



MEPC 83

IMO Marine Environment Protection Committee,

83rd Session

07-11 April 2025

This document has been prepared by the Russian Maritime Register of Shipping for reference purposes and contains a summary of the main outcome of the session of the International Maritime Organization (IMO) body. For reference purposes, the document reflects background information on the outcomes of discussions and decisions taken during IMO meetings.

Key outcomes of MEPC 83:

- Adopted amendments to the NO_x Technical Code with requirements for:
 - new engines with multiple engine operational profiles (resolution MEPC.397(83))
 - shipboard diesel engines undergoing modification to enhance environmental performance (resolution MEPC.398(83))
- Approved (for adoption in October 2025) amendments to MARPOL Annex VI including:
 - amendments to Chapter IV as regards IMO Ship Fuel Oil Consumption Database access
 - amendments as regards global fuel standard and pricing mechanism
 - amendments to regulations 13, 14 and Appendix VII as regards designation of the North-East Atlantic as an emission control area for sulphur oxides, particulate matter, and nitrogen oxides
- Approved / adopted non-mandatory documents:
 - Guidance on In-Water Cleaning of Ships' Biofouling (circular MEPC.1/Circ.918)
 - Interim Guidance on the Carriage of Blends of Biofuels and MARPOL Annex I Cargoes by Conventional Bunker Ships (circular MEPC.1/Circ.917)
 - 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems (resolution MEPC.399(83))
 - amendments to the 2023 Guidelines for the Development of the Inventory of Hazardous Materials (resolution MEPC.405(83))
 - 2025 Action Plan to Address Marine Plastic Litter from Ships (resolution MEPC.404(83))
 - amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) (resolution MEPC.403(83))
 - amendments to the 2024 Guidelines for the Development of SEEMP (resolution MEPC.401(83))
 - amendments to the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (resolution MEPC.400(83))
 - Guidelines for Test-Bed and Onboard Measurements of Methane and/or Nitrous Oxide Emissions from Marine Diesel Engines (resolution MEPC.402(83))
 - Rules of Procedure of the Maritime Environment Protection Committee (circular MEPC.1/Circ.919)
 - Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies (circular MSC-MEPC.1/Circ.5/Rev.6)

The main issues discussed at the session (click to go):

Consideration and adoption of amendments to IMO mandatory instruments

Ballast water management

Air pollution prevention and energy efficiency

Reduction of greenhouse gas emissions from ships

Prevention of marine pollution by plastic litter from ships

Reduction of underwater noise from ships

Special areas, emission control areas and particularly sensitive sea areas

Sub-Committees' reports

Application of the Committees' method of work

Work programme

Other background information on international rulemaking (click to go):

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Consideration and adoption of amendments to IMO mandatory instruments

Background

In October 2024, MEPC 82 approved draft amendments to the NO_x Technical Code as regards certification procedures for engines with multiple engine operational profiles and modified engines.

The draft amendments were submitted to MEPC 83 for consideration and adoption in accordance with MARPOL article 16.

Following editorial changes effected, MEPC 83 adopted amendments to the NO_x Technical Code concerning:

- new diesel engines with multiple engine operational profiles;
- shipboard engines undergoing modification to enhance environmental performance.

For engines with multiple engine operational profiles (e.g., engines capable of meeting Tier II or III NO_x emission standard under regulation 13 of MARPOL Annex VI, depending on operational mode) certification procedures requirements are introduced; engine test cycles as to engine purpose are clarified; the use of auxiliary engine control devices and rational emission control strategy (ensuring the required emission standards during normal engine operation) is clarified.

For shipboard engines undergoing modification, in particular to Tier II or III standard to which they were not certified at the time of installation, a new certification and testing scheme is introduced.

The amendments entry-into-force date is 1 March 2027 (together with the expected entry-into-force date of the revised MARPOL Annex VI). For new engines with multiple engine operational profiles, a separate implementation schedule is intended accounting for various certification scenarios applicable to engine groups / families.

Further actions

IMO Secretariat is expected to effect editorial changes, as may be necessary, to the amendments and to prepare certified electronic copies in six IMO official languages for issue well in advance of their entry into force.

