

MARITIME ENVIRONMENT PROTECTION
COMMITTEE
82nd session
Agenda item 17

MEPC 82/17
28 October 2024
Original: ENGLISH

**REPORT OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE
ON ITS EIGHTY-SECOND SESSION**

Section		Page
1	INTRODUCTION – ADOPTION OF THE AGENDA	4
2	DECISIONS OF OTHER BODIES	5
3	CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS	10
4	HARMFUL AQUATIC ORGANISMS IN BALLAST WATER	12
5	AIR POLLUTION PREVENTION	17
6	ENERGY EFFICIENCY OF SHIPS	23
7	REDUCTION OF GHG EMISSIONS FROM SHIPS	37
8	FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS	53
9	REDUCTION OF UNDERWATER RADIATED NOISE FROM COMMERCIAL SHIPPING	58
10	POLLUTION PREVENTION AND RESPONSE	65
11	REPORTS OF OTHER SUB-COMMITTEES	67
12	IDENTIFICATION AND PROTECTION OF SPECIAL AREAS, ECAs AND PSSAs	67
13	APPLICATION OF THE COMMITTEES' METHOD OF WORK	70
14	WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES	72
15	ELECTION OF THE CHAIR AND VICE-CHAIR FOR 2025	75
16	ANY OTHER BUSINESS	75
17	CONSIDERATION OF THE REPORT OF THE COMMITTEE	81

LIST OF ANNEXES

- ANNEX 1 RESOLUTION MEPC.392(82) – AMENDMENTS TO MARPOL ANNEX VI (DESIGNATION OF THE CANADIAN ARCTIC AND THE NORWEGIAN SEA AS EMISSION CONTROL AREAS FOR NITROGEN OXIDES, SULPHUR OXIDES AND PARTICULATE MATTER, AS APPROPRIATE)
- ANNEX 2 RESOLUTION MEPC.393(82) – GUIDANCE ON BEST PRACTICE ON RECOMMENDATORY GOAL-BASED CONTROL MEASURES TO REDUCE THE IMPACT ON THE ARCTIC OF BLACK CARBON EMISSIONS FROM INTERNATIONAL SHIPPING
- ANNEX 3 RESOLUTION MEPC.394(82) – GUIDELINES ON RECOMMENDATORY BLACK CARBON EMISSION MEASUREMENT, MONITORING AND REPORTING
- ANNEX 4 DRAFT AMENDMENTS TO MARPOL ANNEX VI ((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)
- ANNEX 5 DRAFT AMENDMENTS TO THE NO_x TECHNICAL CODE 2008 (USE OF MULTIPLE ENGINE OPERATIONAL PROFILES FOR A MARINE DIESEL ENGINE, INCLUDING CLARIFYING ENGINE TEST CYCLES)
- ANNEX 6 DRAFT 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)
- ANNEX 7 RESOLUTION MEPC.395(82) – 2024 GUIDELINES FOR THE DEVELOPMENT OF A SHIP ENERGY EFFICIENCY MANAGEMENT PLAN (SEEMP)
- ANNEX 8 ACTION PLAN FOR THE REDUCTION OF UNDERWATER NOISE FROM COMMERCIAL SHIPPING
- ANNEX 9 GUIDANCE ON THE EXPERIENCE-BUILDING PHASE () 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)
- ANNEX 10 RESOLUTION MEPC.396(82) – DESIGNATING THE NUSA PENIDA ISLANDS AND GILI MATRA ISLANDS IN LOMBOK STRAIT AS A PARTICULARLY SENSITIVE SEA AREA
- ANNEX 11 POLICY FOR CONSIDERATION AND APPROVAL OF UNIFIED INTERPRETATIONS
- ANNEX 12 STATUS REPORT OF OUTPUTS OF MEPC FOR THE 2024-2025 BIENNIUM
- ANNEX 13 POST-BIENNIAL AGENDA OF THE COMMITTEE

ANNEX 14 ITEMS TO BE INCLUDED IN THE AGENDA OF MEPC 83

ANNEX 15 STATEMENTS BY DELEGATIONS AND OBSERVERS

LIST OF CIRCULARS APPROVED OR ENDORSED BY MEPC 82

AFS.3/Circ.6	2024 GUIDANCE ON BEST MANAGEMENT PRACTICES FOR REMOVAL OF ANTI-FOULING COATINGS FROM SHIPS
BWM.2/Circ.43/Rev.2	2024 GUIDANCE FOR ADMINISTRATIONS ON THE TYPE APPROVAL PROCESS FOR BALLAST WATER MANAGEMENT SYSTEMS
BWM.2/Circ.80/Rev.1	2024 GUIDANCE ON BALLAST WATER RECORD-KEEPING AND REPORTING
HKSRC.2/Circ.1	PROVISIONAL GUIDANCE ON THE IMPLEMENTATION OF THE HONG KONG AND BASEL CONVENTIONS REGARDING THE TRANSBOUNDARY MOVEMENT OF SHIPS INTENDED FOR RECYCLING
MEPC.1/Circ.590/Rev.1	REVISED TANK CLEANING ADDITIVES GUIDANCE NOTE AND REPORTING FORM
MEPC.1/Circ.906/Rev.1	REVISED GUIDELINES FOR THE REDUCTION OF UNDERWATER RADIATED NOISE FROM SHIPPING TO ADDRESS ADVERSE IMPACTS ON MARINE LIFE
MEPC.1/Circ.913	GUIDANCE ON THE APPLICATION OF THE AMENDMENTS TO APPENDIX IX OF MARPOL ANNEX VI (RESOLUTION MEPC.385(81)) ON INCLUSION OF DATA ON TRANSPORT WORK AND ENHANCED GRANULARITY IN THE IMO SHIP FUEL OIL CONSUMPTION DATABASE (IMO DCS)
MEPC.1/Circ.914	REVISED SAMPLE FORMAT FOR THE CONFIRMATION OF COMPLIANCE PURSUANT TO REGULATION 5.4.5 OF MARPOL ANNEX VI
MEPC.1/Circ.915	GUIDELINES ON MITIGATION MEASURES TO REDUCE RISKS OF USE AND CARRIAGE FOR USE OF HEAVY FUEL OIL AS FUEL BY SHIPS IN ARCTIC WATERS
MEPC.2/Circ.29	PROVISIONAL CATEGORIZATION OF LIQUID SUBSTANCES IN ACCORDANCE WITH MARPOL ANNEX II AND THE IBC CODE

1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The eighty-second session of the Marine Environment Protection Committee was held from 30 September to 4 October 2024, chaired by Dr. Harry Conway (Liberia). The Vice-Chair of the Committee, Mr. Hanqiang 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 82/INF.1.

Use of hybrid meeting capabilities

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

1.4 In this connection, the Committee, having recalled that, in accordance with Article 30 of the IMO Convention, the Committees shall adopt their own rules of procedure to include 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 it had adopted revised Rules of Procedure incorporating the use of hybrid capabilities. In this regard, 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 will be considered "present" for the purposes of rule of procedure 28(1) if they are either physically present in the Main Hall, or are registered and participating remotely online using the hybrid system; and
- .2 any voting by secret ballot will take place in person only.

Opening address of the Secretary-General

1.5 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

1.6 The Committee adopted the agenda for the session (MEPC 82/1) and agreed to be guided in its work, in general, by the annotations contained in document MEPC 82/1/1 and by the provisional timetable (MEPC 82/1/1, annex 2, as may have been amended).

Credentials

1.7 The Committee noted that the credentials of 126 delegations attending the session were in due and proper form.

Statement by the delegation of the Islamic Republic of Iran

1.8 The delegation of the Islamic Republic of Iran made a statement regarding members of their delegation not having been issued visas to attend MEPC 82, calling on the Secretary-General and the Organization to take all necessary measures to ensure that the provisions of the *Agreement between the International Maritime Organization and the Government of the United Kingdom of Great Britain and Northern Ireland regarding the Headquarters of the Organization*, as amended, were fulfilled, in particular paragraphs 2 and 3 of article 7 (Access and communication). They also expressed concern about the length of time it took to issue a visa to the new Permanent Representative of the Islamic Republic of Iran to IMO. As requested, the full text of their statement is set out in annex 15.

1.9 In response, the Secretary-General informed the Committee that he had liaised with the delegation of the Islamic Republic of Iran and the relevant authorities of the United Kingdom to ascertain the application of processes for granting visas and the role and obligations of the host Government in authorizing the entry into the United Kingdom of individuals that were due to attend meetings of the Organization. Recognizing the overall significance of visa issuance, he assured the Committee that all delegations would be informed once further information had become available.

2 DECISIONS OF OTHER BODIES

2.1 The Committee, having noted the decisions and outcomes of FAL 48 (MEPC 82/2), LEG 111 (MEPC 82/2/1), MSC 108 (MEPC 82/2/2), TC 74 (MEPC 82/2/3) and C 132 (MEPC 82/2/4) with regard to its work, took action as indicated below.

Outcomes of FAL 48 and MSC 108

New and re-instated outputs

2.2 With regard to the outcomes of FAL 48 and MSC 108 relating to new outputs on "Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates" and on "Development of a comprehensive strategy on maritime digitalization", as well as the outcome of MSC 108 relating to the provisional agenda for CCC 10, the Committee agreed to consider these matters under agenda item 14 (Work programme of the Committee and subsidiary bodies) (see paragraphs 14.8 to 14.10 and 14.12).

Maritime autonomous surface ships (MASS)

2.3 The Committee, having noted that MSC 108 had invited it to consider MASS in the context of the instruments under its purview, recalled that MEPC 77 had invited interested Member States and international organizations to submit comments and concrete proposals on how best to proceed with the work related to MASS.

2.4 Having also noted that, to date, no proposals in this regard had been received, the Committee reiterated its invitation to interested Member States and international organizations to submit concrete proposals to a future session of the Committee on how best to progress the work related to MASS (for example, proposals could address potential working arrangements and/or a draft work plan) (see also paragraphs 16.23 and 16.24).

Outcome of C 132

2.5 The Committee considered:

- .1 the decision of C 132 to permanently establish the utilization of hybrid capabilities to support in-person meetings and its invitation to other IMO organs to do the same, under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.1 and 13.2); and
- .2 the request of C 132 for the Committee to provide its views regarding concerns raised during the Council's Intersessional Working Group on Relations with Non-Governmental Organizations (ISWG-NGO 3) with regard to the potential proliferation of applications related to each individual alternative fuel under consideration, under agenda item 7 (Reduction of GHG emissions from ships) (see paragraphs 7.47 to 7.49).

Negative effects on international shipping, seafarers and the marine environment of attacks against merchant ships

2.6 With regard to the ongoing attacks on merchant ships in the Red Sea and the Gulf of Aden, the Committee noted that MSC 108 had adopted resolution MSC.564(108) on *Security situation in the Red Sea and Gulf of Aden resulting from Houthi attacks on commercial ships and seafarers* (MSC 108/20, annex 17).

2.7 The Committee also recalled that C 132 had:

- .1 joined the Secretary-General in reiterating condemnation of attacks by Houthis on commercial shipping and seafarers in the Red Sea and Gulf of Aden;
- .2 called for the immediate cessation of the attacks and the immediate and unconditional release of **MV Galaxy Leader** and its crew; and
- .3 welcomed the adoption of resolution MSC.564(108) by MSC 108, in furtherance of the objectives of UN Security Council resolutions 2722 (2024) and 2739 (2024).

2.8 A number of delegations made statements condemning the attacks on seafarers and commercial ships, including the reported attacks on **MT Cordelia Moon** and **MV Minoan Courage** on 1 October 2024, emphasizing that these attacks constituted unacceptable violations of international law and the IMO Convention, in addition to endangering the lives of innocent seafarers, threatening maritime security and peace in the region and disrupting global trade. These delegations, therefore, called for the immediate cessation of these attacks and:

- .1 highlighted the unacceptable risks to the lives of seafarers as a result of the attacks on commercial ships and offered their condolences to the families of the seafarers who had lost their lives as a result of the brutal attacks in the region; and
- .2 called for the immediate and unconditional release of **MV Galaxy Leader** and its crew, which had been illegally detained since the attack on the ship in November 2023.

2.9 In this context, the delegation of the Philippines made a statement regarding the utmost importance of the safety and well-being of seafarers, informing the Committee that the majority of the crew members of **MV Galaxy Leader** were Filipino, that the attack on **MV True Confidence** in March 2024 had resulted in the tragic death of two Filipino seafarers, and that **MV Tutor**, which had been attacked in June 2024, had 22 Filipino seafarers on board of which one remained unaccounted for. The delegation also highlighted the United Nations Human Rights Council resolution 56/18 on *Promoting and protecting the enjoyment of human rights by seafarers*, and the domestic legislation subsequently signed into law in September 2024, as a collective acknowledgement to address the sacrifice of Filipino seafarers.

2.10 The delegation of Greece made a statement regarding the Greek-flagged tanker **MT Sounion**, which had been attacked on 22 August 2024 by two small boats and struck by three projectiles. Following the successful transfer of the tanker's crew to Djibouti, the ship, which was carrying 150,000 tons of crude oil, was boarded by the Houthis and set on fire with explosives. After burning for several weeks, the ship was towed successfully to a safe location under the protection of the EUNAVFOR ASPIDES defensive operation, avoiding a potential environmental disaster.

2.11 In this context, one delegation noted that, while **MT Sounion** had been towed to safer waters for salvage and oil removal operations, the risk of environmental catastrophe remained until such operations were complete.

2.12 With regard to additional negative environmental consequences caused by the attacks, several delegations noted that, due to the security situation in the Red Sea, numerous ships were forced to navigate significantly longer routes in order to guarantee the safety of seafarers and to maintain the global distribution of essential goods, increasing fuel consumption and harmful emissions and thereby threatening the achievement of GHG reduction targets.

2.13 Having condemned the attacks on merchant ships and the disruption to freedom of navigation in a vital maritime corridor, many delegations recalled the obligation of all States to respect the arms embargo under the United Nations Security Council resolution 2216 (2015). In addition, many delegations stressed the importance of maintaining maritime security and highlighted the adoption of:

- .1 resolution 2722 (2024) by the UN Security Council, underscoring the importance of the exercise of navigational rights and freedom of ships of all States in the Red Sea, in accordance with international law, condemning the attacks on commercial ships and demanding their cessation;
- .2 resolution 2739 (2024) by the UN Security Council, condemning continued attacks on merchant and commercial ships from Houthi-controlled territories in Yemen, perpetuating an unstable and volatile situation in the Red Sea and surrounding waterways and reiterating its demand that the Houthis immediately cease all such aggression; and
- .3 resolution MSC.564(108), in furtherance of the objectives of UN Security Council resolutions 2722 (2024) and 2739 (2024).

2.14 Many delegations commended the Secretary-General's continuing efforts in relation to the ongoing threats to commercial shipping in the Red Sea and the Gulf of Aden, in particular his communication with all relevant parties and his emphasis on the well-being of seafarers. To this end, one delegation highlighted the invitation of the Secretary-General to family members of **MV Galaxy Leader's** crew to IMO in November 2024 to bring renewed attention to the plight of the illegally detained seafarers.

2.15 Several delegations stated that the attacks by the Houthis were backed by the Islamic Republic of Iran. Having called for the immediate cessation of attacks on seafarers and merchant ships, these delegations urged the Islamic Republic of Iran, as a Member State of IMO, to cease providing weapons and support before additional seafarers were killed or an environmental disaster resulted from an attack.

2.16 Subsequently, the delegation of the Islamic Republic of Iran made a statement, in which they, inter alia, categorically rejected the allegations put forward by certain countries as unfounded and baseless, and reiterated their commitment to their international obligations, relevant UN Security Council resolutions and the United Nations Charter.

2.17 The full text of statements made by the delegations of Australia, the Bahamas, Canada, Cyprus, Greece, Ireland, the Islamic Republic of Iran, Japan, Norway, the Philippines, Spain (on behalf of the EU Member States and the EC), the United Kingdom, the United Republic of Tanzania and the United States are set out in annex 15. In addition, the delegation of Iceland requested that the Committee note its support for the statement of Spain. Statements were also made by the delegations of China, Mauritius, Panama, Peru, the Republic of Korea, Singapore and South Africa.

2.18 The delegation of Ukraine made a statement with regard to the negative environmental consequences for the Black Sea and the Sea of Azov as a result of the Russian armed invasion of Ukraine. Specific points made by the delegation of Ukraine included:

- .1 describing the widespread negative environmental consequences to the sea and coastal areas, including to the occupied Meotida Nature Reserve in the Sea of Azov, resulting from the Russian Federation's military actions, underwater activities and mines, including the deaths of dolphins, fish and seabirds from explosions;
- .2 highlighting the importance of regional cooperation in addressing unprecedented maritime security challenges, including the trilateral agreement signed on 11 January 2024 between Bulgaria, Romania and Türkiye aimed at countering the threat of drifting sea mines in the Black Sea and the efforts of neighbouring countries such as Moldova and Romania in implementing monitoring systems to track environmental damage caused by the conflict;
- .3 drawing attention to the concerning rise of the "dark fleet", encompassing vessels operating under ambiguous or falsely declared flags to bypass sanctions and conduct illicit activities, which posed threats to maritime security and environmental protection owing to the frequent disregard of international safety and environmental standards of such vessels, and calling for the international community to strengthen monitoring and enforcement mechanisms to combat the associated dangers; and
- .4 expressing gratitude for the solidarity of the international community to uphold the principles of maritime security and environmental protection, as well as for the continued support of IMO and, in particular, the Members of the IMO Council for their deliberations and decisions during its 132nd session.

The full text of the statement by the delegation of Ukraine is set out in annex 15.

2.19 Subsequently, in supporting the intervention made by the delegation of Ukraine, many delegations expressed the following views:

- .1 the ongoing armed aggression by the Russian Federation against Ukraine was condemned in the strongest possible terms as a violation of Ukraine's territorial integrity and sovereignty, including its territorial waters, and as a threat to the Ukrainian people;
- .2 the ongoing armed aggression by the Russian Federation was a breach of international law and of the UN Charter, undermined global security and stability, caused massive loss of life and injury to civilians, and had serious global consequences in the form of increased food insecurity and rising food and energy prices;
- .3 the ongoing armed aggression posed a threat to the safety and security of international shipping, seafarers, freedom of navigation, and the marine environment in the Black Sea and the Sea of Azov region;
- .4 solidarity with Ukraine and its people;
- .5 the Russian Federation should immediately cease its military actions and unconditionally withdraw all its military forces and equipment from the entire internationally recognized territory of Ukraine, fully respecting the territorial integrity, sovereignty and independence of Ukraine;
- .6 the efforts of Ukraine to operate the special maritime corridor, representing Ukraine's resilience and commitment to global food security, were supported and commended; and
- .7 the IMO Assembly had condemned the Russian Federation's armed aggression against Ukraine in resolution A.1183(33) on *Impact of the Russian armed invasion of Ukraine on international shipping*.

2.20 In addition, many delegations condemned the incident in September 2024 in which a missile struck a ship flagged to St. Kitts and Nevis that was carrying grain from Ukraine to Egypt while passing through the Exclusive Economic Zone of Romania, which was not a party to the conflict. These delegations stressed that this incident was a flagrant disregard of IMO resolution A.1183(33) and threatened the lives of innocent seafarers on a ship exercising freedom of navigation.

