emitted into the air.

### ***Proposals and information related to the EEDI and EEXI frameworks***

The Committee adopted resolution MEPC.403(83) on *Amendments to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)* and requested the Secretariat to issue a consolidated text of the Guidelines as MEPC.1/Circ.855/Rev.3.

## **REDUCTION OF GHG EMISSIONS FROM SHIPS**

The Committee noted that the eighteenth and nineteenth meetings of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 20 and 21).

*The Committee finalized and approved the draft legal text for the "IMO Net-Zero Framework", to be included as a new chapter in Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL). The draft amendments to MARPOL Annex VI were circulated to Member States immediately after the meeting, with a view to adoption at an extra-ordinary session of MEPC in October 2025. (See Circular Letter: CL No.5005 - Draft Revised MARPOL Annex VI )*

*The IMO Net-Zero Framework includes a set of "mid-term measures" aimed at reducing greenhouse gas emissions from international shipping, in line with the reduction targets set out in the 2023 IMO GHG Strategy. These measures consist of:*

*a technical element: a goal-based marine fuel standard designed to gradually lower the GHG intensity of marine fuels; and*

*an economic element: a pricing mechanism for maritime GHG emissions.*

*Following adoption, the measures are expected to enter into force 16 months later, under the "tacit acceptance" procedure, in accordance with the amendment provisions in MARPOL.*

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

### **2025 Action Plan to Address Marine Plastic Litter from Ships**

The Committee;

- adopted resolution MEPC.404(83) on *2025 Action Plan to Address Marine Plastic Litter from Ships* (2025 Action Plan) 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; and
- 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)).

## **POLLUTION PREVENTION AND RESPONSE**

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

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***

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**

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)) which clarified the relevant threshold in respect to cybutryne for samples taken directly from the hull or from wet paint containers. The inventory is a key requirement under the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.

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