Ballast water management

Background

In 2017, MEPC 71 decided to establish the experience-building phase (EBP) for the implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention). The EBP consists of three stages: data gathering, data analysis, and the BWM Convention review.

In 2023, MEPC 79 approved an updated plan for the BWM Convention review with the process to be completed by the end of 2026. The main work is being carried out by the intersessional correspondence group.

MEPC 83 is expected to consider priority requiring decision issues, as identified in the intersessional correspondence group report, and to decide on the way forward.

Additionally, MEPC 83 is expected to review proposals for the approval of new ballast water management systems in accordance with established procedures.

In accordance with the Procedure for Approval of Ballast Water Management Systems (BWMS) that Make Use of Active Substances (resolution MEPC.169(57)), MEPC 83 reviewed the states' applications and approved three systems:

- ERMA FIRST FLOW® (Greece, final approval);
- OceanGuard® Sim (Denmark, final approval);
- Blue Ocean Shield Electrolytic Chlorination (Denmark, basic approval).

IMO Secretariat annually issues the consolidated updated list of the approved BWMS that make use of active substances (both basic and final approval) through circular BWM.2/Circ.34 (current revision 13 dated 24 October 2024).

MEPC 83 continued the review of the BWM Convention. Having considered the correspondence group report, MEPC 83 prioritized discussion on the main issues and sections of the BWM Convention to be reviewed and took the necessary decisions. The list of 81 identified revision items was updated, 34 directly concerning the BWM Convention and BWMS Code, the rest – the associated non-mandatory guidelines.

Focus areas for the review include:

- ship operation in challenging water quality areas;
- updating Ballast Water Management Plan form, introducing new BWMS maintenance record requirements to ensure operability;
- mandatory crew familiarization / training on BWMS operation;
- verification of BWMS during type approval for compliance with maximum permitted organism concentration in treated ballast water;
- sampling procedures and periodic BWMS efficiency evaluation.



MEPC 83 also considered other ballast water management issues:

- following the consideration of the submitted documents indicating that exemptions issued by maritime administrations under regulation A-4 of the BWM Convention do not always fully comply with requirements (lack of risk assessment, lack of information on consultations with port States, inaccuracies in documentation and timelines, etc.), MEPC 83 invited interested parties to submit concrete proposals to the next session to address the issue, including possible development of an exemption certificate form;
- MEPC 83 continued discussions on the implementation of the Interim guidance on the application of the BWM Convention to ships operating in challenging water quality areas (resolution MEPC.387(81)), particularly regarding the impact of BWMS bypasses or other operational measures on ship's energy efficiency; interested parties were invited to submit proposals to the next session on recommended approaches to address such issues;
- MEPC 83 invited interested parties to submit data and analysis results on disinfection by-products discharged from BWMS (residual active chemicals) to the next session.

Further actions

The intersessional correspondence group is expected to develop draft revised provisions of the BWM Convention and Ballast Water Management Systems Code until MEPC 84 (April 2026). The group is also expected (given the time and opportunity) to develop amendments to related non-mandatory guidelines and to prepare proposals on developing new guidelines, if necessary

MEPC 84 is expected to consider draft amendments with a view to approval and further adoption at MEPC 85 in second half of 2026.

Air pollution prevention and energy efficiency

Background

In 2021, MEPC adopted a set of amendments to MARPOL Annex VI as part of implementing short-term measures under IMO Initial Strategy on Reduction of GHG Emissions from Ships, 2018.

The set of amendments included technical requirements (EEXI – Energy Efficiency Existing Ship Index) and operational requirements (CII – Carbon Intensity Indicator and Rating).

The amendments mandated the requirements review by the end of 2025.

The main review work was carried out by the intersessional correspondence group.

MEPC 83 is expected to consider the outcomes of the intersessional correspondence group work, as well as the results of the dedicated intersessional working group meeting held on 2-4 April 2025 with a view to refine the amendments and approve them during the session, as well as other proposals on air pollution prevention and energy efficiency.