2.21 Subsequently, the delegation of Antigua and Barbuda informed the Committee that, on 20 September 2024, the Antigua and Barbuda-flagged ship **MV Golden Lion** had been unloading cargo at the Port of Odessa in Ukraine when a nearby cargo crane was struck by a missile, which caused significant damage to the ship and injured three seafarers, who were still receiving medical assistance from the local authorities.

2.22 Relevant statements by the delegations of Australia, Canada, Cyprus, Ireland, Japan, Norway, Spain (on behalf of the EU Member States and the EC), the United Kingdom and the United States are set out in annex 15. In addition, the delegation of Iceland requested that the Committee note its support for the statement by Spain.

2.23 The delegation of the Russian Federation made a statement which, inter alia, expressed the following views:

- .1 discussing this matter went beyond the mandate of the Organization as a whole and of the Committee in particular;
- .2 they rejected all unfounded accusations made against them, particularly with regard to the deliberate destruction of civilian facilities and environmental pollution;
- .3 delegations that spoke had demonstrated hypocrisy and double standards in their statements; the delegation of Ukraine had used the protection of the marine environment to promote its own agenda with no intention of protecting the marine environment; while the delegations of the United States and the United Kingdom had violated the UN Charter by attacking and shelling sovereign States, including the recent example of attacks on Yemen which had not been approved by the UN Security Council or had any other justification;
- .4 the Ukrainian Armed Forces had deliberately attacked civilian and other critical infrastructure, including attacks on Russian oil platforms and civilian transport vessels, particularly tankers, in the region using sea drones; and
- .5 they called on the delegations of the United States and the United Kingdom to immediately and unconditionally stop supplying weapons to hot spots in the world as this was the key to a much quicker resolution of many conflicts, including those in Ukraine and the Middle East. Furthermore, it was also stressed that the countries mentioned were illegally profiting from high-scale weapons sales and the continued bloodshed they caused in the world.

3 CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

3.1 The Committee was invited to consider and adopt proposed amendments to MARPOL Annex VI, concerning the designation of the Canadian Arctic and the Norwegian Sea as Emission Control Areas (ECAs); and noted that the text of those 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.4857 of 28 March 2024.

Draft amendments to Annex VI of MARPOL

3.2 The Committee recalled that MEPC 81 had approved draft amendments to MARPOL VI concerning the designation of the Canadian Arctic and the Norwegian Sea as ECAs for Nitrogen Oxides (NO_x), Sulphur Oxides (SO_x) and Particulate Matter (PM), as appropriate (MEPC 82/3, annex), with a view to adoption at this session.

3.3 Concerning the designation of the Norwegian Sea as an ECA for NO_x and SO_x, the Committee considered document MEPC 82/3/1 (Norway), proposing consequential amendments to the format for the application dates set out in the Form of the Supplement to the International Air Pollution Prevention Certificate (IAPP Certificate), in response to a relevant request by MEPC 81 (MEPC 81/16, paragraph 11.13).

3.4 In the ensuing discussion, many delegations expressed support for the draft amendment, as well as the proposed consequential amendments in document MEPC 82/3/1. One delegation sought clarification regarding a concern that the proposed new three-date criterion might inadvertently be applied to other ECAs. Having considered the matter, the Committee reconfirmed that the three-date criterion would only apply to the Norwegian ECA and would not impact existing ECAs.

3.5 The Committee, having recalled that the III Sub-Committee would update the HSSC and PSC Guidelines, as appropriate, with regard to any newly adopted amendments to MARPOL, requested the III Sub-Committee to consider if there was any need to highlight that the three-date criterion would only apply to the Norwegian ECA when updating these Guidelines.

3.6 The Committee confirmed the contents of the requisite MEPC resolution; agreed that the entry-into-force date of the amendments would be 1 March 2026; and instructed the Drafting Group on Amendments to Mandatory Instruments to prepare the final text of the resolution, together with the amendments to Annex VI of MARPOL, for the Committee's consideration and adoption.

Establishment of the Drafting Group

3.7 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 MARPOL Annex VI, using document MEPC 82/3 as the basis and taking into account document MEPC 82/3/1; 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' Guidelines (MSC-MEPC.1/Circ.5/Rev.5), and advise the Committee as appropriate.

Report of the Drafting Group

3.8 Having considered the report of the Drafting Group (MEPC 82/WP.6), the Committee approved it in general and took action as indicated below.

Amendments to Annex VI of MARPOL

3.9 The Committee considered the final text of the draft amendments to Annex VI of MARPOL concerning the designation of the Canadian Arctic and the Norwegian Sea as ECAs for Nitrogen Oxides, Sulphur Oxides and Particulate Matter, as appropriate (MEPC 82/WP.6, annex), and adopted the amendments by resolution MEPC.392(82), as set out in annex 1.

3.10 In adopting resolution MEPC.392(82), the Committee determined, in accordance with articles 16(2)(f)(ii) and (iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 September 2025 unless prior to that date not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have communicated to the Organization their objection to the amendments, and shall enter into force on 1 March 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

3.11 The Committee considered the outcome of the Group's discussions and its assessment of capacity-building implications and technical cooperation and assistance needs related to the aforementioned draft amendments, noting that the Group had determined that the amendments had no significant capacity-building implications. The Committee agreed to inform the Technical Cooperation Committee accordingly and encouraged Member States in need of capacity-building in relation to the aforementioned amendments to contact the Organization with a request for assistance.

Instructions to the Secretariat

3.12 Having adopted the aforementioned amendments, the Committee authorized the Secretariat, when preparing the authentic texts, to make any editorial corrections that might 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.

3.13 Finally, the Committee noted the Group's discussion regarding aligning the wording used for the introductory paragraphs to the coordinates tables in appendix VII of MARPOL Annex VI (MEPC 82/WP.6, paragraph 6), but did not take any further action on this matter.

4 HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

4.1 The Committee recalled that MEPC 81 had envisaged the re-establishment of the Ballast Water Review Group (BWRG) at this session (MEPC 81/16, paragraph 14.12.4) and that the proposed terms of reference for the group were set out in document MEPC 82/WP.2.

4.2 In the interest of time, the Committee agreed to refer all documents it had for consideration under this agenda item (see paragraph 4.3) to the BWRG for detailed consideration, in accordance with the respective terms of reference (MEPC 82/WP.2), with the exception of documents concerning the following matters:

- .1 approval of ballast water management systems (BWMS) that make 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 referred directly to the BWRG, the Committee noted that they were addressing the following issues:

- .1 matters related to the ongoing review of the BWM Convention:
 - .1 topics requiring in-person discussion to advance their resolution, with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention (MEPC 82/4/4, MEPC 82/4/5, MEPC 82/4/8, MEPC 82/INF.5, MEPC 82/INF.11, MEPC 82/INF.33 and MEPC 82/INF.40); and
 - .2 modifications to BWMS with existing type approval (MEPC 82/4/3 and MEPC 82/4/10); and

-
- .2 other matters not related to the review of the BWM Convention:
 - .1 amendments to the *Guidance on ballast water record-keeping and reporting* (BWM.2/Circ.80) (MEPC 82/4/6); and
 - .2 operational challenges encountered by ships (MEPC 82/4/7 and MEPC 82/4/9).

BWM Convention review

Correspondence Group topics requiring in-person discussion

4.4 With regard to topics requiring in-person discussion to advance their resolution, 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 82/4/4 (Denmark), providing suggestions towards a revised standard for ballast water compliance monitoring that aimed at providing information on disinfection by-products (DBPs) discharged from BWMS after the issuance of the International Ballast Water Management Certificate, and proposing to include sampling and analysis of DBPs during intermediate and renewal surveys;
- .2 MEPC 82/4/5 (Australia), indicating items related to the Correspondence Group on Review of the BWM Convention that, in the view of the Coordinator of the Group, would benefit from discussion at MEPC 82 to advance their resolution, owing to the complexity of drafting text for amending the BWM Convention and the need for careful and pragmatic consideration of those amendments;
- .3 MEPC 82/4/8 (ICS), providing additional points to consider when determining the type of analysis of ballast water discharges during surveys, and proposing that detailed analysis be included only as a voluntary measure during surveys and, based on experience gained over time, further measures be developed;
- .4 MEPC 82/INF.5 (Global TestNet), presenting information on experience from commissioning testing of BWMS and suggesting that isokinetic sampling to obtain a representative sample of adequate size was the cornerstone to compliance monitoring of the BWM Convention;
- .5 MEPC 82/INF.11 (Republic of Korea), providing the results of an evaluation of the performance of BWMS installed on ships entering ports of the Republic of Korea from 2019 to 2023;
- .6 MEPC 82/INF.33 (Japan), presenting the results of sampling and laboratory tests on effluent from BWMS fitted on board ships that had visited Japanese ports in 2023; and
- .7 MEPC 82/INF.40 (Australia), presenting the main findings from a study in Australia to evaluate the performance of BWMS fitted on ships that had visited the Australian port of Newcastle between March and May 2024.

Modifications to BWMS with existing type approval

4.5 With regard to the development of guidance on modifications to BWMS with existing type approval, the Committee had for its consideration the following documents, which were referred to the BWRG:

- .1 MEPC 82/4/3 (BEMA), presenting a revised proposal for amendments to the *Guidance for Administrations on the type approval process for ballast water management systems* (BWM.2/Circ.43/Rev.1) aimed at supporting approval of modifications to a BWMS with existing type approval, following on from the related submissions and discussions during MEPC 81; and
- .2 MEPC 82/4/10 (Australia et al.), providing comments on document MEPC 82/4/3 on the need for harmonized evaluation of modifications to a BWMS with an existing type approval through revisions to BWM.2/Circ.43/Rev.1, and presenting proposed amendments that would support approval of modifications to a BWMS with an existing type approval.

Other matters referred directly to the BWRG***Amendments to the Guidance on ballast water record-keeping and reporting***

4.6 With regard to the revision of the *Guidance on ballast water record-keeping and reporting* (BWM.2/Circ.80), the Committee had for its consideration document MEPC 82/4/6 (India), which was referred to the BWRG, proposing additional examples to be added to the existing sample entries in appendix 1 to the Guidance in order to provide guidance on recording operational scenarios related to challenging water quality (CWQ) in the Ballast Water Record Book (BWRB).

Operational challenges encountered by ships

4.7 With regard to operational challenges encountered by ships, the Committee had for its consideration the following documents, which were referred to the BWRG:

- .1 MEPC 82/4/7 (ICS), highlighting the need for regulatory requirements to reflect the best technology standards that are currently available for BWMS and suggesting that, in cases of non-compliance with the D-2 standard, consideration should be given to the fact that the quality of intake water exceeding the design limits of BWMS meeting applicable regulations is out of the ship's control; and
- .2 MEPC 82/4/9 (ICS), highlighting the challenges associated with the implementation of the BWM Convention, particularly the challenges encountered by ships engaged in short voyages when seeking an exception to discharge untreated ballast water into a similar aquatic environment.

Approval of BWMS that make use of Active Substances

4.8 Following consideration of the report of the forty-fifth meeting of the GESAMP-BWWG (MEPC 82/4/2), the Committee approved the report in general and concurred with the recommendations to:

- .1 grant Final Approval to the HiBallast 2.0™ BWMS submitted by the Republic of Korea in document MEPC 82/4; and
- .2 not grant Final Approval to the OceanGuard® Sim BWMS submitted by Denmark in document MEPC 82/4/1.

4.9 The Committee invited the Administration of the Republic of Korea to verify that all the recommendations contained in the aforementioned report (MEPC 82/4/2, annex 4) were fully addressed during the further development of the BWMS.

4.10 At the same time, the Committee invited the Administration of Denmark to verify that all the concerns and issues raised in the aforementioned report (MEPC 82/4/2, annex 5) were fully addressed prior to any subsequent resubmission for Final Approval.

Future meetings of the GESAMP-BWWG

4.11 The Committee noted that the forty-sixth meeting of the GESAMP-BWWG had been scheduled for 11 to 15 November 2024 and detailed information had been specified in BWM.2/Circ.83.

Type approval of BWMS

4.12 The Committee noted the information provided in document MEPC 82/INF.6 (Liberia) on the type approval of the EcoGuardian NF™ Ballast Water Management System manufactured by HANLA IMS Co., Ltd.

Validation of the neutral red staining method

4.13 The Committee noted the information provided in document MEPC 82/INF.42 (Colombia) on validation of the neutral red staining method to evaluate the viability of organisms in the >50 µm size class.

Establishment of the BWRG

4.14 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 highlighted in document MEPC 82/4/5 that would benefit from in-person discussion to advance their resolution and that had not been resolved subsequent to the submission of that document, with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention, taking also into account, as appropriate, the proposals, comments and information in documents MEPC 82/4/4, MEPC 82/4/8, MEPC 82/INF.5, MEPC 82/INF.11, MEPC 82/INF.33 and MEPC 82/INF.40;
- .2 consider the proposals in document MEPC 82/4/3 regarding modifications to ballast water management systems with existing type approval, taking into account the comments in document MEPC 82/4/10, and advise the Committee accordingly;
- .3 consider the proposals in document MEPC 82/4/6 regarding amendments to the *Guidance on ballast water record-keeping and reporting* (BWM.2/Circ.80), and advise the Committee accordingly; and
- .4 if time permitted, consider the proposals in documents MEPC 82/4/7 and MEPC 82/4/9 regarding operational challenges encountered by ships, and advise the Committee accordingly.

Report of the BWRG

4.15 Having considered the report of the BWRG (MEPC 82/WP.10), the Committee approved it in general and took action as outlined below.

BWM Convention review

Correspondence Group topics requiring in-person discussion

4.16 The Committee noted 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 (MEPC 82/WP.10, paragraphs 4 to 29) and instructed the Group to take them into account in its further work, noting that nothing in that report modified the objectives outlined for the work of the Group.

4.17 In addition, the Committee invited interested Member States and international organizations to submit concrete proposals on the consideration and reporting of DBPs, including sampling and analysis, to a future session.

Modifications to BWMS with existing type approval

4.18 The Committee approved BWM.2/Circ.43/Rev.2 on *2024 Guidance for Administrations on the type approval process for ballast water management systems*.

Other matters

Amendments to the Guidance on ballast water record-keeping and reporting

4.19 The Committee approved amendments to the *Guidance on ballast water record-keeping and reporting* (BWM.2/Circ.80) and requested the Secretariat to issue BWM.2/Circ.80/Rev.1 on *2024 Guidance on ballast water record-keeping and reporting*.

Operational challenges encountered by ships

4.20 The Committee encouraged Member States and international organizations to engage actively and constructively in the Correspondence Group on Review of the BWM Convention, with a view to effectively addressing the issues faced by ships operating in challenging water quality conditions, including when implementing the *Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions* (resolution MEPC.387(81)).

4.21 In this regard, the Committee noted that the BWRG did not support the proposals in document MEPC 82/4/9 (ICS) concerning challenges encountered by ships engaged in short voyages.

Future work

4.22 The Committee noted the request of the Group to re-establish the Ballast Water Review Group at MEPC 83, in accordance with the provisions of regulation D-5 of the BWM Convention.

5 AIR POLLUTION PREVENTION

5.1 In the interest of time, the Committee agreed to refer documents concerning information on the availability of biofuels at ports, draft amendments to the NO_x Technical Code (NTC 2008) on the certification of an existing engine subject to substantial modification, and the draft terms of reference for the re-establishment of the GESAMP Task Team on Exhaust Gas Cleaning Systems (EGCS) directly to the Working Group on Air Pollution and Energy Efficiency (APEE), for detailed consideration.

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

5.2 The Committee noted document MEPC 82/INF.2 (Secretariat), summarizing information reported to the Organization related to the implementation of the 0.50% sulphur limit and outcomes of the sulphur monitoring for 2023.

5.3 In this regard, the Committee recalled that MEPC 80 had reinstated the agenda item on "Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas" on the agenda of PPR 11, and that MEPC 81 had deferred the following documents to this session, for consideration in conjunction with the relevant outcome of PPR 11 (MEPC 82/10, paragraphs 3.8 to 3.11):

- .1 MEPC 81/5/4 (FOEI et al.), recalling the duty of Parties to MARPOL Annex VI to not impair or damage the environment, human health, property or resources when approving alternative compliance methods; and reflecting on the importance of not interpreting regulation 4.1 of MARPOL Annex VI in isolation of other regulations and obligations;
- .2 MEPC 81/INF.21 (Finland), reporting the key findings of the Horizon 2020 EMERGE project on environmental impact assessments of EGCS effluents for the Baltic Sea, North Sea, English Channel and the Mediterranean Sea areas;
- .3 MEPC 81/INF.36 (FOEI et al.), summarizing a study by the International Council on Clean Transportation (ICCT) providing an update on measures restricting the use of EGCS in various countries and ports until February 2023; and categorizing measures as bans or more limited restrictions; and
- .4 MEPC 81/INF.38 (CLIA), providing information on a risk assessment of open loop EGCS washwater discharges from cruise ships within the Puget Sound region of the United States, based on the recommended methodology provided in the *2022 Guidelines for risk and impact assessments of the discharge water from exhaust gas cleaning systems* (MEPC.1/Circ.899).

5.4 The Committee also recalled that, with regard to document MEPC 81/9 (Secretariat), providing legal advice on the use of EGCS as an alternative compliance mechanism under MARPOL Annex VI and its relationship with the legal framework established under the UN Convention on the Law of the Sea (UNCLOS), MEPC 81 had agreed to defer its final consideration to this session, to be taken into account when the relevant outcome of PPR 11 was considered (MEPC 81/16, paragraphs 9.2 and 9.3).

5.5 The Committee also had for its consideration the following documents:

- .1 MEPC 82/5 (FOEI et al.), outlining a legal analysis on the use of EGCS as an alternative compliance mechanism under MARPOL Annex VI from an air quality impact perspective; and recommending that the use of EGCS should not be considered as an equivalent compliance mechanism for regulation 14 of MARPOL Annex VI; and
- .2 MEPC 82/5/4 (FOEI et al.), providing information and a summary of an ongoing process within the Commission for Environmental Cooperation on EGCS; suggesting prohibiting the use of EGCS as an equivalent compliance option for new ships under MARPOL and establishing a timeline for phasing out EGCS already installed; and proposing to develop and adopt a resolution calling on ship operators to stop the release of EGCS discharge wastes in coastal and marine protected areas, critical habitats for endangered species, IMO-designated Special Areas and PSSAs.

5.6 The Committee noted that PPR 11, having considered all submitted documents concerning the identification and development of regulatory measures and instruments on the discharge of discharge water from EGCS submitted to the session and referred to it by the Committee, and, given the divergent views expressed, had invited interested Member States and international organizations to submit further proposals on the matter to PPR 12 (MEPC 82/10, paragraph 3.8).

5.7 Consequently, the Committee referred documents MEPC 81/5/4, MEPC 81/9, MEPC 82/5 and MEPC 82/5/4 to PPR 12 for consideration.

5.8 The Committee noted that PPR 11 had invited Member States to submit information on local/regional restrictions/conditions on the discharge of discharge water from EGCS using the "National Maritime Legislation" module of GISIS and had also invited the Secretariat to explore other reporting options in GISIS, such as the "MARPOL Annex VI" module. In this regard, the Committee noted document MEPC 81/INF.36 (FOEI et al.), summarizing a study by the International Council on Clean Transportation (ICCT), providing an update on measures restricting the use of EGCS in various countries and ports until February 2023 and categorizing measures as bans or more limited restrictions.