Within reviewing the short-term measures to reduce greenhouse gas emissions from ships:

- MEPC 83 approved amendments to regulation 27 of MARPOL Annex VI, clarifying the procedures and parameters for access to the IMO Fuel Oil Consumption Database (IMO DCS) by administrations and recognized organizations; the most significant addition to the regulation is the provision allowing administrations to access to non-anonymized fuel consumption data (i.e., data that can identify specific ships) for analysis purposes, regardless of the ship's flag, currently, States only have access to non-anonymized data for ships under their own flag;
- one of the most pressing issues in updating short-term GHG reduction measures was the defining of carbon intensity reduction factors relative to reference lines for 2027–2030; a ship's annual CII is determined by comparing its attained CII with the required one, which is defined for each ship type and tightened annually based on a reduction factor; for 2023–2026, the reduction factor was defined at 2% relative to the 2019 reference line, meaning that to maintain the same CII, a ship must annually improve its operational carbon intensity by at least 2%; for 2027–2030, no reduction factors had been previously defined, proposals submitted to MEPC 83 suggested annual reduction factors for the period ranging from 1,5% to 8%, following negotiations, delegations agreed on the annual reduction factor of 2,625%;
- another improvement to short-term measures involved amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP); the changes include introducing a definition of "under way" for CII calculation purposes, proposing to use the definitions contained in the IMO Guidelines for Setting Up a Maritime Single Window (circular FAL.5/Circ.42), i.e. the period between "full ahead on passage (FAOP)" and "end of sea passage (EOSP)";
- additionally, MEPC 83 developed a plan for further improving MARPOL operational carbon intensity requirements for 2026–2028, which included developing CII calculation method and adjusting reference lines for specific ship types, developing new requirements for SEEMP content, ensuring alignment between carbon intensity requirements and new MARPOL requirements being developed as part of mid-term GHG reduction measures.

Other air pollution prevention and energy efficiency issues considered by the Committee:

- MEPC 83 approved the new IMO Guidelines for Test-Bed and Onboard Measurements of Methane and/or Nitrous Oxide Emissions from Marine Diesel Engines; the document aims to standardize measurement approaches to better understand emission levels and potentially establish emission limits within future requirements for methane emissions from marine engines;
- within the ongoing development of possible regulatory framework for onboard carbon capture and storage (CCS) systems, MEPC 83 confirmed the need for further work, focusing on requirements for CCS testing, survey and certification, and their application as regards compliance with MARPOL air pollution prevention from ships requirements; a work plan was developed and approved,



including comprehensive assessments of onboard CCS technologies, identification of technical and legal barriers for their use, with a view to complete the work by 2028;

- MEPC 83 adopted amendments to the 2022 Guidelines for Survey and Certification of the Energy Efficiency Design Index (EEDI), updating references to related International Towing Tank Conference (ITTC) recommendations and ISO standard;

- MEPC 83 considered the development of MARPOL requirements for detailed fuel oil sampling procedures and the introducing of a mandatory fuel oil suppliers licensing scheme; some delegations supported the proposal, arguing that it would improve overall fuel oil quality in the market, while others noted that fuel oil suppliers licensing was under national jurisdiction and universal schemes could create excessive administrative burdens; following the discussion, MEPC 83 invited interested States and international organizations to submit concrete proposals to the next session, as well as share experiences in applying the Guidelines for Best Practice for Member States/Coastal States (circular MEPC.1/Circ.884), which includes among other things recommendations on legal regulation of marine fuel oil supply.

Further actions

The approved amendments to regulation 27 of MARPOL Annex VI, will be submitted for consideration and adoption at an extraordinary MEPC session in October 2025, alongside other amendments (mid-term GHG reduction measures, a new North-East Atlantic Ocean emission control area).

IMO Secretariat is expected to prepare and issue the non-mandatory guidelines for use by states and other interested parties. CII calculation methods, including reduction and correction factors and voyage adjustments, remain recommendatory, allowing states to apply their own approaches based on national legislation.

MEPC 84 (April 2026) is expected to start work on further improving operational carbon intensity requirements under the approved work plan.

Reduction of greenhouse gas emissions from ships

Background

In 2023, MEPC adopted the Revised IMO Strategy on Reduction of GHG Emissions from Ships. Compared to the 2018 Initial Strategy, the 2023 document significantly raises decarbonization ambitions, notably by committing to achieve net-zero GHG emissions around 2050.