5.9 The Committee also noted that, in relation to the development of representative emission factors for use in environmental risk assessments of EGCS discharge water, PPR 11 had invited interested Member States and international organizations to:

- .1 submit relevant data to a future session of the Sub-Committee;
- .2 submit proposals for terms of reference for the re-establishment of the GESAMP Task Team on EGCS to conduct further work on this matter to MEPC 82; and
- .3 consider providing financial contributions to enable the re-establishment of the GESAMP Task Team on EGCS.

5.10 In this regard, the Committee agreed to instruct the APEE Working Group to consider the proposed draft terms of reference for the re-establishment of the GESAMP Task Team on EGCS (MEPC 82/5/3, annex), taking into account documents MEPC 82/5/1, MEPC 82/INF.22, MEPC 81/INF.21 and MEPC 81/INF.38, and to advise the Committee accordingly.

5.11 The Committee, having noted that PPR 11 had agreed on corrections to paragraphs 7.2.4 and 7.2.6 of the *2021 Guidelines for exhaust gas cleaning systems* (resolution MEPC.340(77)), requested the Secretariat to issue a corrigendum to the report of MEPC 77 (MEPC 77/16/Add.1).

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

5.12 The Committee recalled that MEPC 81 had deferred documents MEPC 81/5/5 and MEPC 81/5/8 (FOEI et al.) to this session, for consideration in conjunction with the relevant outcome of PPR 11 (MEPC 82/10, paragraphs 3.5 to 3.7).

5.13 The Committee also had for its consideration the following documents:

- .1 MEPC 82/5/2 (FOEI et al.), superseding the options given in documents MEPC 81/5/5 and MEPC 81/5/8, developing the concept of "polar fuels" discussed at PPR 11 to mitigate the impact of Black Carbon (BC) emissions from ships on the Arctic, based on distillate-grade marine fuels such as DMA and DMZ, as suitable options; suggesting inviting ISO to advise on defining the characteristics of these fuels for Arctic use; and discussing the need to develop a regulation in MARPOL Annex VI identifying DMA and DMZ as suitable polar fuels; and
- .2 MEPC 82/INF.24 (China), providing the results of a BC measurement campaign on a low-speed two-stroke marine engine under different steady-state conditions; and informing that, based on the experimental data, the emission characteristics of BC, NO_x and CO had been analysed, which might provide a reference for the development of BC emission control measures and related policies.

5.14 The Committee adopted resolutions MEPC.393(82) on *Guidance on best practice on recommendatory goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping*, as set out in annex 2, and MEPC.394(82) on *Guidelines on recommendatory Black Carbon emission measurement, monitoring and reporting*, as set out in annex 3.

5.15 The Committee noted that PPR 11 had invited ISO to consider the development of a polar fuel standard which might include the hydrogen-to-carbon (H/C) ratio.

5.16 In considering document MEPC 82/5/2, several delegations supported in general the further development of the concept of "polar fuel" standards and suggested inviting ISO to provide advice to PPR 12 on how to define characteristics of polar fuels such as marine distillates grades DMA and DMZ and other suitable fuels, with a view to subsequently including ISO findings in the *Guidance on best practice on recommendatory goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping* (see paragraph 5.14).

5.17 One delegation, in supporting the intentions of document MEPC 82/5/2 to reduce the impact on the Arctic of BC emissions from international shipping and to make sure that the environmental objectives of the implementation of the HFO ban in Arctic waters were met, expressed the view that it was not necessary to establish a BC emission control area nor to have a new regulation in MARPOL Annex VI to achieve this goal, which could be achieved in a shorter time frame if the definition of HFO in regulation 43A of MARPOL Annex I was amended to require the use of so-called polar fuels in Arctic waters.

5.18 One delegation, in supporting the development of mandatory measures to reduce BC emissions from international shipping in the Arctic, stressed that these measures should be compatible with IMO's other environmental protection measures, including those currently being developed to implement the 2023 IMO GHG Reduction Strategy, and should accommodate a broad range of fuel and technology options, instead of mandating the use of distillate marine fuels only.

5.19 Several observer delegations supported the proposals in document MEPC 82/5/2 and encouraged PPR 12 to develop draft amendments to MARPOL Annex VI to reduce the impact on the Arctic of BC emissions from international shipping. The observer from FOEI expressed the view that the latest science had shown that humanity had exceeded seven of nine planetary boundaries with the ocean rapidly acidifying and Arctic seas acidifying faster than the global ocean as a whole; that the Arctic sea ice was currently at the fourth lowest extent since monitoring started; that in the last 18 years, Arctic sea ice, a crucial global climate tipping point, had experienced the 18 lowest ice extent records; and urged the Organization to take urgent action to reduce the impact on the Arctic of BC emissions from shipping to protect what remained of Arctic sea ice.

5.20 One observer delegation could not support the further development of the "polar fuel" concept at this stage, as in their view there was insufficient data on the BC reduction potential of distillate-grade marine fuels.

5.21 Following consideration, the Committee invited interested Member States and international organizations to submit comments and proposals regarding the concept of "polar fuels" to PPR 12, taking into account document MEPC 82/5/2.

5.22 The Committee noted document MEPC 82/INF.24 (China), providing the results of a BC measurement campaign.

Issues related to NO_x emissions

5.23 The Committee approved draft amendments to MARPOL Annex VI and associated draft amendments to the NO_x Technical Code (NTC) 2008 (PPR 11/18, annexes 5 and 6) concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles, as set out in annexes 4 and 5, respectively.

5.24 With regard to the circulation and subsequent adoption of the above-mentioned approved draft amendments to MARPOL Annex VI, the Committee, having recalled the planned approval of a revised MARPOL Annex VI, consolidating all amendments approved up until MEPC 83 since its last revision, for adoption by the Committee in the autumn of 2025, agreed that the amendments related to NO_x emissions should be included as part of the revised MARPOL Annex VI. The Committee also agreed to the circulation of the associated draft amendments to NTC 2008, with a view to adoption at MEPC 83, but with the same entry-into-force date as that of the revised MARPOL Annex VI.

5.25 The Committee, having recalled that PPR 11 had invited it to approve draft amendments to the NO_x Technical Code 2008 on certification of an engine subject to substantial modification, with a view to subsequent adoption (MEPC 82/10, paragraph 3.21), noted that two commenting documents on this matter had been submitted to this session, namely documents MEPC 82/10/2 (Denmark et al.) and MEPC 82/10/3 (IACS), and instructed the APEE Working Group to consider them and to advise the Committee accordingly (see paragraph 5.28 below).

Information on air pollution from ships

5.26 The Committee noted that PPR 11, in the context of its work on reducing emissions of volatile organic compounds, had invited the SSE Sub-Committee to consider a requirement for new crude oil tankers to be fitted with P/V valves with opening pressure of minimum 0.20 bar and identify any negative implications (MEPC 82/10, paragraph 3.22). In this regard, the Committee noted information by ISO (MEPC 82/INF.14) on an overview of the changes introduced in the seventh edition of ISO 8217 and ISO 8217:2024.

5.27 The Committee also noted that MSC 108 had concurrently approved MSC-MEPC.2/Circ.18 on *Guidelines for the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS chapter II-2*, as approved by MEPC 81.

Establishment of the Working Group on Air Pollution and Energy Efficiency

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

- .1 consider the proposal in document MEPC 82/6/23 to include information on the availability of biofuels at ports in GISIS, and advise the Committee accordingly;
- .2 consider the information and proposals related to the certification of an existing engine subject to substantial modification in documents MEPC 82/10/2 and MEPC 82/10/3 and advise the Committee accordingly; and
- .3 if time permitted, consider the proposed draft terms of reference for the re-establishment of the GESAMP Task Team on EGCS (MEPC 82/5/3, annex), also taking into account documents MEPC 82/5/1, MEPC 82/INF.22, MEPC 81/INF.21 and MEPC 81/INF.38 and advise the Committee accordingly.

Report of the Working Group

5.29 Having considered the relevant part of the report of the Working Group (MEPC 82/WP.8, paragraphs 4 to 21), the Committee approved it in general and took action as outlined below.

Information on the availability of biofuels at ports

5.30 The Committee noted that the Working Group had considered document MEPC 82/6/23 (Republic of Korea et al.), proposing an amendment to the GISIS module "MARPOL Annex VI, regulation 18.1" to include information on the availability of biomarine fuels at ports, based on the emerging necessity for the use of biomarine fuels in international shipping. Having considered relevant modifications to the GISIS module prepared by the Group (MEPC 82/WP.8, annex 1), the Committee requested the Secretariat to apply them to the module.

Certification of an existing engine subject to substantial modification

5.31 The Committee noted that the Working Group had considered the following documents:

- .1 MEPC 82/10/2 (Denmark et al.), supporting the application of the draft amendments to the NO_x Technical Code 2008, as agreed by PPR 11 in respect of the certification of an existing engine subject to substantial modification; providing proposals as to the content of the Parent Engine Test Plan to be agreed by the Administration prior to the scheduling of such a test; and proposing a flow chart illustrating this certification process which would add to those currently given in appendix II of the Code; and
- .2 MEPC 82/10/3 (IACS), commenting on the draft amendments to NTC 2008, as agreed by PPR 11, in respect of the certification of an existing engine subject to substantial modification, and proposing further modifications thereto.

5.32 Consequently, taking into account the outcome of the Working Group, the Committee approved:

- .1 draft amendments to NTC 2008 concerning certification of an existing engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation, as set out in annex 6, and requested the Secretary-General to circulate them in accordance with article 16(2)(a) of MARPOL, with a view to adoption at MEPC 83; and
- .2 draft guidance on the content of the Engine Emission test plan, and requested the Secretariat to issue the guidance as an MEPC circular when the aforementioned corresponding amendments to NTC 2008 entered into force.

Draft terms of reference for the re-establishment of the GESAMP Task Team on EGCS

5.33 The Committee noted that the Working Group had considered the following documents:

- .1 MEPC 82/5/1 (IBIA), commenting on document MEPC 79/9/3 (Germany), emphasizing that the data set used in the study referred to in document MEPC 79/9/3 did not provide a suitable and sufficient basis for the development of representative emission factors for the environmental risk assessment of discharge water from EGCS; and providing recommendations on how to develop representative emission factors based on a large data set of samples;
- .2 MEPC 82/5/3 (ICS and CLIA), proposing draft terms of reference for the re-establishment of the GESAMP Task Team on EGCS to conduct further work on emission factors for use in environmental risk assessments of EGCS discharge water, with a view to re-establishment of that group for reporting to PPR 12 in 2025;
- .3 MEPC 82/INF.22 (Sweden), presenting the key outcomes of a research study carried out by Chalmers University of Technology; providing a link to an updated data set with all publicly available data on the chemical

characterization of EGCS waste streams, together with operational specifics of the sampled ships which demonstrated the complex array of substances in scrubber discharge water; and elaborating upon different statistical methods for handling concentrations of substances reported as below limit of detection to highlight their potential importance;

- .4 MEPC 81/INF.21 (Finland), reporting the key findings of the Horizon 2020 EMERGE project on environmental impact assessments of EGCS effluents for the Baltic Sea, North Sea, English Channel and the Mediterranean Sea areas; and
- .5 MEPC 81/INF.38 (CLIA), providing information on a risk assessment of open loop EGCS washwater discharges from cruise ships within the Puget Sound region of the United States, based on the recommended methodology provided in the *2022 Guidelines for risk and impact assessments of the discharge water from exhaust gas cleaning systems* (MEPC.1/Circ.899).

5.34 As requested by the Working Group, the Committee referred the draft terms of reference for the GESAMP Task Team on EGCS (MEPC 82/5/3) to PPR 12 for further consideration, with a view to finalization and providing advice to the Committee accordingly, also taking into account documents MEPC 82/5/1, MEPC 82/INF.22, MEPC 81/INF.21 and MEPC 81/INF.38 and comments made at this session (MEPC 82/WP.8, paragraphs 17 to 21).

6 ENERGY EFFICIENCY OF SHIPS

6.1 In the interest of time, the Committee agreed to refer documents concerning the review of the short-term GHG reduction measure, proposals and information related to the IMO DCS, and information and proposals related to the EEXI and engine/shaft power limitation system, directly to the APEE Working Group established under agenda item 5 (see paragraph 5.28), for detailed consideration (see also paragraph 6.13).

Information on EEDI

6.2 The Committee noted the information in document MEPC 82/INF.3 (Secretariat), providing the latest summary of data and graphical representations of the information contained in the EEDI database.

Reports on the 2023 ship fuel oil consumption data submitted to the IMO DCS and on annual carbon intensity

6.3 The Committee noted document MEPC 82/6/38 (Secretariat), providing the report of the ship fuel oil consumption data for the period 1 January to 31 December 2023 and associated information; and proposing a number of improvements to the IMO DCS module in GISIS, together with an oral update by the Secretariat on its ongoing work in maintaining and upgrading the IMO DCS GISIS module.

6.4 Following consideration, the Committee:

- .1 approved, in principle, the summary of the fuel oil consumption data submitted to the IMO DCS for 2023 (MEPC 82/6/38, annex);
- .2 noted ongoing improvements to the reporting process in the IMO DCS module in GISIS, in particular the intended timeline and updates to report transport work and add granularity from 1 January 2025;

- .3 approved, in principle, the reporting on carbon intensity developments on the basis of supply-based measurements, using AER and cgDIST indicators;
- .4 approved, in principle, the reporting of CII values; and
- .5 noted that, in the absence of cargo-related data, in particular transport work, the Secretariat intended to submit information on the demand-based carbon intensity of international shipping for the period from 2019 to 2023 to MEPC 83.

6.5 The Committee expressed its appreciation to the Secretariat for the thorough analysis and requested it to continue:

- .1 maintaining the IMO DCS and associated annual fuel consumption reporting, and exploring possible improvements to the reporting process and the GISIS module; and
- .2 monitoring the carbon intensity of the existing fleet based on supply-based and demand-based measurements, and to report the outcome to the Committee at a future session.

6.6 The observer from IMarEST informed the Committee that, according to their analysis by comparing IMO sulphur monitoring data (MEPC 82/INF.2) and the IMO DCS data sets (MEPC 82/6/38), the proportion of HFO used by international shipping might be over-reported in the IMO DCS, and that they would submit detailed information and proposals on the matter to a future session.

Review of the suitability of the IMO DCS for implementation and enforcement of current and future GHG reduction measures

6.7 The Committee recalled that MEPC 81 had requested the Secretariat to conduct a review of the suitability of IMO DCS for the implementation and enforcement of current and future IMO GHG reduction measures, taking into account document MEPC 81/6/5 (Austria et al.) and comments made at that session, and report back to a future session.

6.8 The Committee had for its consideration document MEPC 82/6/1 (Austria et al.), building on previous submissions, providing further considerations on data quality and integrity of IMO DCS; and proposing in particular draft terms of reference for an independent study on DCS data quality and integrity and inviting interested delegations to liaise with the co-sponsors to take part in such study.

6.9 In this regard, the Committee noted an oral update by the Secretariat that, following the request of MEPC 81, an invitation to tender had been issued in April 2024 to conduct a review of the IMO DCS module with the aim of analysing the current environment, and explore and define the possible technical specifications for integrating "built-in" data analysis and verification functions within the module; however, following a technical assessment of the bids, the Secretariat concluded that the responding companies did not fulfil the requirements for completing these tasks in a satisfactory manner. The Committee also noted that, following discussions in the Council on the enhancement of GISIS, the Secretariat had initiated an overall GISIS review and data management project and had contracted a company to assist in the review and upgrade process. In this regard, the Secretariat had discussed with the contractor the possible enhancement of the DCS GISIS module, pending additional instructions from the Committee.

6.10 In the ensuing discussion, the co-sponsors of document MEPC 82/6/1 reiterated their invitation for interested parties to take part in the proposed study to monitor the quality, robustness, reliability and integrity of the IMO DCS data by providing data, sharing expertise, and responding to questionnaires or participating in interviews. These delegations highlighted that the study would ensure the protection of sensitive data and confidentiality and stressed that the study could be conducted by an independent third party and that its findings, expected to be available by MEPC 83, would support the ongoing development of the mid-term GHG reduction measures.

6.11 Several other delegations, in concurring with the observation in document MEPC 82/6/1 that the issues of data integrity and fraud prevention in IMO DCS would become paramount as IMO developed further GHG reduction regulations, expressed the view that the Committee should first consider the findings of the review of the suitability of IMO DCS requested of the Secretariat by MEPC 81 before considering the need for a further study. One delegation questioned the need to involve external consultants and the use of complex and expensive systems including artificial intelligence.

6.12 Following consideration, the Committee noted the invitation of the co-sponsors of document MEPC 82/6/1 to interested Member States and international organizations to participate in a study on DCS data quality and integrity.¹

Instructions to the Working Group on Air Pollution and Energy Efficiency

6.13 The Committee agreed to instruct the APEE Working Group, established under agenda item 5 (see paragraph 5.28), to:

- .1 undertake an analysis of all relevant data and information received in accordance with the *Review plan for the short-term GHG reduction measure* agreed by MEPC 80, taking into account relevant documents submitted to this session and deferred from previous, and in particular:
 - .1 based on the analysis, develop a way forward for the completion of the review of the short-term GHG reduction measure, taking into account in particular the Review plan, the availability of relevant data and the meeting schedule of the Committee, and advise the Committee accordingly;
 - .2 on the basis of the suggested way forward, prepare draft terms of reference for a correspondence group on the review of the short-term GHG reduction measure; and
 - .3 prepare draft terms of reference for an intersessional working group on the review of the short-term GHG reduction measure;
- .2 consider the concrete proposals and information related to the IMO DCS in documents MEPC 82/6/15, MEPC 82/6/18, MEPC 82/6/19, MEPC 82/6/25, MEPC 82/6/26, MEPC 82/6/32, MEPC 82/6/37 and MEPC 82/INF.29 and MEPC 80/6/8, and advise the Committee accordingly; and

¹ Contact details of the focal point:
Mr. Romain Cazzato (France)
Head of Unit - Ecological transition of shipping / DGAMPA
Email: romain.cazzato@mer.gouv.fr

- .3 consider the information and proposals related to the EEXI and engine/shaft power limitation system in documents MEPC 82/6/13 and MEPC 82/6/14 and advise the Committee accordingly.

Report of the Working Group

6.14 Having considered the relevant part of the report of the APEE Working Group (MEPC 82/WP.8, paragraphs 22 to 70), the Committee approved it in general and took action as outlined below.

Review of the short-term GHG reduction measure

6.15 The Committee noted that, in considering the review of the short-term GHG reduction measure, the Working Group had considered relevant documents deferred to this session, as follows:

- .1 MEPC 81/6/2 (ICS), introducing the newly established voluntary ICS CII DCS, which enabled ship owners and ship managers to submit a copy of their aggregate validated DCS data and, separately in unvalidated aggregate form, the additional scope of data agreed at MEPC 80 (e.g. including greater granularity of fuel consumption and transport work); and inviting Member States to circulate information on this data-collection facility to ships flying their flag, thereby encouraging its use;
- .2 MEPC 81/6/13 (RINA), presenting the objectives and methodology of a comprehensive project currently being carried out by Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping with an initial focus on the evaluation of CII; and providing the initial results of the study in the review of the CII, to address the negative effects, while preserving the positive effects;
- .3 MEPC 81/6/15 (INTERFERRY), presenting a study undertaken to assess an alternative CII metric for ro-ro cargo and ro-ro passenger ships, seeking to mitigate the negative influence of high frequency service on the attained CII;
- .4 MEPC 81/6/17 (India), highlighting factors to be taken into consideration during the review of the short-term measure; and suggesting that the Committee request the Secretariat to commission a further study to ensure a more accurate calculation of the CII reference lines based on IMO DCS data and current ship type specific correction factors to ensure a fair and rational CII rating system for all ship types;
- .5 MEPC 81/6/18 (WWF et al.), proposing to review the CII in the context of the 2023 IMO GHG Strategy and the negotiation of the basket of mid-term measures, to ensure a clear understanding that the various short- and mid-term measures developed at the same time but in parallel were collectively capable of delivering the highest level of climate ambition and contributed to a just and equitable transition;
- .6 MEPC 81/INF.22 (Republic of Korea), sharing lessons learned from the CII consulting conducted by the Republic of Korea for the country's shipping companies to emphasize the cooperation among stakeholders for the effective implementation of the CII regulation;

-
- .7 MEPC 81/INF.27 (INTERCARGO), providing information on CII and in particular on the impact of short voyages, port waiting time and ship loading conditions on attained CII, based on a study by INTERCARGO and five classification societies (ABS, BV, ClassNK, DNV and LR) using DCS and EU MRV data for bulk carriers;
 - .8 MEPC 81/INF.28 (INTERCARGO), providing information on a study carried out by the American Bureau of Shipping (ABS), on behalf of INTERCARGO, on the impact of short voyages on the attained CII of bulk carriers;
 - .9 MEPC 81/INF.29 (INTERCARGO), providing information on a study carried out by Lloyd's Register (LR), on behalf of INTERCARGO, on the impact of port waiting time on the CII;
 - .10 MEPC 81/INF.30 (INTERCARGO), providing information on a study carried out by Bureau Veritas (BV), on behalf of INTERCARGO, on the effects of port waiting time on the CII;
 - .11 MEPC 81/INF.31 (INTERCARGO), providing information on a study carried out by ClassNK, on behalf of INTERCARGO, on the impacts of ship loading condition (laden/ballast voyages) on the CII;
 - .12 MEPC 81/INF.32 (INTERCARGO), providing information on a study carried out by DNV, on behalf of INTERCARGO, on the impacts of ship loading condition (laden/ballast voyages) on the CII;
 - .13 MEPC 80/6/3 (Liberia), outlining the significant operational constraints of self-unloading bulk carriers performing transloading and trans-shipment operations; highlighting that such operations reduced carbon emissions compared to standard bulk carrier operations; and suggesting accounting for these highly variable, but significant, energy demands that occurred on those self-unloading bulk carrier types while calculating their attained CII and ratings;
 - .14 MEPC 80/6/5 (India), seeking clarification for specific cases regarding the application of the correction factors as provided in the 2022 Interim Guidelines on correction factors and voyage adjustments for CII calculations (CII Guidelines, G5); proposing that CII Guidelines be revised by including a correction factor to avoid the ship's Carbon Intensity Indicator (CII) being adversely impacted due to cargo operational activities;
 - .15 MEPC 80/6/6 (India), proposing amendments to regulation 19.3 of MARPOL Annex VI to clarify the non-applicability of requirements of SEEMP under regulation 26.3 of MARPOL Annex VI for category A ships as defined in the Polar Code;
 - .16 MEPC 80/INF.20 (IACS), containing information on the publication of IACS Recommendation No.175 on "SEEMP/CII implementation guidelines";
 - .17 MEPC 80/INF.28 (Republic of Korea), presenting the results of an analysis that compared the attained CII values calculated based on the DWT as a transport work proxy in accordance with the current IMO CII Guidelines and the values calculated based on the actual cargo carried using EU-MRV data set; highlighting the conclusion that the future data collection must be based on actual cargo carried to apply IMO CII criteria more precisely, intuitively and consistently;

- .18 MEPC 80/INF.34 (CLIA), providing a progress report on the work that CLIA and the Cruise Safety and Sustainability Forum (CSSF) had carried out to develop a CII calculation method for cruise passenger ships that was better aligned with IMO objectives;
- .19 MEPC 79/7/1 (INTERTANKO), requesting the consideration of steam-driven LNG carriers, which represented a considerable proportion of the current LNG shipping fleet; suggesting that these ships had a different type of propulsion system and consequently would have a very poor CII rating; and proposing to develop a "fleet compliance option", revise the CII rating system by adopting appropriate correction factors, and acknowledge the limitations of EEXI guidelines for steam-driven LNG carriers;
- .20 MEPC 79/7/2 (INTERTANKO), explaining the negative impact of lower cruising speeds and/or extended idle times on the CO₂ footprint of steam-driven LNG carriers; suggesting the introduction of a correction factor in the calculation of the attained CII value for these ships; proposing amendments to the 2022 CII G5 Guidelines; and stating that EEXI regulation was not conceptually adequate for steam-driven LNG ships;
- .21 MEPC 79/7/13 (Bahamas et al.), commenting on the scope of the CII G5 Guidelines and providing further justification of additional correction factors for short voyages and port waiting time; and reiterating the proposals in document ISWG-GHG 12/2/3 that the aforementioned correction factors were two of several key elements that should be incorporated into the CII system;
- .22 MEPC 79/7/15 (Bahamas and ICS), stating that the power used to cool and/or freeze all cargo on board refrigerated cargo carriers should also be included within the scope of the $FC_{\text{electrical},j}$ correction factor, and proposing amendments to the CII Guidelines, G5;
- .23 MEPC 79/7/21 (CLIA), informing of the progress on the work of the development of an alternative CII metric for cruise passenger ships, which was led by the Cruise Ship Safety Forum (CSSF) CII subgroup and their intention to submit a proposal to MEPC 80 on an alternative metric for cruise passenger ships, inviting Member States and NGOs to participate in the group;
- .24 MEPC 79/7/27 (ICS and INTERCARGO), proposing the adoption of draft amendments to the 2022 CII reference lines guidelines (G2) to establish self-unloading bulk carriers as a separate category with its own reference line; stating that the proposed amendments were built on the Guidelines adopted by the Committee and did not change the method of calculating a ship's carbon intensity;
- .25 MEPC 79/INF.19 (INTERCARGO), commenting on the CII G5 Guidelines providing information on the effects of charterers' orders, distance travelled and waiting times on CII; highlighting some of the challenges faced by bulk carrier shipowners/ship managers (and other segments) and the need for further correction factors and/or voyage adjustments; and

-
- .26 ISWG-GHG 16/5 (EDF), providing an analysis of the potential ability of CII to achieve the emissions reductions set out in the 2023 IMO GHG Strategy; recommending CII's expansion for including WtW considerations and the inclusion of all GHGs to reward fuels-based emissions reductions in the future; and suggesting conducting the review process in a manner that created complementarity with IMO's basket of measures, particularly the GFS, ensuring effective enforcement and enhancing transparency of ratings.

6.16 The Committee noted that the Working Group had also considered documents submitted to this session on the review of the short-term GHG reduction measure, as follows:

- .1 MEPC 82/6 (Secretariat), providing an initial analysis of available data and proposals to be considered as part of the data analysis stage of the review of the short-term GHG reduction measure; presenting information on the work conducted so far by the Secretariat to facilitate the review process; and providing a possible preliminary categorization of submissions during the data analysis stage, taking into account the Review plan;
- .2 MEPC 82/6/2 (ICS), providing a detailed examination of the factors affecting the CII ratings of ships within a shipping company's fleet (d'Amico Società di Navigazione SpA); and proposing that all identified anomalies found in the report of the shipping company be fully addressed during the ongoing review of the CII rating system;
- .3 MEPC 82/6/3 (SIGTTO), emphasizing several areas of concern with the application of the CII to LNG carriers; proposing to discount the fuel consumption for port waiting time greater than six hours and to extend the tanker ship-to-ship correction factor to LNG carriers; and proposing to categorize small-scale LNG carriers operating as bunker vessels as a separate ship type for the purposes of MARPOL Annex VI;
- .4 MEPC 82/6/4 (INTERTANKO), providing data to indicate that the current CII reference line was not adequate for LNG carriers smaller than 65,000 DWT; suggesting that small LNG carriers recently built for refuelling ships using LNG as primary fuel should be exempted from the CII rating; and proposing that the reference line for LNG carriers below 65,000 DWT be revised;
- .5 MEPC 82/6/5 (INTERTANKO), providing data to indicate that the current CII reference line was not adequate for small-size oil tankers, above 5,000 GT, engaged in fuel supply to other ships; suggesting that tankers whose sole activity was dedicated to fuel oil supply to other ships should continue to report their fuel consumption, distance and other relevant data but should be exempted from the CII rating requirements;
- .6 MEPC 82/6/6 (Hong Kong, China et al.), introducing the CII Informal Exchange Group, coordinated by the Indian Register of Shipping (IRCLASS); presenting the results of a voluntary survey poll of some of its members; and proposing that the CII review progress in the form of a gap analysis, whereby a comprehensive list of system weaknesses would be initially identified, compiled and agreed, paving the way for the development of appropriate solutions by addressing the gaps;

- .7 MEPC 82/6/7 (CLIA), presenting multi-year analyses of cruise ship CII data in support of a revised CII metric for cruise passenger ships to incentivize reductions in absolute CO₂ emissions reduction; proposing that the CII metric for cruise passenger ships be changed from cgDIST to cgHRS where distance in the denominator of the cgDIST formula would be replaced with hours in a year; and providing suggested consequential amendments to the relevant CII and SEEMP guidelines;
- .8 MEPC 82/6/8 (United Arab Emirates and IPTA), proposing a new CII metric called EQ-CII intended to holistically address all the existing CII weaknesses by a twist in the AER formula given in the CII Guidelines, G5; describing additional parameters needed in the IMO DCS for calculation of EQ-CII; proposing a two-step approach for smooth implementation of the EQ-CII metric; and suggesting considering EQ-CII metric as one of the options during the review of the short-term GHG reduction measure;
- .9 MEPC 82/6/9 (IBIA), highlighting that for ships undertaking short voyages as part of their standard service duties, compliance with CII requirements was challenging; and proposing to amend CII Guidelines, G5, to include a short voyage (duration) correction factor for bunker vessels that were constrained by the vital operational duty they undertook for international shipping that consisted primarily of short voyages;
- .10 MEPC 82/6/10 (ICS), providing information on the current status of the voluntary ICS CII Data Collection System which helped to support the CII review process; and inviting Member States to circulate information on data-collection facility to ships that were under their Administration, thereby encouraging its use;
- .11 MEPC 82/6/11 (ICS), highlighting the impact of port waiting time and fuel consumption due to operation of self-loading/discharging onboard cranes and bow thrusters on the CII rating of ships; and suggesting that these anomalies be fully addressed during the ongoing review of the CII rating system;
- .12 MEPC 82/6/12 (ICS and INTERCARGO), highlighting that the CII reference line for bulk carriers was not accurately reflecting the fuel efficiency of various subgroups of bulk carriers; and suggesting that potential solutions to the anomalies could include dedicated reference lines for the subgroups or additional correction factors;
- .13 MEPC 82/6/16 (WSC), suggesting focusing the CII review on a strengthened SEEMP, including incorporating the principles of ISO 50001 (Energy management system – requirements with guidance for use), to drive ship-specific transport work performance improvement in combination and alignment with mid-term GHG reduction measures, with CII rating facilitating data for analysis to inform future decision-making; and suggesting that once the LCA Guidelines were sufficiently developed, the Committee should amend the CII calculation to WtW GHG emissions;
- .14 MEPC 82/6/17 (Austria et al.), recommending a two-step approach for review and revision of the CII, aiming to agree as a first step on CII reduction factors for the years 2027 to 2030, as well as potentially minor adjustments to the CII (to be completed before 1 January 2026), and of a second step to assess

- major adjustments starting in 2026; proposing a possible process for assessing the effectiveness of the CII framework and guiding principles for proposed modifications to the CII framework; and providing draft terms of reference for a correspondence group and an intersessional working group;
- .15 MEPC 82/6/20 (RINA), presenting an update on a project carried out by the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping, including the latest results of a CII assessment for container ships, tankers and bulk carriers; recommending two options for improving the CII metric for those ship types, namely the EEOI to drive and reward capacity utilization and a sea passage propulsion only metric to drive improved voyage performance; suggesting developing a regulatory framework to manage and reduce emissions associated with electrical load and cargo requirements on board, indicating a strengthened SEEMP as possible framework;
- .16 MEPC 82/6/21 (RINA), commenting on the interactions between short-term and mid-term measures; highlighting that if an overlap existed, from a compliance perspective, the industry risked missing out on maximizing the complementary effect of these regulations on GHG emission reduction; suggesting that both regulations should consider the appropriate scope and a correct metric; suggesting evaluating the option of an energy-based CII metric once mid-term measures were finalized; and proposing to include in the terms of reference of the correspondence group to consider potential overlaps between short- and mid-term measures;
- .17 MEPC 82/6/22 (RINA), proposing a strengthened SEEMP-based approach to drive energy efficiency and to use the CII only for benchmarking; proposing a revision of the SEEMP Guidelines; stressing that a key part of the revised SEEMP should be a log of energy efficiency to record all energy efficiency actions; pointing out that the SEEMP would need to be accompanied by a robust regulated management system consisting of a system of mandatory internal and external audits and PSC; and proposing that the requirement for ships rated D and E to meet the required CII and prepare a plan of corrective actions be reconsidered to allow each ship to continuously improve based on its own baseline;
- .18 MEPC 82/6/24 (INTERFERRY), proposing the development of fleet-balancing guidelines as an alternative method of compliance with the CII rating requirements, building on the alternative procedures and compliance methods in regulation 4 of MARPOL Annex VI; and proposing to develop relevant guidelines under that regulation and introduce any clarifications to regulation 28 and appendix X, as appropriate;
- .19 MEPC 82/6/27 (INTERCARGO), providing information on the CII and the impact of idle time on the attained CII rating of bulk carriers; proposing to adjust the CII to reflect the energy efficiency of a ship rather than the efficiency of a port or other factors outside the control of a ship; also proposing that, given the information provided in relation to amendments to the SEEMP and the current lack of granularity with the IMO DCS, a multi-phased approach might be needed, with the first phase based on current data, followed by further refined solutions as more data became available;

- .20 MEPC 82/6/28 (INTERTANKO), providing data to indicate that the current CII reference line for tankers was not adequate for small-size tankers engaged in local trade with very short voyages and frequent and multiple cargo operations; and suggesting that these ships should continue to report their fuel consumption, distance and other relevant data but that the application of the CII rating to them should be further considered during the review period;
- .21 MEPC 82/6/29 (IAPH), providing information on the development of the Environmental Ship Index (ESI) and IAPH's GHG performance indicator; recommending a way forward in reviewing the CII; acknowledging that the current CII system had shortcomings and might not always accurately reflect the true GHG performance of all types of ships; pointing out that the ESI remained close to the short-term measure and served the targets of the 2023 IMO GHG Strategy; and urging Member States to inform their ports of the availability and development of ESI and to encourage them to consider setting ESI-based incentives to reward best-performing ships, on a voluntary basis;
- .22 MEPC 82/6/30 (Liberia), proposing amendments to the CII Guidelines, G5, to address operational aspects of LNG carriers, including emissions during waiting time; proposing to exempt the reliquefaction correction factor included in the $FC_{\text{electrical},j}$ formula from the current annual 3% reduction; and suggesting extending the application of $FC_{\text{electrical},j}$ to also cover LNG carriers during cargo transfer and to develop a correction factor for the Gas Combustion Unit (GCU) as a safety measure;
- .23 MEPC 82/6/31 (Brazil et al.), presenting potential amendments to the CII framework to address the unfair increase of the attained CII due to idle emissions and to incentivize the reduction of total GHG emissions; suggesting the development of revised CII reference lines excluding idle emissions; and proposing a two-stage approach for the CII framework review consisting of minor adjustments before 1 January 2026, including enhancement of the correction factors and major adjustments afterwards including determination of the revised reference lines;
- .24 MEPC 82/6/33 (China), suggesting optimizing the enforcement mechanism of the CII framework building upon further clarification on the role of CII, consisting of several elements, including maintaining the integrity of the current concept of CII and introducing the concept of representative operational energy efficiency performance indicator in parallel, and strengthening the self-evaluation of operational energy efficiency performance for individual ships;
- .25 MEPC 82/6/34 (China), proposing amendments to the CII Guidelines, G5, to introduce a correction factor for fuel consumed for production of electrical power serving the self-handling system involved in self-unloading bulk carriers;
- .26 MEPC 82/6/35 (China), proposing amendments to the CII Guidelines, G5, to introduce a correction factor for fuel consumption associated with docking;

-
- .27 MEPC 82/6/36 (Brazil and India), providing updated information based on experience gained in implementing the CII Guidelines, G1, which emphasized the importance of considering the ship's capacity; and proposing that the calculation method continue to consider the ship's capacity (DWT) when defining transport work in the calculation of the ship's CII;
- .28 MEPC 82/6/39 (Brazil and India), commenting on document MEPC 82/6/2 on the key drivers of the CII rating system; discussing the impact on the CII of correction factors such as port waiting times which were outside the control of the ship; suggesting that the Committee should adopt a whole supply chain approach to ensure that stakeholders were committed to enhancing operational efficiencies; and proposing the consideration of an $AER_{\text{Supply Chain}}$ and AER_{Voyage} which would allow for a more accurate indication of ship efficiency with and without taking into consideration external factors outside the control of the ship, as well as adequate enforcement mechanisms to ensure that a ship was not penalized for factors outside its control;
- .29 MEPC 82/6/40 (Brazil and India), commenting on document MEPC 82/6/8 on the proposed EQ-CII concept; in particular on the proposed equivalent transport work approach and supply chain efficiencies, and on engine and GPS distance issues;
- .30 MEPC 82/6/41 (CLIA), commenting on document MEPC 82/6/24 on fleet-balancing for the CII indicator rating requirements; and while agreeing in principle with the content of the document, stressing that due consideration could be given to some of the proposed modifications to the specifics of the proposal, including the characteristics of fleet pools;
- .31 MEPC 82/6/42 (CSC), commenting on documents MEPC 82/6/1 and MEPC 82/6/17; supporting the improvement of data quality, transparency and accessibility of the IMO DCS; and stressing that the existing IMO DCS data were sufficient to transform the CII from a carbon intensity metric to an energy efficiency metric and inform an increase of the required reduction factors for the post-2026 period in the first step of the two-step approach;
- .32 MEPC 82/INF.10 (SIGTTO), providing information on the application of the CII to LNG carriers in support of document MEPC 82/6/3; discussing some of the unique operating characteristics of this ship type; and highlighting several aspects potentially causing perverse consequences, increasing emissions of CO₂;
- .33 MEPC 82/INF.12 (SYBAss), proposing a revised method for calculating the CII and energy efficiency for yachts such as revised operational profiles, measurement period, and reporting and verification, to address some of the issues with the current CII metrics;
- .34 MEPC 82/INF.25 (Secretariat), providing the final report of a study on the implementation of the SEEMP framework conducted by WMU, which was funded through the IMO Future Fuels and Technology project;
- .35 MEPC 82/INF.26 (Republic of Korea and Pacific Environment), highlighting quantitative improvements in terms of CO₂ emissions, attained CII, and ratings by reducing the waiting time for ships to berth at ports; emphasizing the need to consider cooperation between ships and ports in the mid- to long-

- term to achieve the level of ambition of the 2023 IMO GHG Strategy and to establish an alternative fuel supply infrastructure as part of a basket of candidate mid-term measures;
- .36 MEPC 82/INF.32 (BIMCO), stressing the need for effective voluntary actions to enhance the operational energy efficiency of ships; stressing that ships waiting for a berth on arrival at a destination port was one of the major operational inefficiencies ("Sail Fast Then Wait"); and showing that the "Blue Visby Solution" (BVS) demonstrated that such inefficiencies could be addressed through technical and contractual components and that prototype trials confirmed that it would support efforts by ships to improve their CII rating;
 - .37 MEPC 82/INF.38 (INTERCARGO), providing information on a study carried out by Bureau Veritas (BV), on behalf of INTERCARGO, on the negative impact of idle time on the CII;
 - .38 MEPC 82/INF.39 (INTERCARGO), providing information on a study carried out by Det Norske Veritas (DNV) on behalf of INTERCARGO, on the negative impact of idle time on the CII;
 - .39 MEPC 82/INF.45 (Liberia), providing information on a study carried out by the American Bureau of Shipping (ABS) on the negative impact of anchorage and port waiting time on LNG carriers and the effect of emissions arising from Gas Combustion Units (GCU) which were currently not covered under the CII Guidelines, G5;
 - .40 MEPC 82/INF.46 (Liberia and ICS), providing information on a study carried out by ABS supporting the proposal in document MEPC 82/6/31 (Brazil et al.) for a revised CII framework which aimed to address the increase of the attained CII due to idle emissions (such as emissions at a port, at anchorage and during drydock); and
 - .41 MEPC 82/INF.48 (Antigua and Barbuda et al.), providing the executive summary of a study conducted by Maritime Technology Cooperation Centre (MTCC) Caribbean and its host institution, the University of Trinidad and Tobago, on the use of the CII rating to measure the energy efficiency of ships trading in the Caribbean region.