To implement the 2023 IMO Strategy, the so-called mid-term measures are being developed – a combination of technical and economic measures, which are expected to take effect before 2030.

The set of corresponding MARPOL amendments was developed between 2023 and 2025 through several meetings of the related intersessional working group and is now supposed for in-depth consideration at MEPC 83, with a view to approval during the session.

Additionally, further work is expected on integrating the assessment of life cycle GHG intensity of marine fuel oil into IMO instruments.

Following the meetings of the Intersessional working group on reduction of greenhouse gas emissions from ships, a series of informal multilateral consultations among States, and discussions during MEPC 83, draft amendments to MARPOL Annex VI were prepared, incorporating both technical and economic elements.

The new requirements are mostly concentrated in the draft new chapter V – "Regulations on the IMO Net-Zero Framework".

The requirements are proposed to apply to all ships of 5000 gross tonnage and above, except for ships solely engaged in voyages within waters subject to the jurisdiction of the state the flag of which the ship is entitled to fly, non-self-propelled ships (including drilling platforms), and semi-submersible ships.

It is proposed to establish for ships a two-tier target (required) annual GHG fuel intensity (GFI_T), expressed in gCO₂eq/MJ. The limit values shall be tightened annually (reduction factors to ensure continuous improvement of the ship's GHG fuel intensity) as compared to the GFI reference value the average for international shipping in 2008 (93,3 gCO₂eq/MJ).

The annual GFI reduction factors are specified as follows:

Year	For base target (Tire 1)	For direct compliance target (Tire 2)
2028	4%	17%
2029	6%	19%
2030	8%	21%
2031	12,4%	25,4%
2032	16,8%	29,8%
2033	21,2%	34,2%



2034	25,6%	38,6%
2035	30%	43%

By 1 January 2032, MEPC is expected to determine annual reduction factors for the base target and direct compliance target for 2036-2040, the 2040 annual reduction factor for the base target shall be set at 65%.

Starting from 2028, each ship shall calculate the attained annual GFI to be compared with GFI_T to determine its compliance balance.

The difference between a ship's attained GFI and GFI_T will mean the need to balance its compliance deficit under the two-tier compensation system or the possibility to receive bonus for its positive compliance. Compensations and bonuses are calculated in remedial units and surplus units, respectively. For 2028-2030, the initial price of Tier 1 remedial unit is USD 100 per tonne of CO₂eq on a well-to-wake basis, of Tier 2 remedial unit – USD 380.

If a ship's attained GFI exceeds the direct compliance target (Tier 2), compensation may be achieved through surplus units banked from previous reporting periods, surplus units transferred from other ships or remedial units acquired by means of GHG emissions pricing contributions to the IMO Net-Zero Fund priced at Tier 2 benchmark rates.

If a ship's attained GFI exceeds the base target (Tier 1), compliance deficit shall be balanced through remedial units acquired by means of GHG emissions pricing contributions to the IMO Net-Zero Fund, priced at Tier 1 benchmark rates.

By 1 January 2028, MEPC shall define the price of Tier 1 and Tier 2 remedial unit for the reporting periods starting 2031 and onwards.

Attained GFI is subject to annual verification by Administration or recognized organization with issue of the statement of compliance. Verified data are proposed to be submitted to the IMO GFI Registry.

The IMO Net-Zero Fund shall disburse collected revenue for the following purposes:

- rewards for the use of zero or near-zero GHG emission fuel (the GFI threshold for such fuel is set at not greater than 19,0 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);
- ensuring energy transition in shipping, paying particular attention to the needs of least developed countries and small island states, including developing and making globally available of technologies and alternative fuels;
- covering the administration costs of the Fund.

Every five years a review is proposed to be completed with a view to amend the annual GFI reduction factor, the threshold values for zero or near-zero GHG emission fuel, and assess the possible application of the requirements to ships of 400 gross tonnage and above.

The requirements are framework-based, necessitating the development of a series of IMO guidelines detailing GFI calculation methods, surveys and certification, reporting and verification, management of the IMO Net-Zero Fund, etc.

Unlike recent practice where draft amendments are approved at IMO by consensus (i.e., without objection), this draft amendment was approved by MEPC 83 following in-person roll-call requested by Saudi Arabia.