6.17 Having considered the progress made by the Working Group on the review of the short-term GHG reduction measure, the Committee:

- .1 noted the update of the initial analysis of available data and proposals to be considered during the review of the short-term GHG reduction measure provided by the Secretariat (MEPC 82/WP.8, annex 4);
- .2 endorsed in principle the way forward to address challenges/gaps in the short-term GHG reduction measure (MEPC 82/WP.8, annex 5) and, following a request by the delegation of the United Arab Emirates, agreed to insert a reference to document MEPC 82/6/8 in the third row of the table therein;

-
- .3 agreed to establish a correspondence group on the review of the short-term GHG reduction measure under the joint coordination of Brazil, Japan and EC² and instructed it, taking into account the *Review plan for the short-term GHG reduction measure*, relevant submissions and comments made during MEPC 82, and using the *Way forward to address the challenges/gaps in the short-term GHG reduction measure* (MEPC 82/WP.8, annex 5) as the basis, to:
- .1 further consider possible options to address the identified challenges/gaps in the short-term GHG reduction measure;
 - .2 develop draft amendments to existing instruments and/or develop new instruments, as appropriate; and
 - .3 submit a written report to MEPC 83, to be considered first by the Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1) (see paragraph 14.18);
- .4 agreed to relax the deadline for submission of the written report of the Correspondence Group to the 9-week submission deadline for MEPC 83, i.e. 31 January 2025; and
- .5 agreed to the holding of a meeting of ISWG-APEE 1 for a duration of three days during the week starting from 31 March 2025 and instructed the Group, taking into account relevant documents submitted to MEPC 83 and to this session and the report of the Correspondence Group on the review of the short-term GHG reduction measure, to:
- .1 further consider possible options to address the identified challenges/gaps in the short-term GHG reduction measure;
 - .2 develop draft amendments to existing instruments and/or develop new instruments, as appropriate, with a view to finalization; and
 - .3 submit a written report to MEPC 83.

²

Coordinators:

Mr. Fernando Alberto Gomes da Costa (Brazil)
Technical Consultant, SEC-IMO, Brazilian Navy
Email: fernando.alberto@marinha.mil.br

Mr. Kohei Iwaki (Japan)
Alternate Permanent Representative of Japan to IMO
Email: kohei.iwaki@mofa.go.jp

Mr. Benoit Adam (European Commission)
Policy Officer / DGMOVE
Email: benoit.adam@ec.europa.eu

Proposed UI on application of amendments to appendix IX of MARPOL Annex VI (resolution MEPC.385(81))

6.18 The Committee noted that the Working Group had considered document MEPC 82/6/15 (IACS), discussing the practical implications of implementing the amendments to appendix IX of MARPOL Annex VI concerning the information on transport work and enhanced granularity to be submitted to IMO DCS adopted by MEPC 81 (resolution MEPC.385(81)); outlining the understanding of IACS on the implementation of these amendments, as formalized in their UI MPC 131; and proposing to disseminate the technical content of MPC 131 as an MEPC circular.

6.19 The Committee noted that the majority of Member State delegations that spoke in the Working Group had supported the UI proposal from a practical perspective, but that the Group could not conclude on the matter of whether the proposed UI satisfied the criteria set in the UI policy agreed by MSC 108 and concurrently approved by the Committee (see paragraph 13.6).

6.20 Following consideration, the Committee approved MEPC.1/Circ.913 on *Guidance on the application of the amendments to appendix IX of MARPOL Annex VI adopted by resolution MEPC.385(81) on inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS)*.

Proposed draft amendments concerning clarification of entries in data reporting required by regulations 27 and 28 of MARPOL Annex VI

6.21 The Committee noted that the Working Group had considered draft amendments to MARPOL Annex VI concerning clarification of entries in data reporting required by regulations 27 and 28 of MARPOL Annex VI, along with entry samples for appendix IX, proposed in documents MEPC 82/6/37 and MEPC 82/INF.29 (Liberia and United Arab Emirates).

6.22 Consequently, the Committee approved the draft amendments to appendix IX of MARPOL Annex VI concerning clarification of entries in data reporting required by regulations 27 and 28 of MARPOL Annex VI, as set out in annex 4, for inclusion in the revised MARPOL Annex VI under development (see paragraph 5.24).

Proposed draft amendments to the 2022 SEEMP Guidelines

6.23 The Committee noted that the Working Group had considered draft amendments to the *2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)* (resolution MEPC.346(78), as amended by resolution MEPC.388(81)) proposed in document MEPC 82/6/32 (Liberia et al.), seeking alignment with the amendments to appendix IX of MARPOL Annex VI adopted by MEPC 81 (resolution MEPC.385(81)); and consequently adopted resolution MEPC.395(82) on *2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)*, as set out in annex 7.

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

6.24 The Committee noted that the Working Group had considered amendments to the sample format for the *Confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI – SEEMP Part II* (MEPC.1/Circ.876) to update the references to regulation 26.2 of MARPOL Annex VI and the 2022 SEEMP Guidelines, proposed in document MEPC 80/6/8 (IACS), and that, in the consideration of the sample format, due account had been taken of documents III 10/9 and III 10/9/2 (China), proposing amendments to MEPC.1/Circ.876.

6.25 Consequently, the Committee approved MEPC.1/Circ.914 on *Revised sample format for the confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI*.

Proposed changes to the collection of fuel consumption data to exclude oil residue/sludge and water content in fuel oils

6.26 The Committee noted that the Working Group had considered proposals and information related to the IMO DCS in documents MEPC 82/6/18 (China) and MEPC 82/6/19 (Republic of Korea), proposing amendments to the 2022 SEEMP Guidelines and the *2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity*, to exclude oil residue/sludge and water content in fuel oils, respectively; but that there had not been sufficient support in the Group for the proposed changes.

EEXI and engine/shaft power limitation system

6.27 The Committee noted that the Working Group had considered documents MEPC 82/6/13 and MEPC 82/6/14 (INTERTANKO), discussing the experience of masters and industry regarding compliance with regulation 25 of MARPOL Annex VI, outlining the associated administrative workload and operational costs related to verification survey(s) required after each reactivation or replacement of shaft/engine power limitation systems and proposing draft amendments to the *2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve*; but that there had not been sufficient support in the Working Group for the proposals.

7 REDUCTION OF GHG EMISSIONS FROM SHIPS

Update on UNFCCC matters

7.1 The Committee noted a statement by the UNFCCC Secretariat, as set out in annex 15, providing a summary of their recent work and its relevance to IMO's work on the reduction of GHG emissions from shipping.

7.2 The Committee noted also that an IMO Secretariat delegation, led by the Secretary-General, would participate in the twenty-ninth United Nations Climate Change Conference (COP 29), to be held in Baku, Azerbaijan, from 11 to 22 November 2024, to report on IMO's progress with the implementation of the 2023 IMO GHG Strategy.

7.3 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 to the attention of appropriate UNFCCC bodies and meetings, as necessary.

Outcome of ISWG-GHG 17

7.4 The Committee, having noted that the seventeenth meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 17) had been held from 23 to 27 September 2024, considered its report (MEPC 82/WP.5), together with additional information provided orally by the Chair of the Group, Mr. S. Oftedal (Norway); and expressed appreciation to all participating delegations for their constructive work during the intersessional meeting and to the Chair for his efficient leadership of the Group.

7.5 Having considered the outcome and action requested by ISWG-GHG 17, the Committee approved the report of the Group in general, and took action as described below.

Further development of candidate mid-term measure(s)

7.6 The Committee noted that ISWG-GHG 17 had agreed to use the draft possible outline of the "IMO net-zero framework" (MEPC 81/16/Add.1, annex 12) approved by MEPC 81 as the basis for the development of draft amendments to MARPOL Annex VI, taking into account the various submissions containing proposed text for such amendments, and with the understanding that this outline could be used as a starting point for consolidating the different proposals into a possible common structure, without prejudging any possible future changes.

7.7 In this context, the Committee noted that ISWG-GHG 17 had also considered the following documents submitted to MEPC 82 regarding the further consideration of the basket of candidate mid-term measures:

- .1 MEPC 82/7/7 (Solomon Islands), discussing the components necessary for financing a just and equitable transition of maritime transport in small island developing States (SIDS) and least developed countries (LDCs) through a high-price universal GHG emissions contribution combined with a GHG fuel standard to effectively promote the energy transition of shipping; pointing out the costs of inaction for SIDS and LDCs; and detailing the link between the development of a policy and regulatory framework, such as an IMO National Action Plan, and the implementation of large-scale investments and major projects; and
- .2 MEPC 82/7/9 (IWSA), proposing an amended formula to facilitate the incorporation of wind energy into the mid-term measures for implementing the 2023 IMO GHG Strategy currently being developed; and proposing an amended formula to calculate the attained GHG Fuel Intensity (GFI) as outlined in document ISWG-GHG 16/2/7 (Austria et al.) to ensure equitable accounting of wind energy in the GHG emissions intensity balance for a ship.

7.8 Following consideration, the Committee noted the progress made by ISWG-GHG 17 on the further development of the basket of candidate mid-term measure(s) and, in particular, agreed to use the possible draft amendments to MARPOL Annex VI on the net-zero framework (MEPC 82/WP.5, annex 1) as the basis for further consideration.

Further development of the Life Cycle GHG Assessment (LCA) framework

7.9 The Committee recalled that MEPC 81, having adopted the *2024 Guidelines on life cycle GHG intensity of marine fuels* (2024 LCA Guidelines) (resolution MEPC.391(81)), had agreed, inter alia, to the establishment of a GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) to review scientific and technical issues, and terms of reference for the group (MEPC 81/WP.8, annex 2).

7.10 In this context, the Committee noted that the Chair and Vice-Chairs of GESAMP, in consultation with the GESAMP Secretariat, having considered expressions of interest received, and in ensuring that the composition of the GESAMP-LCA WG was geographically and gender balanced and of manageable size, had invited 12 experts from Bangladesh, Brazil, Canada, China, Finland, Italy, Japan, Malaysia, Singapore, Sweden, the United Kingdom and the United States to become members of the Group. The Group held its first meeting from 10 to 13 September 2024 in the Organization's Headquarters and, in accordance with the terms of reference agreed by MEPC 81, its written report will be submitted to MEPC 83, after peer review by GESAMP. Having noted, in particular, the absence of experts from Africa in the GESAMP-LCA WG, the Committee reiterated the importance of a geographically balanced composition of the Group, and agreed to further consider this matter when considering the first report of the Group at MEPC 83.

-
- 7.11 The Committee noted also that, during its first meeting, GESAMP-LCA WG had:
- .1 considered a possible way forward for each of its terms of reference and developed a tentative work plan; and
 - .2 agreed to prepare a methodology clarifying the submission and review process of proposed default emission factors, to be finalized at its second meeting, scheduled for November 2024, for submission to MEPC 83 for consideration.
- 7.12 The Committee noted that ISWG-GHG 17 had considered the following documents submitted to MEPC 82 regarding the further development of the IMO LCA framework:
- .1 MEPC 82/7/5 (SGMF), presenting the results of a study on life cycle well-to-wake (WtW) GHG emissions associated with the utilization of ammonia as a marine fuel, comparing it with conventional marine fuel oils; evaluating air quality impacts by analysing local air pollutants emitted from engines using ammonia; and outlining the environmental benefits for using ammonia as a sustainable marine fuel solution; and
 - .2 MEPC 82/INF.16 (Finland), presenting the key findings of a methane emission study conducted on board a state-of-the-art LNG-powered cruise ship during normal operation as part of a large international EU-funded research project (GREEN RAY); and concentrating on mitigating methane slip from LNG-powered engines.
- 7.13 Following consideration, the Committee noted the discussion of ISWG-GHG 17 on the further consideration of the development of the IMO LCA framework and, in particular:
- .1 referred documents ISWG-GHG 17/3, ISWG-GHG 17/3/2, ISWG-GHG 17/3/3, ISWG-GHG 17/3/5, MEPC 82/7/5 and MEPC 82/INF.16 to the GESAMP-LCA Working Group for scientific review and methodological advice; and
 - .2 invited interested Member States and international organizations to:
 - .1 consider making financial contributions to support the work of the GESAMP-LCA Working Group;
 - .2 continue to work together on the development of a sustainable fuels certification framework, including draft guidelines, with a view to submitting a more developed proposal to a future session; and
 - .3 submit concrete proposals on how to reference certification schemes and the fuel life cycle label in the draft legal text of the IMO net-zero framework and associated guidelines to a future session; and
 - .3 invited interested Member States to start preparing proposals for default emission factors, using the templates included in appendices 4 and 5 of the 2024 LCA Guidelines, in order to allow the GESAMP-LCA Working Group to review these after MEPC 83.

Development of draft terms of reference for the Fifth IMO GHG Study

7.14 The Committee recalled that MEPC 81, having noted general support to initiate the Fifth IMO GHG Study, had requested the Secretariat to submit a proposal with draft terms of reference, suggested timelines, logistics and administrative arrangements to this session, taking into account relevant documents submitted to MEPC 81 and comments made (MEPC 81/16, paragraph 7.45). In this regard, the Committee noted 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 Study.

7.15 The Committee also noted that ISWG-GHG 17 had considered the following documents submitted to MEPC 82 regarding the Fifth IMO GHG Study:

- .1 MEPC 82/7/3 (Secretariat), providing a preliminary analysis on the possible terms of reference for conducting the Fifth IMO GHG Study, including suggested timelines and associated logistical and administrative arrangements; and suggesting the potential establishment of a Steering Committee of Member States to oversee the conduct of the study;
- .2 MEPC 82/7/8 (OECD), underlining the importance of considering structural uncertainties related to demand for maritime trade in the terms of reference for the Fifth IMO GHG Study; and proposing the inclusion of an analysis of the relationship between maritime emissions and the nature of traded goods (energy and non-energy), as well as the change in trading relations and distances under the "Inventory of GHG emissions from international shipping 2019-2024" and "Scenarios for future international shipping emissions 2024-2050" sections;
- .3 MEPC 82/7/11 (Australia and Republic of Korea), commenting on document MEPC 82/7/3; proposing to consider additional elements for the terms of reference related to the unification of GHG emission inventories, estimates of carbon intensity and projections, as well as alignment with the emission factors in the LCA Guidelines; and suggesting limiting the relevance of the Study with the development of the mid-term GHG reduction measures; and
- .4 MEPC 82/7/13 (IMarEST), suggesting aligning the Fifth IMO GHG Study and CII with the GHG reduction targets set out in the 2023 IMO GHG Strategy; proposing to establish an unambiguous value for 2008 baseline GHG emissions to facilitate assessments against the 2030 and 2040 targets; and utilizing this baseline value alongside the 2030 and 2040 targets for setting the annual CII reduction rates beyond 2026, to 2030 and 2040, in line with the 2023 IMO GHG Strategy targets, subject to the CII review process being completed.

7.16 Following consideration, the Committee noted the discussion of ISWG-GHG 17 on the development of draft terms of reference and associated logistical arrangements for the Fifth IMO GHG Study and requested the Secretariat to submit a revision of document MEPC 82/7/3 to MEPC 83, taking into account relevant documents and the comments made during ISWG-GHG 17 (MEPC 82/WP.5. paragraphs 85 to 91).

Comprehensive impact assessment of the basket of candidate mid-term GHG reduction measures

7.17 The Committee recalled that MEPC 81 had noted the interim report of the comprehensive impact assessment (CIA) of the basket of candidate mid-term measures (MEPC 81/7 and MEPC 81/7/Add.1); and had requested the Secretariat to organize a two-day Fifth GHG Expert Workshop on the Further Development of the Basket of Mid-term Measures (GHG-EW 5) to facilitate the understanding of the key findings of the CIA, which took place on 4 and 5 September 2024.

7.18 The Committee expressed appreciation to Mr. H. Tan (Singapore) for moderating the Expert Workshop, as well as for leading the 11 meetings of the CIA Steering Committee between September 2023 and July 2024, guiding it through complex technical discussions; and thanked all members and observers of the Steering Committee, the Task Leaders and the Secretariat for their hard work.

7.19 The Committee had for its consideration the following documents related to the CIA:

- .1 MEPC 82/7, MEPC 82/7/1 and MEPC 82/7/2 (Secretariat), providing updates on work undertaken by the CIA Steering Committee during its fourth to ninth meetings;
- .2 MEPC 82/7/3 (Secretariat), providing a preliminary analysis on the possible terms of reference for conducting the Fifth IMO GHG Study, including suggested timelines and associated logistical and administrative arrangements; and suggesting the potential establishment of a Steering Committee of Member States to oversee the conduct of the study;
- .3 MEPC 82/7/4 (Secretariat), providing the outcome of the Steering Committee's tenth and eleventh meetings; also containing a summary of the conduct of the CIA, including conclusions and lessons learned; and containing actions requested of the Committee;
- .4 MEPC 82/7/4/Add.1 and MEPC 82/INF.8 (Secretariat), containing the executive summary of the Task 1 report (Literature review) of the CIA, conducted by WMU, and the full report on Task 1, respectively;
- .5 MEPC 82/7/4/Add.2 and MEPC 82/INF.8/Add.1 (Secretariat), containing the executive summary of the Task 2 report (Impacts on the fleet) of the CIA, conducted by DNV, and the full report on Task 2, respectively;
- .6 MEPC 82/7/4/Add.3 and MEPC 82/INF.8/Add.2 (Secretariat), containing the executive summary of the Task 3 report (Impacts on States) of the CIA report, conducted by UNCTAD, and the full report on Task 3, together with the collation of substantive comments by members of the Steering Committee and external quality assurance and quality control (QA/QC) reviewers and responses provided by UNCTAD, respectively;
- .7 MEPC 82/7/4/Add.4 and MEPC 82/INF.8/Add.3 (Secretariat), containing the executive summary of the Task 4 report (Stakeholder analysis) of the CIA, conducted by Starcrest Consulting; and the full report on Task 4, respectively;

- .8 MEPC 82/7/12 (India), commenting on document MEPC 82/7/4 and proposing key aspects to be considered in advancing the development of the basket of candidate mid-term measures, notably to develop a balanced policy scenario for the economic measure refining the current proposals and taking the best features from each and proposing elements on how to distribute revenue and monitor the utilization of funds generated from any considered economic measure;
- .9 MEPC 82/7/14 (Bangladesh and Togo), commenting on document MEPC 82/7/4 and proposing the establishment of a new work stream for assessing the eight impact criteria set out in the 2023 IMO GHG Strategy, especially encouraging collaboration with other UN bodies and specialized agencies with relevant expertise in food security, socio-economic development and disaster response to carry out in-depth analyses for the remaining impact criteria;
- .10 MEPC 82/7/15 (Egypt), commenting on documents MEPC 82/7/4 and MEPC 82/INF.8/Add.2 and proposing to undertake further work on the CIA in terms of food security and to take food security into consideration in the further development of the basket of mid-term measures;
- .11 MEPC 82/7/16 (China et al.), commenting on document MEPC 82/7/4 and discussing the limitations of Task 3, particularly the lack of transparent methodology, inadequate distinction between in-sector and out-of-sector revenue distribution, overemphasis on levy policy scenarios, lack of sensitivity analysis, and incongruency with UNFCCC country classification; and noting with regard to Task 2 that the trajectories set for modelling purposes were not guaranteed to be practical in the real world and that the demands for e-fuels and onboard carbon capture systems significantly exceeded the estimated supply; and
- .12 MEPC 82/INF.49 (Secretariat), providing the report of the Fifth GHG Expert Workshop on the Further Development of the Basket of Mid-term Measures (GHG-EW 5).

7.20 In considering the report of the CIA Steering Committee (MEPC 82/7/4) and the actions requested of it (MEPC 82/7/4, paragraph 49), the Committee noted the following:

- .1 the Secretariat had initiated and facilitated the process of conducting the CIA in accordance with the terms of reference approved by MEPC 80;
- .2 the outcome of the tenth and eleventh meetings of the Steering Committee, in particular the approval of the report of Task 4, following the approval of the reports of Tasks 1 and 2 at previous meetings, and the Steering Committee's recommendations on the way forward with regard to Task 3 ahead of MEPC 82 (see.3 below);
- .3 the Moderator, in referring to the usual IMO spirit which prevailed throughout the course of work of the Steering Committee and noting that many members had supported undertaking some additional work on Task 3 ahead of GHG-EW 5, had stressed the need to reach wide consensus among the members on the outcome of Task 3; and that, consequently, the Steering Committee had endorsed the Moderator's suggestions that:

-
- .1 UNCTAD should address ahead of GHG-EW 5 the comments and concerns expressed during the eleventh meeting regarding the report of Task 3 to the extent they deem possible;
 - .2 UNCTAD should undertake ahead of GHG-EW 5 further methodological validation and reporting improvements and interested members should nominate experts to engage with UNCTAD on this matter; the Secretariat should develop the scope of work for a relevant meeting of experts; and UNCTAD should report the findings of the aforementioned meeting to GHG-EW 5; and
 - .3 the report of Task 3, together with a collation of substantive comments by members of the Steering Committee and external QA/QC reviewers and responses provided by UNCTAD, should be submitted to MEPC 82;
 - .4 the Steering Committee had concluded that the CIA of the basket of candidate mid-term measures fulfilled in general the terms of reference and timelines agreed by MEPC 80, while recognizing that Task 3 had required further work ahead of GHG-EW 5 (MEPC 82/7/4, paragraph 27);
 - .5 due to the limited time available to carry out the CIA, the different task leaders had to simplify certain modelling inputs and make some assumptions, and that the results of the analysis were subject to some uncertainties, which should be taken into account when considering the findings of each task; noting also that these assumptions and uncertainties were described in the full reports of each task;
 - .6 while all eight impact criteria set out in the IMO GHG Strategy had been commented on across the different CIA reports, due to time and modelling constraints, this had been done at different levels of detail, and the Steering Committee had recognized that modelling and a more in-depth analysis of the impacts on certain criteria, in particular food security, geographic remoteness of and connectivity to main markets, cargo value and type, and transport dependency could not be accommodated; and
 - .7 the considerations of the Steering Committee of lessons learned in conducting the CIA, in particular:
 - .1 its satisfaction, in general, with the new process as set out in the *Revised procedure for assessing impacts on States of candidate measures* (MEPC.1/Circ.885/Rev.1);
 - .2 the use of IMO Space as a transparent online means to exchange information, while noting the need for making the platform more user-friendly;
 - .3 the overall time constraints experienced in the conduct of the CIA and the resulting need to review overall time required for its conduct to improve time management, also taking into account the recommendations by the Steering Committee in this regard;

- .4 the need to further consider a practical balance between meetings conducted in person with remote participation and fully remote meetings, to facilitate and enhance the inclusiveness of the work of the Steering Committee; and
- .5 the need to prevent future premature leaks of information, which could denote bias, produce misinformation and influence negatively future negotiations as well as trust among delegations, and for all parties involved in the CIA process to respect any confidential information or documents to which they gained access.

7.21 The Committee expressed its appreciation to:

- .1 all the experts, in particular from WMU, DNV, UNCTAD and Starcrest Consulting and the nominated external QA/QC reviewers, for having contributed to the CIA, to the coordinator, Mr. H. Tan of Singapore, and the members of the Steering Committee for having overseen the conduct of the assessment; and
- .2 the donors to the GHG TC Trust Fund, enabling the funding of the CIA, and the Voluntary Multi-Donor Trust Fund for financially supporting attendance at IMO GHG meetings, enabling in-person participation of some members of the Steering Committee.

Consideration of the report of the Steering Committee with commenting papers

7.22 In the ensuing discussion during which many delegations took the floor, the Committee noted general statements and interventions by several Ministers, Ambassadors, High Commissioners and other delegations and observers expressing their views on the report of the Steering Committee (MEPC 82/7/4) and reports of various tasks (MEPC 82/INF.8 and addenda), in conjunction with the commenting documents MEPC 82/7/12, MEPC 82/7/14, MEPC 82/7/15 and MEPC 82/7/16.

7.23 Several delegations, while stressing that the climate emergency was deepening on a daily basis and that urgent action must be taken to ensure that the Paris Agreement temperature goal of 1.5°C could be met, reaffirmed their commitment to decarbonizing the global shipping industry in a manner that was fair, just and inclusive to all nations, by ensuring that the basket of mid-term measures left no country behind and placed no undue burdens on the most vulnerable countries in line with the polluter pays principle and fully taking into account the external costs of GHG emissions of international shipping.

7.24 In the ensuing discussion, several delegations underlined the remaining divergence of views on how the candidate mid-term measures would affect countries and people.

7.25 Several delegations welcomed the reports of the CIA, stating that they represented reliable, robust, independent and science-based evidence of the potential impacts of possible combinations of candidate mid-term measures on the fleet and on States; emphasizing that the final reports of the various tasks fulfilled the terms of reference agreed by MEPC 80 and provided a solid basis, facilitating the Committee's further decision-making on the basket of measures; specifically with regard to the report of Task 3; these delegations were of the view that the modelling methodologies for this task had been explicitly agreed upon by the Steering Committee which had closely overseen every step of the CIA; that all comments of the Steering Committee members, including those from nominated external reviewers, had been taken into account by UNCTAD in their final report; that the report was policy neutral; that the report had

a manageable level of uncertainty taking into account the time and resources available for the CIA, that these uncertainties might influence the level of impacts found in the CIA report but would not change the relative results across scenarios; and that for these reasons the report should be approved; and further noted that the assessment had provided a credible overview of the advantages of the relatively limited impacts in the medium and long term of a policy combination of a GFS with a flexibility mechanism in combination with a levy.

7.26 Several delegations expressed concerns with regard to several limitations in the CIA reports, which, in view of the limited time and resources available for review, had, in their view, resulted in that the CIA reports in its current form were to be considered as incomplete and did not offer a solid basis for decision-making on the basket of measures as some essential methodological issues had not been addressed. In referring also to document MEPC 82/7/16, these delegations expressed doubt as to the reliability of the findings of the CIA reports for Tasks 2 and 3 due to the lack of transparency in the methodologies and the basic parameters used, including the input data from Task 2; limited description of the modelling tools; uncertainties in several key assumptions and research simplifications; and the lack of distinguishing in-sector and out-of-sector revenue distribution in the modelling. These delegations further stressed that, in their view, the GTAP model had limitations with respect to the modelling of revenue disbursement, and that the modelling overemphasized policy scenarios with a levy component over those with a flexibility mechanism; and also stressed that the primary goal of the basket of measures would be to achieve GHG emission reductions, not to raise funds; that revenue generated by the measures should be firstly used to stimulate the energy transformation of the shipping sector while the remainder could be used for other purposes to achieve goals in the Strategy, including promoting technology research and mitigating the impacts of implementing the measures following the principle of common but differentiated responsibilities and respective capabilities (CBDR-RC); that shipping was not responsible for reducing emissions across the full life cycle of marine fuels, which should be undertaken under the remit of UNFCCC; and that the design of the reduction measures should fully consider minimizing negative impacts on developing States to ensure their fair participation in efforts to reduce global GHG emissions from international shipping.

7.27 Several delegations called for the adoption of a universal levy of US\$150 per tonne CO_{2eq} with a simple GFS without a flexibility mechanism that evolved overtime, recalling that the results of the CIA had put forward that a levy with a sufficiently high price would have the lowest long-term costs and lowest impacts for all countries, regardless of their vulnerability, remoteness and overall status. They further called for any revenue from the measures to be used both for in-sector and out-of-sector use, reaffirming that both the GFS and the levy could be incorporated into MARPOL Annex VI; and stressed that this combination of measures would allow for the large-scale investments and partnerships that the decarbonization and modernization of the maritime sector relied on and would overall help mitigate the impacts of climate change.

7.28 Several delegations stressed, in particular, that Task 3 scenarios with a high levy would have the highest impacts on GDP and consumer prices in the short term, i.e. around 2030; pointing out that the further in time potential impacts were assessed, the greater the uncertainty regarding the results and impacts would be. These delegations also stressed that the CIA had not fully modelled and taken into account the distance of countries from their main markets and the proportion of maritime trade in the external trade of each country. When considering the results of Task 3 in combination with the outcomes of Task 4 and taking into account other scientific studies undertaken on this matter, they expressed the view that a universal flat levy, the mere purpose of which would be to generate revenue, would increase inequalities between and within regions, disrupt established trade routes to the detriment of developing countries, particularly in Latin America, Africa and island States; and, in so doing, would produce the opposite effects of a just and equitable transition by imposing

a taxation on distance, which would make the world less connected; and, therefore, these delegations reiterated their preference for a GFS combined with a flexibility mechanism, and their commitment in adopting ambitious measures taking into account the specific and potential impacts of these measures on their developing economies and the importance of working towards the adoption of mid-term measures by consensus.

7.29 Several delegations expressed the view that, in discussing the distribution of revenue, the Organization should support the maritime workforce, in particular seafarers, and help them be prepared for the transition to new technologies, alternative fuels and new types of ships.

7.30 Several delegations emphasized the importance of using revenues to support developing States, in particular SIDS and LDCs, to enhance their access to technological innovation and technology transfer, and to support the development of robust infrastructure for the supply of affordable alternative fuels, thus assisting these countries in the transition.

7.31 In relation to the distribution of revenue by a newly established fund, several delegations expressed the view that the creation of such a fund might require a new legal instrument since MARPOL Annex VI was a technical instrument.

7.32 Several delegations expressed the view that framing the development of any measure on the basis of retroactive compensation or reparations for past GHG emissions was not helpful in facilitating a consensus-driven way forward on the development of the basket of measures, adding that framing the polluter pays principle as a liability or compensation for past emissions was incorrect.

7.33 The delegation of the Cook Islands expressed specific concern about the lack of ability to model the attribution of revenue to R&D as part of the comprehensive impact assessment and disappointment about the inability of GTAP to disaggregate data for some SIDS, such as the Cook Islands. Rather than focusing on the allocation of revenues for out-of-sector use by other UN agencies whose Parties had not met their financial obligations, the Committee should be considering how to ensure that ships that would not have access to compliant fuel and the regions they served would not be disadvantaged by the mid-term measures and continue to have access to affordable and reliable shipping services which small islands States relied on, including for food security, while also ensuring parity for ships trading on any given route, and called for measures that would ensure safe, secure, timely and cost-effective international shipping. The delegation called for Member States to fulfil their financial commitments under the Paris Agreement, directly from their own financial resources rather than shifting the financial burden onto developing nations, including SIDS and LDCs, through a tax on shipping.

7.34 Several delegations referred in their interventions to the Steering Committee's report that, while all eight impact criteria set out in the Strategy had been commented on across the different CIA reports, due to time and modelling constraints, this had been done at different levels of detail, and in referring also to documents MEPC 82/7/14 and MEPC 82/7/15, expressed the view that additional modelling and a more in-depth analysis of the impacts on certain criteria, in particular food security, should be carried out between MEPC 82 and MEPC 83 to inform the further consideration of the basket of measures.

7.35 In this regard, several delegations, in referring also to document MEPC 82/7/14, supported the proposed establishment of a new work stream under the CIA for further work on the assessment of the eight impact criteria which had been partially assessed or not assessed in the Task 3 report, in particular food security, remoteness and transport dependency, which were of particular importance for vulnerable States, including landlocked countries, in ensuring a fair and equitable transition.

7.36 Several other delegations, in recognizing the need for supplementary work while also recalling the limited time available for additional modelling between MEPC 82 and MEPC 83, emphasized that such further additional work should be focused on food security, and should complement the CIA by providing new evidence to address concretely identified evidence gaps.

7.37 Relevant statements by the delegations of the Cook Islands, Fiji, India, Malta, the Marshall Islands, Solomon Islands, the United Republic of Tanzania, Tuvalu, Vanuatu and the observer from CSC are set out in annex 15.

Food security

7.38 Several delegations, in referring in particular to document MEPC 82/7/15, supported the need to have more in-depth analysis of the potential impacts of the basket of candidate measures in terms of food security, especially in net food-importing developing countries of essential food products and critical agricultural input, being a critical issue for many vulnerable developing States, in particular in Africa, as well as SIDS and LDCs, who are largely dependent on food imports being of high socio-economic importance and relevance to the livelihood in these countries, prior to the approval of a basket of mid-term measures in MEPC 83 without the intention to delay the adoption of the amendments in accordance with the timelines set out in the Strategy. Some of these delegations proposed that the Working Group on the Reduction of GHG Emissions from Ships should consider possible terms of reference for such supplementary analysis, to involve relevant UN agencies in this work, and that the Secretariat should organize an GHG Expert Workshop ahead of MEPC 83 to consider the matter. These delegations also encouraged Member States to make financial contributions to the IMO GHG TC Trust Fund to finance such supplementary work on food security.

7.39 Several delegations, in recognizing that the CIA reports had not addressed the potential impacts of the basket of candidate measures on food security in detail, expressed openness to the proposal to carry out supplementary assessment of those potential impacts, stressing that it would have to be finalized by MEPC 83 and should not jeopardize the overall timelines for the approval and adoption of the mid-term measures as set out in the Strategy. These delegations further stated that, given that the terms of reference of the CIA had already been met in general, the additional analysis should not entail the re-establishment of the Steering Committee, and would have to be limited to an analysis of the relative impact of potential maritime transport costs price increases from the basket of measures on food security among other determining factors.

7.40 Some delegations pointed out that, in progressing any additional analysis work, it was important that the Organization remain cognizant of the principle of no more favourable treatment and should avoid adopting exemptions provisions in MARPOL Annex VI, as the latter could cause distortion in all stakeholders' activities to whom the shipping industry provided services in the long term.

Outcome of the consideration of the CIA

7.41 Following extensive discussion, the Chair thanked all delegations that had taken the floor during the consideration of the report of the Steering Committee on the conduct of the CIA and stated that, while noting that many divergent views had been expressed, he had also noted several areas of convergence on the further development of the basket of candidate mid-term measure(s), and accordingly invited the Committee to continue to work together under the 'one-group spirit' towards consensus and compromise, with a view to approval and adoption of the basket in accordance with the timelines set out in the Strategy in the usual IMO spirit of cooperation.

7.42 Following consideration, the Committee:

- .1 approved in general the report of the Steering Committee on the conduct of the CIA (MEPC 82/7/4) and noted the outcomes of the various tasks of CIA of the basket of candidate mid-term GHG reduction measures (MEPC 82/7/4/Add.1, MEPC 82/7/4/Add.2, MEPC 82/7/4/Add.3, MEPC 82/7/4/Add.4, MEPC 82/INF.8 and addenda);
- .2 agreed to carry out further/additional/supplementary work on assessing the potential impacts of the possible policy scenarios assessed under the CIA on food security, in particular on essential food commodities and critical agricultural input, notably in net food-importing developing countries; and
- .3 agreed to take into account, as appropriate, the outcomes of the CIA, the documents submitted and comments made during this session, together with the supplementary information on potential impacts on food security to be submitted to MEPC 83, as well as other relevant scientific sources in the further development of the basket of candidate mid-term measures.

7.43 In response to the Committee's agreed way forward, the delegations of Argentina, Brazil, China, India, Indonesia and Saudi Arabia reserved their position on future reference to the findings set out in the report on Task 3 (MEPC 82/7/4/Add.3 and MEPC 82/INF.8/Add.2), maintaining their view that no policy decisions on mid-term measures should be made based on the unconvincing and misleading conclusions from Task 3, also referring to document MEPC 82/7/16 commenting on the limitations in Task 3.

7.44 With regard to a study on food security, the Committee agreed to:

- .1 add an additional term of reference for the GHG Working Group as follows:
 - .3 prepare draft terms of reference for assessing the potential impacts on food security, in particular on essential food commodities, of the possible policy scenarios assessed under the comprehensive impact assessment, to be undertaken between MEPC 82 and MEPC 83."; and
- .2 invite Member States and international organizations to consider making specific contributions to the IMO GHG TC Trust Fund to finance further work on food security.