63 states supported the amendments. 16 states opposed (including the Russian Federation, Saudi Arabia, Malaysia, Iran, Iraq, UAE, Venezuela, Thailand, Pakistan, etc.), noting unjustifiably high annual reduction factors. Around 20 states (mostly small island states) abstained, deeming the climate ambition insufficient (too low annual reduction factors), several dozen delegations did not vote.

At this stage, support for or objection to the amendments does not entail any obligations regarding a state's position at adoption stage under MARPOL article 16.

Further actions

Approved amendments will be submitted for consideration and adoption at the extraordinary MEPC session in October 2025, alongside other amendments, with a view of entry into force on 1 March 2027.

IMO Secretariat is expected to disseminate the draft revised MARPOL Annex VI to States for consideration and preparation of written comments, if necessary.

Prevention of marine pollution by plastic litter from ships

Background

MEPC adopted the Action Plan to Address Marine Plastic Litter from Ships (resolution MEPC.310(73)) and the Strategy to Address Marine Plastic Litter from Ships (resolution MEPC.341(77)). These documents identify plastic pellets and fishing gear residues as key sources of marine pollution.

Accordingly, IMO work on this issue involves discussions on a wide range of recommendations and mandatory measures to prevent and reduce marine pollution from plastic pellets transported in marine containers, as well as fishing gear residues and other plastic litter from fishing vessels.

MEPC 83 is expected to review the outcomes of the 12th session of the Sub-Committee on Pollution Prevention and Response, as well as other documents submitted to the session, including inter alia proposals to update the Action Plan and Strategy for approval / adoption by MEPC.



MEPC 83 reviewed and approved the 2025 Action Plan to Address Marine Plastic Litter from Ships.

The document includes new tasks and areas of IMO work up to 2030, in particular:

- development of recommendations for states regarding the expediency of collecting information on lost fishing gear;
- possibility of developing requirements for planning and management of fishing gear issues on a fishing vessel;
- possibility of developing requirements for marking fishing gear;
- development of requirements for the prevention of marine pollution by plastic pellets;
- development of requirements for the reception of fishing gear residues at port reception facilities;
- improving IMO basic training on environmental threats awareness.

Due to differing views among delegations regarding the timeline to combine the Action Plan and the Strategy into a single document, as well as the content of the future combined document, MEPC decided to instruct the Sub-Committee on Pollution Prevention and Response with a review of the Strategy and preparing the draft combined document which would include updated grouping of potential short-, mid- and long-term measures.

Further actions

Interested states and international organizations may submit more detailed proposals on potential measures to address marine plastic litter to the next MEPC session for discussion and subsequent formulation of specific tasks for the related Sub-Committees.

Reduction of underwater noise from ships

Background

In 2023, MEPC 81 approved the revised IMO Guidelines for the Reduction of Underwater Radiated Noise from Shipping to Address Adverse impacts on Marine Life (circular MEPC.1/Circ.906). Additionally, an action plan was approved, including a three-year experience-building phase (EBP) for the implementation of the Guidelines and other measures to assess and reduce underwater noise from ships.

During the EBP, the issue will remain on MEPC agenda to consider documents of states and international organizations containing results of related studies.

MEPC 83 reviewed the documents submitted to the session. In their comments, delegations highlighted, among other things, the need for research on the relationship between measures to reduce underwater noise from ships and energy efficiency, including the specificities of noise pollution from certain ship types. In this context, several delegations noted the future need for adopting special targeted measures for areas with unique underwater sound propagation or particularly sensitive ecosystems, such as the Arctic.

Further actions

The documents submitted to MEPC 83, along with delegations' comments, will be forwarded for further detailed consideration by the 12th session of the Sub-Committee on Ship Design and Construction (SDC 12) in January 2026 alongside with additional materials to be submitted by interested states and international organizations to SDC 12.

Special areas, emission control areas and particularly sensitive sea areas

Background

MEPC routinely considers proposals from states regarding the designation of emission control areas (ECA) for sulfur oxides, particulate matter or nitrogen oxides, special areas and particularly sensitive sea areas (PSSA). Such areas supposed enhanced requirements for specific ship emissions or the possibility to adopt additional requirements or recommendations to minimize shipping adverse impact on local marine ecosystems.