7.45 The observer from ICC, supported by the observers from CSC, FOEI, Pacific Environment and WWF, in agreeing with the need to address possible impacts on food security of the basket of candidate measure(s), suggested widening the scope of the terms of reference by amending it from food commodities to food supply in general, including subsistence food supply, and stated that, in their view, many communities, including Inuit in the Arctic, were reliant on a healthy marine life for food supply, which encompassed Indigenous rights and Indigenous knowledge. The full statement by the observer from ICC is set out in annex 15.

Updates on GHG reduction activities, climate change, fuels and technologies

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

- .1 MEPC 82/7/6, MEPC 82/INF.19 and MEPC 82/INF.47 (IMLA), highlighting the importance of commercializing low-carbon and zero-carbon ship technologies and marine fuels to accelerate maritime decarbonization; presenting information on the challenges of maritime education and training institutions for equipping seafarers with competent knowledge and skill in the decarbonization of shipping; and providing further details on their proposal in document MEPC 82/7/6, respectively;
- .2 MEPC 82/7/10 (CSC et al.), situating the shipping sector's impact within the triple planetary crisis and recommending the establishment of a high-level task force to holistically address shipping's intersectional impacts on climate, biodiversity and pollution;
- .3 MEPC 82/7/17 (WWF et al.), supplementing the proposals contained in document MEPC 82/7/10 and introducing the concept of positive tipping points;
- .4 MEPC 82/INF.13 (Singapore and United States), contextualizing a report prepared by the Aspen Institute on reflections and insights of a tender process for zero-emission shipping services conducted by the Zero Emission Maritime Buyers Alliance (ZEMBA);
- .5 MEPC 82/INF.15 (NI), drawing attention to the initiation and availability of a new course to promote the safe implementation of new, novel and innovative "alternative fuels" for seagoing ships, in pursuit of the 2023 IMO GHG Strategy;
- .6 MEPC 82/INF.17 (WNTI), discussing the role of nuclear-powered ships in achieving zero GHG emissions and presenting the work undertaken by WNTI to provide a framework for revising the Code of Safety for Nuclear Merchant Ships (resolution A.491(XII));
- .7 MEPC 82/INF.18 (Antigua et al.), reporting on the outcome of the side event "Sustainable shipping and ports for SIDS: resilience and strengthened climate investment" at the United Nations Fourth International Conference on Small Island Developing States (SIDS4), held from 27 to 30 May 2024 in Antigua and Barbuda;
- .8 MEPC 82/INF.20 (Indonesia), presenting Indonesia's experience on biofuel development as part of its decarbonization efforts in the energy and transportation sectors;
- .9 MEPC 82/INF.27 (Republic of Korea), providing the Republic of Korea's experience and the lessons learned from the development and demonstration of fully electrified car ferry technology powered by swappable power supply systems;
- .10 MEPC 82/INF.28 (Republic of Korea and Pacific Environment), highlighting the results and significance of the First International Forum on shipping and port decarbonization held in Busan, Republic of Korea, on 9 November 2023; and

- .11 MEPC 82/INF.41 (Brazil), presenting the results of a study conducted for evaluating the impacts and risks of climate change on Brazilian coastal public ports and a Guide for Conducting Climate Risk Surveys and Adaptation Measures for Port Infrastructures.

Outcome of C 132 concerning granting consultative status to NGOs

7.47 The Committee was informed that C 132 (C 132/16(b)) had:

- .1 granted consultative status to the Methanol Institute (MI);
- .2 agreed, in principle, that there was no need to limit the number of NGOs of a particular type; and
- .3 sought the views of MEPC in relation to a concern raised during the discussions of the Intersessional Working Group on Relations with NGOs (ISWG-NGO 3), with regard to the potential proliferation of applications related to each individual alternative fuel under consideration (C 132/WP.2, paragraph 11).

7.48 In the ensuing discussion the delegation of the United Arab Emirates expressed the view that, given the significant work currently under way in the Organization on alternative fuels in the context of the IMO GHG Strategy, they believed that there was no need to limit the number of NGOs of a particular type (alternative fuels-related NGOs) and that, therefore, the existing grouping of NGOs could accommodate requests for new applications from NGOs seeking consultative status with the Organization taking into account that the granting of consultative status did not lead to duplication or conflict in accordance with the *Rules and guidelines for consultative status of non-governmental international organizations with the International Maritime Organization* (resolution A.1144(31)).

7.49 Following consideration, the Committee noted that, apart from the view expressed by the delegation of the United Arab Emirates, no views on this matter had been expressed, and agreed to inform the Council of this outcome.

Update on the Voluntary Multi-Donor Trust Fund

7.50 The Committee 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 MEPC and ISWG-GHG meetings, and in particular that, for this session, the Trust Fund had financed the participation of 32 delegates from Angola, Bangladesh, Belize, Cambodia, the Cook Islands, Cuba, Egypt, Ethiopia, Fiji, Grenada, Honduras, Liberia, Madagascar, Malawi, Mauritius, Mongolia, Namibia, Nauru, Paraguay, the Philippines, Saint Lucia, Samoa, Sierra Leone, Solomon Islands, Saint Kitts and Nevis, Saint Vincent and the Grenadines, the United Republic of Tanzania, Togo, Trinidad and Tobago, Tuvalu, Vanuatu and Viet Nam. The Group also noted that nine Member States had pledged funds to the Trust Fund. The Secretariat reiterated the invitation to other delegations to consider making contributions to the Trust Fund to allow for future participation at IMO's GHG meetings.

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

7.51 The Committee established the Working Group on Reduction of GHG Emissions from Ships and instructed it, taking into account the comments, proposals and decisions made in plenary, and relevant documents submitted to MEPC 82 and ISWG-GHG 17, to:

- .1 further consider the development of the basket of candidate mid-term GHG reduction measure(s), using annex 1 to document MEPC 82/WP.5 as the basis;
- .2 prepare draft terms of reference for intersessional work on the further consideration of the development of the basket of candidate mid-term GHG reduction measures between MEPC 82 and MEPC 83; and
- .3 prepare draft terms of reference for assessing the potential impacts on food security, in particular on essential food commodities, of the possible policy scenarios assessed under the comprehensive impact assessment, to be undertaken between MEPC 82 and MEPC 83.

Report of the Working Group

7.52 Having considered the report of the Working Group (MEPC 82/WP.9), the Committee approved it in general and took action as outlined below.

Further consideration of the basket of candidate mid-term GHG reduction measure(s)

7.53 The Committee, having noted the Working Group's considerations on the further development of the basket of candidate mid-term GHG reduction measure(s), requested the Secretariat to provide initial indicative information on the possible resource implications of the possible establishment of a GFI registry and/or fund/facility to a future session to inform the Committee's further consideration on the development of the basket of candidate mid-term measures. The Committee also invited Member States and international organizations to submit relevant information on responsibilities/differences in the management of funds/facilities/trustees and possible bridging proposals on this matter to a future session to inform the Committee's further consideration on the development of the basket of candidate mid-term measures.

7.54 The Committee agreed to use the text set out in annex 1 to document MEPC 82/WP.9 as the basis to further consider the development of the basket of candidate mid-term measure(s), and noted the work in progress on consolidating possible options for an economic element (MEPC 82/WP.9, annexes 2 and 3), also noting the indicative list of proposed new guidelines and existing guidelines to be amended to support the implementation of the IMO net-zero framework (MEPC 82/WP.9, annex 4).

7.55 Finally, the Committee invited Member States and international organizations to continue to work towards further convergence on the development of the basket of candidate mid-term measure(s).

Terms of reference for intersessional work

7.56 The Committee approved, subject to endorsement by Council, the holding of the eighteenth (17 to 21 February 2025) and nineteenth (for a duration of two days during the week starting on 31 March 2025) meetings of the ISWG-GHG. The Committee approved the following terms of reference for the Intersessional Working Group:

"The Intersessional Working Group on Reduction of GHG Emissions from Ships is instructed, taking into account relevant documents, including documents submitted to ISWG-GHG 18, the outcomes of the comprehensive impact assessment of the basket of candidate mid-term measures as appropriate, the discussions of the Expert Workshop (GHG-EW 6) on the Further Development of the Basket of Mid-term Measures, and relevant documents submitted to MEPC 83 as well as to previous sessions, to:

- .1 further consider the development of the basket of candidate mid-term GHG reduction measure(s), using annex 1 to document MEPC 82/WP.9 as the basis; and
- .2 further consider the development of the IMO Life Cycle GHG Assessment (LCA) framework.

7.57 In this context, the Committee agreed that all ISWG-GHG submissions should be made to the eighteenth meeting and a written report of the outcome of that meeting should be submitted to MEPC 83 for consideration. The Committee further agreed that the outcome of the nineteenth meeting should be reported to it as part of the report of the Working Group on Reduction of GHG Emissions from Ships to be established during MEPC 83. The Committee requested the Chair and the Secretariat to make necessary arrangements so that the Working Group on Reduction of GHG Emissions from Ships could be released as early as possible at the beginning of MEPC 83.

Terms of reference for further work on food security

7.58 The Committee agreed to carry out further work on assessing the potential impacts of the policy combinations of a basket of candidate mid-term measures as assessed under the CIA on food security between MEPC 82 and MEPC 83, particularly on essential food commodities and critical agricultural input, especially in net food-importing developing countries, as one of the factors influencing food security, and in particular:

- .1 requested WMU to carry out a literature review assessing the potential impacts of increased maritime transport costs resulting from GHG reduction measures in international shipping on food security, notably possible cost increases and price volatility of essential food commodities; and to invite Member States and international organizations to share relevant literature with WMU in this regard;
- .2 requested the Secretariat to liaise with relevant (regional) UN agencies, such as FAO and the World Food Programme, to identify the potential impacts of an increase in maritime transport costs on food security, as one of the factors influencing food security; and
- .3 requested the Secretariat to organize a one-day GHG Expert Workshop (GHG -EW 6), ahead of ISWG-GHG 18, on "Further development of the basket of candidate measures" to facilitate the understanding of the possible impacts of the basket of candidate measures on food security; and to invite WMU, relevant (regional) UN agencies, and nominated experts to present their findings/views during the workshop.

7.59 The Committee also invited Member States and international organizations to financially contribute to the further work on food security by means of donations to the GHG TC Trust Fund. In this regard, the Committee noted with appreciation the pledged contributions by Nigeria (£5,000), Saudi Arabia (\$10,000), United Arab Emirates (\$10,000) and ZESTAs (\$1,000) in support of further work on food security. As requested, the full text of the statement by the delegation of Nigeria is set out in annex 15.

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

Outcome of PPR 11

8.1 The Committee had for its consideration the action regarding marine plastic litter from ships requested of it by PPR 11 (MEPC 82/10, paragraphs 3.16 to 3.18).

Reduction of environmental risks associated with maritime transport of plastic pellets

8.2 The Committee noted the outcome of the Sub-Committee's consideration of documents concerning the development of amendments to appropriate mandatory instruments to address the environmental risks associated with the maritime transport of plastic pellets, including the Sub-Committee's agreement that, in light of the divergent views expressed, more time was required to consider which instruments could form the legal basis for mandatory provisions.

Proposed additional active measures to reduce fishing gear losses

8.3 The Committee noted that the Sub-Committee had given preliminary consideration to document MEPC 80/8 (Norway) on proposed additional active measures to reduce fishing gear losses, in conjunction with a commenting document (MEPC 80/INF.8 by Norway), and agreed to consider both further at PPR 12.

Proposed guidelines on clean-up of plastic pellets from ship-source spills

8.4 The Committee approved the *Guidelines on good practice relating to clean-up of plastic pellets from ship-source releases* (PPR 11/18/Add.1, annex 11) and requested the Secretariat to prepare their final text for publication through the IMO Publishing Service. In this regard, the Committee authorized the Secretariat, when preparing the Guidelines for publication, to effect any editorial corrections that might be identified.

Matters related to the Action Plan to Address Marine Plastic Litter from Ships

Review of the Action Plan

8.5 The Committee recalled that, in accordance with operative paragraph 4 of resolution MEPC.310(73) on *Action Plan to Address Marine Plastic Litter from Ships*, it had agreed to keep the Action Plan under review, with a view to assessing the effectiveness of the actions against the intended outcomes in 2023. The Committee also recalled that, in light of the ongoing work at the PPR Sub-Committee and taking into account the Committee's workload, MEPC 80 had agreed to defer the review of the Action Plan to this session.

8.6 The Committee further recalled that MEPC 81 had:

- .1 agreed to review the Action Plan in conjunction with the consideration of the relevant outcome of PPR 11 at this session;

- .2 deferred documents MEPC 81/8 (CSC) and MEPC 81/8/1 (FOEI and CSC) to this session for consideration in conjunction with the review of the Action Plan;
- .3 requested the Secretariat to submit an update of the progress made with items in the Action Plan to this session; and
- .4 been informed that the Secretariat had attended, and planned to continue attending, all sessions of the International Negotiating Committee (INC) to develop an international legally binding instrument on plastic pollution, including in the marine environment, as an observer and would provide relevant information to the Committee as appropriate.

8.7 The Committee had for its consideration the following documents:

- .1 MEPC 82/8 (Secretariat) (relevant parts), providing an update on the progress made with items in the Action Plan;
- .2 MEPC 82/8/3 (FOEI and CSC), providing comments on the status of actions in the Action Plan and information relating to illegal discharges of marine plastic litter; and
- .3 MEPC 82/8/4 (FOEI and CSC), providing comments on document MEPC 81/8/1 and providing additional information from a new study which identified a further source of microplastics from shipping which were entering the ocean and the marine and human food chain.

8.8 Having recalled that it had already established five groups at this session, which constituted the limit of the number of groups that could be formed at any one session, the Committee agreed to task PPR 12 with the review of the Action Plan. Consequently, the Committee:

- .1 noted that the comments by the Secretariat (MEPC 82/8, annex) were for information, providing suggestions, and did not constitute an assessment, which would be carried out by the PPR Sub-Committee;
- .2 invited interested Member States and international organizations to submit information and concrete proposals on the matter to PPR 12; and
- .3 referred documents MEPC 81/8, MEPC 81/8/1, MEPC 82/8, MEPC 82/8/3 and MEPC 82/8/4 to PPR 12, for consideration in connection with the review of the Action Plan.

Reduction of environmental risks associated with maritime transport of plastic pellets

8.9 The Committee recalled that MEPC 77 had:

- .1 considered document MEPC 77/8/3 (Sri Lanka), which presented the impacts of the **MV X-Press Pearl** spill of 11,000 tonnes of plastic pellets off the shore of Colombo, Sri Lanka, in May 2021, and highlighted the hazardous nature of plastic pellets and the need to establish, inter alia, international guidelines and requirements for loading, unloading, packaging, and emergency response protocols, with clear labelling of containers carrying pellets and improved stowage instructions; and

-
- .2 referred the document to PPR 9 and instructed the Sub-Committee to further consider the proposals, requesting the input of the CCC Sub-Committee as appropriate, with a view to advising the Committee on how best to proceed.

8.10 The Committee also recalled that PPR 9 had established a Correspondence Group on Marine Plastic Litter from Ships and had instructed it to further consider the options for reducing the environmental risk associated with the maritime transport of plastic pellets. The Committee further recalled that, subsequently, PPR 10 had:

- .1 agreed to a two-stage approach to reduce the environmental risks associated with the maritime transport of plastic pellets, which was subsequently noted by MEPC 80, as follows:
 - .1 firstly, the development of recommendations for the carriage of plastic pellets by sea in freight containers, addressing in particular packaging, notification and stowage; and
 - .2 at a later stage, the development of amendments to appropriate mandatory instruments, subject to concrete proposals by Member States and international organizations that would take into account discussions to date, the table on "Potential instruments that could form a legal basis for mandatory provisions for the maritime transport of plastic pellets in freight containers" (PPR 10/18/Add.1, annex 10), and which could be informed by the experience gained from the implementation of the voluntary measures; and
- .2 agreed to a draft MEPC circular on recommendations for the carriage of plastic pellets by sea in freight containers (PPR 10/18/Add.1, annex 9) and requested input from the CCC Sub-Committee on the draft recommendations.

8.11 The Committee recalled also that:

- .1 PPR 11, having taken into account the relevant outcome of CCC 9, agreed to the final text of the draft MEPC circular on recommendations for the carriage of plastic pellets by sea in freight containers (PPR 11/18/Add.1, annex 10) and requested MEPC 81 to consider it as an urgent matter, with a view to approval; and
- .2 MEPC 81, having noted the broad support for the draft MEPC circular prepared by PPR 11, approved MEPC.1/Circ.909 on *Recommendations for the carriage of plastic pellets by sea in freight containers*.

8.12 Subsequently, the Committee recalled that during MEPC 81:

- .1 some delegations had noted that, with the approval of MEPC.1/Circ.909, experience could be gathered with the implementation of the Recommendations to inform the development of future mandatory measures which should proceed rapidly to further reduce the risk of plastic pellets entering the marine environment during sea transport;
- .2 the delegation of the United Arab Emirates, supported by the delegation of Saudi Arabia, recalled that proposals to amend mandatory instruments other than MARPOL Annex V with regard to the carriage of plastic pellets had been submitted to PPR 11 and that the Sub-Committee had invited further written

proposals, elaborating on potential options for mandatory measures, and had requested clarification on whether the scope of work for output 4.3, as reflected in *the Action Plan on Marine Plastic Litter from Ships* (resolution MEPC.310(73)) and the *Strategy on Marine Plastic Litter from Ships* (resolution MEPC.341(77)), could accommodate such proposals or if a new output would be needed to consider them; and

- .3 the Committee had agreed to address this matter during the review of the Action Plan.

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

- .1 MEPC 82/8 (Secretariat) (paragraphs 6 to 18 and 19.2), providing an update on the work concerning plastic pellets; and
- .2 MEPC 82/8/2 (FOEI and CSC), providing comments on document MEPC 82/8 and recommendations on the development of amendments to appropriate mandatory instruments to effectively reduce the environmental risks associated with the maritime transport of plastic pellets.

8.14 Having noted that the envisaged work regarding the second stage of work to reduce the environmental risks associated with the maritime transport of plastic pellets (see paragraph 8.10.1.2) might extend over several sessions of the PPR Sub-Committee and was not explicitly covered by a corresponding action in the Action Plan to Address Marine Plastic Litter from Ships, the Committee considered the following two options proposed by the Secretariat (MEPC 82/8, paragraph 17) to progress the second stage of the work:

- .1 the inclusion of a specific action, as part of the review of the Action Plan, to bring the development of draft amendments to appropriate mandatory instruments within the scope of output 4.3 (Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships); or
- .2 the approval of a new separate output dedicated to the development of such draft requirements.

8.15 In the ensuing discussion, most delegations that spoke supported the inclusion of a specific action relating to plastic pellets in the Action Plan. Many of these delegations stressed that, while the *Recommendations for the carriage of plastic pellets by sea in freight containers* (MEPC.1/Circ.909) represented a good starting point for the Organization's work to reduce the environmental risks of the carriage of plastic pellets by sea in freight containers, there remained a pressing need to develop mandatory measures to prevent future pellet spills from ships. Consequently, they were of the view that incorporating the work on plastic pellets into the Action Plan would allow the development of mandatory measures to proceed without delay and guarantee that discussions on the matter could continue at PPR 12.

8.16 Some delegations, while expressing a preference for the inclusion of a specific action concerning plastic pellets in the Action Plan, stated that they could also accept the alternative option of a new output, subject to PPR 12 being instructed to prepare the documentation and justification for a new output and also being authorized to proceed in parallel with considering potential mandatory regulations for the carriage of plastic pellets, to avoid delaying work on development of a mandatory framework.