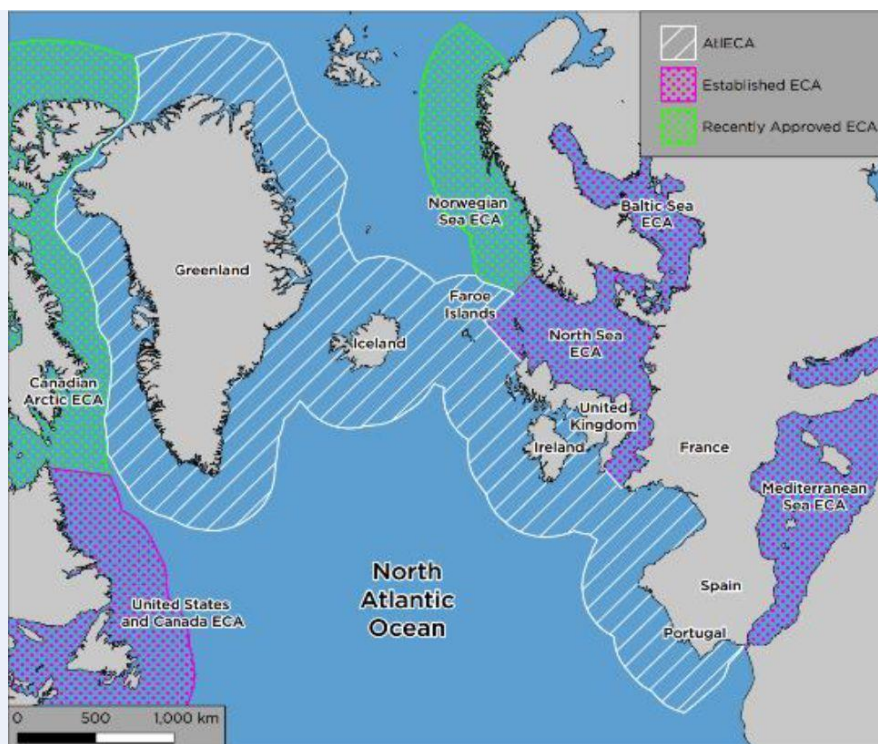
MEPC considers the following for areas designation:

- Criteria and procedures for designation of emission control areas (Appendix III to MARPOL Annex VI);
- 2013 Guidelines for the Designation of Special Areas under MARPOL (resolution A.1087(28));
- revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas (resolution A.982(24)).

MEPC 83 is expected to consider three new area designation proposals submitted.

Following the consideration of proposals and assessment against established criteria, MEPC 83:

- approved amendments to MARPOL Annex VI as regards the designation of a new emission control area for sulphur oxides, particulate matter and nitrogen oxides for the North-East Atlantic Ocean, covering the exclusive economic zones of Denmark (Greenland and Faroe Islands), Ireland, Iceland, the United Kingdom, France, Spain, and Portugal;



- approved the designation of particularly sensitive sea areas in the sea areas of Peru's Nasca Ridge and Grau Tropical Sea National Reserves.

Further actions

MARPOL amendments as regards the North-East Atlantic Ocean emission control area are expected to be adopted at an extraordinary MEPC session in October 2025 (within the revised Annex VI), with an entry-into-force date 1 March 2027 and the following implementation schedule:

- for nitrogen oxides: ships constructed on or after 1 January 2027 (building contract placed on or after 1 January 2027; in the absence of a building contract, the keel laid on or after 1 July 2027; or delivery is on or after 1 January 2031);
- for sulphur oxides and particulate matter: all ships from 1 March 2028 (during the first 12 months following entry into force ships are exempt from the requirements implementation as per regulation 14.7).

MEPC 83 encouraged Peru, as the proposing state, to develop and submit specific protective measures for the two newly designated particularly sensitive sea areas to future MEPC sessions.

Sub-Committees' reports

Background

MEPC considers reports from its subsidiary Sub-Committee on Pollution Prevention and Response (PPR) as well as reports from other Sub-Committees within MEPC terms of reference, on which it makes relevant decisions.

PPR 12 reports, as well as reports of 2024–2025 sessions of the Sub-Committee on Carriage of Cargoes and Containers, the Sub-Committee on Implementation of IMO Instruments, the Sub-Committee on Ship Design and Construction were submitted to MEPC 83.

MEPC 83 approved in general the Sub-Committees' reports and made the following key decisions:

- noted that the Sub-Committee on Implementation of IMO Instruments invited interested States to submit proposals to relevant Committees regarding a new output on developing guidance for the implementation of IMO instruments left "to the satisfaction of the Administration" (the Russian Federation, jointly with the UAE, submitted such proposal for consideration by the 110th session of the Maritime Safety Committee in June 2025);
- approved the draft 2025 Code on Alerts and Indicators;
- approved the Guidance on In-Water Cleaning of Ships' Biofouling;
- approved the Interim Guidance on the Carriage of Blends of Biofuels and MARPOL Annex I Cargoes by Conventional Bunker Ships;
- approved the 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems;
- approved amendments to the 2023 Guidelines for the Development of the Inventory of Hazardous Materials (clarifying relevant threshold in respect to cybutryne when samples are taken directly from the hull or from wet paint containers).



Further actions

The approved non-mandatory documents are expected to be issued by IMO Secretariat for use by States and other interested parties.

Following approval by MSC 110, the 2025 Code on Alerts and Indicators is expected to be adopted at the 34th session of IMO Assembly in December 2025.

Application of the Committees' method of work

Background

At the 133rd session the Council approved the revised Rules of Procedure of the Council (circular COUNCIL.1/Circ.1), which among other enabled hybrid meeting format (in-person at IMO Headquarters with remote participation via videoconference), and further instructed the Committees to introduce similar amendments to their respective Rules of Procedure.

IMO Secretariat prepared a revised draft of the Rules of Procedure of MEPC for consideration and approval.

MEPC 83 considered the draft Rules of Procedure, the comments submitted by the UAE regarding the clarification of recording procedures for delegations' presence and voting, and approved the revised document considering similar decisions taken by the Legal Committee and the Facilitation Committee in 2025.

Additionally, MEPC 83 approved amendments to the Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies (circular MSC-MEPC.1/Circ.5/Rev.6), previously approved by MSC 109 in December 2024, addressing the workload optimization of the Committees and their subsidiary bodies, improvement of document consideration procedures, new process for assessment of draft unified interpretations.

Further actions

IMO Secretariat is expected to promptly prepare and issue the approved Rules of Procedure and the Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies, which will enter into force since their approval.

Work programme

Background

In accordance with established procedures, MEPC considers the states' proposals for including new outputs / work items in its work programme. In case of MEPC positive decision, the new output is included into the work programme, with assigning IMO body as the associated organ and establishing timelines. This mandatory step precedes substantive consideration of any items, including the development of amendments to IMO mandatory and non-mandatory instruments.

For MEPC 83 consideration four new output proposals were submitted for inclusion in MEPC work programme for the upcoming biennium and beyond.

Following discussions, MEPC 83 decided to include the following new outputs in its work programme:

- experience-building phase for the 2009 Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships;
- development of a legally binding framework for the control and management of ships' biofouling (either a new convention or amendments to one of existed related IMO conventions, with work scheduled for 2026–2029);
- amendments to the NO_x Technical Code to cover the certification of engines using non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels;
- development of IMO guidelines with recommendations on marine environment protection from ammonia effluent from ships using ammonia as fuel.

Further actions

The new outputs approved by MEPC 83 will be included in the work programme of MEPC and its subsidiary Sub-Committee on Pollution Prevention and Response (PPR) for the 2026–2027 biennium, as well as in the agenda of future MEPC and PPR sessions in 2026. Interested states and international organizations may submit written proposals on the new agenda items in accordance with established procedures.

This document has been prepared by the Russian Maritime Register of Shipping for reference purposes and contains a summary of the main results of the IMO body meeting. For reference purposes, the document reflects background information on the outcomes of discussions and decisions taken during IMO meetings. Similar information about other IMO meetings is available on the RS website.

The document does not pretend to cover all aspects of the maritime industry in absolute completeness, preference is given to technical requirements and is aimed at orienting customers of the Russian Maritime Register of Shipping and contributing in every possible way to their readiness to meet such requirements.

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