8.17 Some delegations stressed the importance of the Recommendations in MEPC.1/Circ.909; called on all Member States to implement them in order to gain relevant experience; and encouraged their incorporation into national legislation. Furthermore, some delegations expressed the view that starting work on mandatory measures as soon as possible was in line with the two-stage approach agreed by PPR 10 and subsequently endorsed by MEPC 80, as the approval of MEPC.1/Circ.909 represented the conclusion of the first stage.

8.18 Other delegations, however, expressed the view that the consideration of potential mandatory measures for the carriage of plastic pellets should only proceed following the approval of a new output by the Committee and that such discussions were premature at this stage. Some of these delegations expressed the views that:

- .1 the scope of the existing output 4.3 was related to MARPOL Annex V, which covered marine plastic litter as garbage, and therefore the consideration of potential mandatory measures on plastic pellets carried as a cargo fell outside the scope of the output;
- .2 because MEPC.1/Circ.909 had only been approved recently, there had been insufficient time for relevant stakeholders to accumulate the necessary experience in its implementation; and
- .3 such experience was necessary for the development of informed and effective mandatory measures irrespective of the two options under consideration.

8.19 Further, some of these delegations expressed the view that any discussions regarding plastic pellets should be referred to INC (see paragraph 8.6.4) to avoid any actions agreed at IMO undermining or complicating the comprehensive solutions being developed through INC. In addition, concerns were expressed with regard to developing regulations without an agreed universal definition for plastic pellets or a methodology for identifying them in the environment. As requested, the full text of the statement by the United Arab Emirates is set out in annex 15.

8.20 Having considered the views expressed, the Committee agreed to instruct PPR 12 to develop text for a specific action concerning the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers as part of its review of the Action Plan (see also paragraph 8.8).

8.21 In addition, having recalled the agreement of PPR 11 that more time was required for consideration of the appropriate instruments that could form the legal basis for mandatory provisions, the Committee instructed the PPR Sub-Committee to continue its consideration in this regard, taking into account its work thus far.

8.22 In this context, the Committee also instructed the PPR Sub-Committee, as part of the work under the anticipated new action on plastic pellets, to conduct an analysis of the potential mandatory instruments that could be amended and the associated implications at PPR 12 and subsequent sessions, as required. The Committee agreed that:

- .1 the outcome of the analysis and the Sub-Committee's recommendation should be submitted to a future MEPC session, with a view to the Committee making a policy decision on the preferred mandatory instrument to be amended; and

- .2 although proposed amendments to potential instruments could be submitted and considered by the Sub-Committee as part of the analysis, the Committee's policy decision on the preferred instrument would precede work by the Sub-Committee to fully develop and finalize the envisaged draft mandatory provisions.

8.23 Subsequently, the Committee invited interested Member States and international organizations to submit to the PPR Sub-Committee information on experience gained with the implementation of MEPC.1/Circ.909, as well as further proposals on potential instruments that could form the legal basis for mandatory provisions, including information on the implications associated with potential mandatory measures.

Other matters related to marine plastic litter from ships

8.24 With regard to the ongoing work of INC to develop an international legally binding instrument on plastic pollution, including in the marine environment, the Committee noted information provided by the Secretariat (MEPC 82/8/1) on the outcome of INC-4, held in Ottawa, Canada, in April 2024. The Committee requested the Secretariat to inform PPR 12 of the outcome of the forthcoming fifth session.

8.25 The Committee noted information by BIMCO (MEPC 82/INF.36), providing information on a "best practice guide" designed to assist shipowners wishing to reduce their single-use plastic footprint through the installation of advanced drinking water systems on board.

9 REDUCTION OF UNDERWATER RADIATED NOISE FROM COMMERCIAL SHIPPING

Background

Outcome of SDC 9 and MEPC 80

9.1 The Committee recalled that MEPC 80, having considered the outcome of SDC 9 relating to output 1.16 (Review of the 2014 *Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life* (MEPC.1/Circ.833) and identification of next steps), took action as follows:

- .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) (Revised URN Guidelines);
- .2 endorsed the updated work plan for the continued work on underwater radiated noise (SDC 9/16, annex 2);
- .3 agreed to extend the target completion year for output 1.16 to 2024; and
- .4 agreed that the *Guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic*, prepared by ICC for utilization in the future by interested parties, should be disseminated as a separate circular (MEPC.1/Circ.907).

Outcome of SDC 10 (urgent matters) and MEPC 81

9.2 The Committee also recalled that MEPC 81 had considered urgent matters emanating from SDC 10 (SDC 10/17, paragraph 17.4 and MEPC 81/WP.10) and taken action as outlined in the report of that session (MEPC 81/16, paragraphs 10.11 to 10.16). MEPC 81, in particular, had noted that the Secretary-General, in light of the proposed extension of output 1.16 and the actions proposed in the draft action plan for the reduction of underwater noise from commercial shipping (draft URN Action Plan) (MEPC 81/WP.10, annex 1; and SDC 10/17, annex 2), would conduct an assessment of the implications of the work proposed for the Secretariat, the outcome of which would be submitted to MEPC 82.

9.3 The Committee further recalled that, in light of the above information and having considered the views expressed on the matter, MEPC 81 had:

- .1 endorsed, in principle, the draft URN Action Plan, with a view to further consideration and final approval at this session;
- .2 noted that SDC 10 had agreed to a draft guidance document 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*) (MEPC 81/WP.10, annex 2; and SDC 10/17, annex 3);
- .3 agreed to include an agenda item on "Reduction of underwater radiated noise from commercial shipping" in the provisional agenda for MEPC 82, with a view to considering all relevant actions requested by SDC 10, including the action items in paragraph 4 of document MEPC 81/WP.10, in conjunction with the assessment by the Secretary-General referred to above (see paragraph 9.2); and
- .4 invited Member States and international organizations to start collecting information on lessons learned and best practices concerning the application and uptake of the Revised URN Guidelines, using the draft guidance on the EBP (see paragraph 9.3.2 above), as appropriate, with a view to submitting such information to the Committee.

Consideration of the outcome of SDC 10

9.4 The Committee had for its consideration document MEPC 82/9 (Secretariat), providing the action requested of the Committee by SDC 10 with regard to the reduction of URN from shipping, together with the following documents:

- .1 MEPC 82/9/1 (Secretary-General), providing the Secretary-General's assessment of the technical, administrative and financial implications for the Secretariat of the actions specified in the draft URN Action Plan;
- .2 MEPC 82/9/2 (ICS et al.), introducing the Tripartite Working Group on Underwater Radiated Noise and identifying ways in which the Group could facilitate the reduction of URN and support the Organization's objectives during the EBP of the Revised URN Guidelines;

- .3 MEPC 82/9/3 (IWC), expressing their support for the Revised URN Guidelines and the draft URN Action Plan and welcoming the opportunity to further contribute to the Organization's work on the matter through their Scientific and Conservation Committees;
- .4 MEPC 82/9/4 (ICC), providing information concerning the implementation of the *Guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic* (MEPC.1/Circ.907);
- .5 MEPC 82/9/5 (United States), commenting on document MEPC 82/9, expressing support for the actions requested of the Committee by SDC 10, and presenting ongoing and new initiatives of the United States to address ship-generated URN that supported the EBP and the draft URN Action Plan;
- .6 MEPC 82/9/6 (Canada), commenting on document MEPC 82/9/1, advising that Canada was extending in-kind consultancy support to the Secretariat for the implementation of the actions in the draft URN Action Plan, and presenting an update on Canada's national initiatives on URN in support of the EBP;
- .7 MEPC 82/9/7 (FOEI et al.), commenting on document MEPC 82/9/2 and summarizing available resources and information to assist the shipping industry with the uptake of the Revised URN Guidelines;
- .8 MEPC 82/INF.9 (Secretariat), providing information on the GloNoise Partnership Project and its possible contribution to the draft URN Action Plan;
- .9 MEPC 82/INF.23 (Italy), advising on research activities conducted by the University of Genova on propeller noise optimization design, testing and full-scale verification within the framework of an EU-funded project;
- .10 MEPC 82/INF.31 (India), advising on a URN study conducted by the Maritime Research Centre, Pune, India and describing a modelling and simulation-based approach for marine spatial planning particularly applicable to the unique tropical waters of the Indian Ocean region;
- .11 MEPC 82/INF.34 (Chile), providing an update on the actions taken by Chile at the national level regarding URN from commercial shipping and in support of the GloNoise Partnership Project; and
- .12 MEPC 82/INF.37 (IMarEST), providing information on the need to improve marine vessel design and construction methods to reduce URN while also minimizing GHG emissions.

9.5 The Committee noted that, in addition to the information in document MEPC 82/9/6 regarding the Government of Canada's commitment to support the Secretariat through an in-kind consultancy, the Secretary-General had received confirmation that the Government of the United States would also provide 1,664 hours of in-kind consultancy support to the Secretariat, during the 2024/2025 biennium.

Proposed amendments to the Revised URN Guidelines

9.6 The Committee noted that SDC 10 (SDC 10/17, annex 1) had agreed to draft amendments to the Revised URN Guidelines (MEPC.1/Circ.906), consisting of the inclusion of a fourth appendix containing a URN management planning reference chart and a new paragraph 5.5, referencing the chart.

9.7 Following consideration, the Committee agreed to the aforementioned draft amendments and approved MEPC.1/Circ.906/Rev.1 on *Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life*.

9.8 The Committee noted that, following the approval of the Revised URN Guidelines and the submission of the draft URN Action Plan for its consideration, the work of the SDC Sub-Committee under the current scope of work for output 1.16 had been completed.

Further consideration of the draft URN Action Plan

9.9 The Committee considered the draft URN Action Plan (SDC 10/17, annex 2) and the EBP captured therein, taking into account:

- .1 the relevant outcome of MEPC 81 (see paragraph 9.2);
- .2 the assessment by the Secretary-General (MEPC 82/9/1);
- .3 the support provided to the Secretariat by the Governments of Canada and the United States (MEPC 82/9/6 and paragraph 9.4); and
- .4 all other documents submitted to this session under this agenda item.

9.10 In the ensuing discussion, all delegations that spoke in relation to the work carried out by SDC 10 on URN supported the outcome of the Sub-Committee, welcomed the assessment by the Secretary-General, and expressed appreciation for the support extended by the Governments of Canada and the United States to the Secretariat. In addition, the following comments, inter alia, were made:

- .1 URN had serious detrimental impacts on marine ecosystems and ocean health, and solutions to address URN had many important co-benefits with efforts to improve the energy efficiency of ships;
- .2 studies to estimate URN emissions from the maritime sector and project possible future developments were vital for informing the URN debate going forward, as there was a need for competent forecasts of ambient URN levels that took account not only of potential changes in the size of the world fleet, but also the impact of changes to ship design that were being driven by regulations under other work streams, GHG reduction regulations in particular;
- .3 studies commissioned by the Secretariat should fully consider the synergy between energy efficiency measures and URN reduction, both within the research itself and in the forecasts of ambient URN levels;
- .4 the many submissions to this session by Member States and international organizations focusing on reducing URN impacts from shipping reflected the growing recognition of the urgent need to address URN, which not only posed a threat to marine life but also to the communities reliant on healthy ecosystems for a subsistence way of life;

- .5 URN harmed a variety of marine life throughout the food chain, so measures to reduce URN from ships also supported biodiversity;
- .6 the Arctic, being a unique environment with respect to underwater sound propagation and having biodiversity that was extremely sensitive to the impacts of underwater noise, had experienced, in the past decade, an increase of nearly 40% in the number of ships operating in Arctic waters and a doubling of the distance travelled;
- .7 the Organization should bring its work on reducing the impacts of URN to the Arctic Council and its working groups, and underscore the need for the Arctic Council to be a regional leader in ensuring that URN was effectively managed in the Arctic;
- .8 the immediate uptake of the Revised URN Guidelines should be encouraged, as well as the sharing of experience and knowledge gained in their application via the EBP;
- .9 several Member States, international organizations and industry stakeholders had developed expertise on URN and welcomed the opportunity to use this expertise to support global efforts to reduce URN through the implementation of the URN Action Plan;
- .10 continuing the work on URN and having a dedicated agenda item were essential to support the work emanating from the URN Action Plan, ensure the Revised URN Guidelines were effective, increase awareness of the challenges posed by URN, and increase awareness regarding the solutions; and
- .11 efforts under the GloNoise Partnership Project, which formed part of the wider efforts by the Organization, in collaboration with UNDP and the Global Environment Facility (GEF), to address the impacts of URN on marine life, including efforts by the Lead Pilot Countries and the Twinning Partner Countries, were appreciated and would contribute to the implementation of the URN Action Plan.

9.11 A statement made by the delegation of Malaysia in support of the GloNoise Partnership Project is set out in annex 15.

9.12 The observer from ICC reiterated their invitation to Member States and international organizations (MEPC 82/9/4, paragraph 5) to engage with ICC in their efforts to develop concrete directions for the *Guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic* (MEPC.1/Circ.907).

9.13 In this regard, the Committee noted the following views of the delegation of the Russian Federation:

- .1 MEPC 80 had not approved the *Guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic*, as prepared by ICC, but instead had only agreed for them to be disseminated, as MEPC.1/Circ.907, for utilization by interested parties;

-
- .2 ICC insisted that the term "Nunaat" included territories of Canada, Denmark, the United States and the Russian Federation, and there existed the 2008 Declaration on the independence of this pseudo-State entity;
 - .3 the use and promotion of the term "Nunaat" as described above was not acceptable at an international forum such as IMO;
 - .4 IMO lacked the authority to consider such matters or endorse these tendencies; and
 - .5 ICC in no way reflected the official position of the Russian Federation nor that of its population or part thereof, including multinational Indigenous Peoples.

9.14 In response, the observer from ICC:

- .1 stressed that the engagement of ICC with the Organization was in line with the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and the Organization's work in relation to the protection of the marine environment and the betterment of communities;
- .2 recalled article 46.1 of UNDRIP, which stated: "Nothing in this Declaration may be interpreted as implying for any State, people, group or person any right to engage in any activity or to perform any act contrary to the Charter of the United Nations or construed as authorizing or encouraging any action which would dismember or impair, totally or in part, the territorial integrity or political unity of sovereign and independent States."; and
- .3 encouraged support for the draft URN Action Plan without modification.

9.15 Having noted general support for the draft URN Action Plan prepared by SDC 10, the Committee recognized that the Secretariat required additional resources to enable it to carry out the envisaged work and noted with appreciation the commitment by the Governments of Canada and the United States to provide in-kind consultancy support to the Secretariat, dedicated to carrying out technical aspects of the URN Action Plan. Subsequently, the Committee agreed to continue the work on reducing URN from ships, and, in that connection:

- .1 approved the *Action plan for the reduction of underwater noise from commercial shipping*, as set out in annex 8, as a dynamic document to be reviewed and revised as necessary, depending on progress made;
- .2 agreed to continue with the three-year 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), having noted that it had been initiated with the approval by MEPC 80 of the Revised URN Guidelines, in which Member States and international organizations had been invited to submit to the Committee information, observations, comments and recommendations, based on the practical experience gained with the application of the Revised Guidelines;
- .3 agreed that the EBP may need to be extended in the future (see also paragraph 9.22); and
- .4 encouraged wide participation in the EBP.

9.16 Accordingly, the Committee agreed to change the title of output 1.16 to "Experience-building phase for the reduction of underwater radiated noise from shipping" and extended its target completion year to 2026.

9.17 The Committee considered the recommendation of SDC 10 for the retitled output to be included as a dedicated item on its agenda through to MEPC 85. In view of its heavy workload in the foreseeable future and the limit in the number of working/drafting groups that could be established during a session (see also MEPC 82/9/1, paragraph 13), the Committee agreed to include output 1.16:

- .1 in the provisional agendas of SDC 11 and SDC 12, with a view to Member States, international organizations and the Secretariat submitting all technical documents concerning the EBP and other technical action items in the URN Action Plan to those two sessions of the Sub-Committee; and
- .2 in the provisional agendas of MEPC 83, MEPC 84 and MEPC 85, to accommodate potential proposals from Member States, international organizations or the SDC Sub-Committee requiring high-level direction or policy decisions.

9.18 In this regard, the Committee also requested the Secretariat to inform the SDC Sub-Committee of any outcomes of its work concerning energy efficiency measures that might be relevant to the work on URN, as well as the outcome of the workshop on URN and energy efficiency due to be organized in 2025, in accordance with objective B.2 of the URN Action Plan. In addition, the Committee encouraged interested Member States and international organizations to take into account the outcome of the Workshop on the Relationship between energy efficiency and underwater radiated noise from ships (SDC 10/INF.3).

9.19 In response to a request for clarification on the distinction between technical topics and policy matters and whether documents intended for broad dissemination (e.g. documents providing information on experience gained from the implementation of the Revised URN Guidelines) should be submitted to the SDC Sub-Committee or MEPC, the Chair of the Committee advised that, as a general practice, if a document encompassed both technical and policy aspects, or if there were no clear distinction as to whether a topic covered in a document was purely technical or required policy considerations, the Committee had the option of referring the document in question to the Sub-Committee for detailed consideration. Conversely, the Sub-Committee could seek the Committee's advice when deemed necessary.

9.20 The Committee concurred with the conclusion of SDC 10 that the EBP provided the vehicle to identify suitable URN measurement methods and that, until it was completed, the Guidelines should not be further revised, so as to allow time for experience to be gained with their application.

9.21 Having noted that the three-year duration of the EBP might need to be revisited in the future for a possible extension of up to two years (see also paragraph 9.15.3), the Committee requested SDC 12 to provide a recommendation in that regard to MEPC 84 or MEPC 85, as appropriate, based on the programme of meetings for 2026.

9.22 The Committee 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)*, as set out in annex 9, and invited interested Member States and international organizations to follow the Guidance when gathering, preparing and sharing experience, data and research during the EBP.

9.23 Having noted all documents submitted to this session, the Committee forwarded them to SDC 11 for information, with the exception of document MEPC 82/9 (see paragraph 9.4).

10 POLLUTION PREVENTION AND RESPONSE

Outcome of PPR 11

General

10.1 The Committee recalled that the Sub-Committee on Pollution Prevention and Response (PPR) had held its eleventh session from 19 to 23 February 2024 and that the report of that session had been issued as documents PPR 11/18 and PPR 11/18/Add.1.

10.2 The Committee also recalled that, due to the close proximity of PPR 11 and MEPC 81, the outcome of PPR 11 had been submitted to this session for consideration, with the exception of the draft *Recommendations for the carriage of plastic pellets by sea in freight containers*, which had been considered and approved by MEPC 81 and were issued as MEPC.1/Circ.909.

10.3 The Committee further recalled that, of the action requested of it under paragraph 3 of document MEPC 82/10 (Secretariat), some items and related documents had been considered under other agenda items as follows:

- .1 MEPC 82/10, paragraphs 3.5 to 3.12, 3.21 and 3.22, relating to Black Carbon, EGCS discharge water, the NO_x Technical Code 2008, and VOC emissions, along with document MEPC 81/9, which had been deferred to this session by MEPC 81 to be considered in conjunction with the relevant outcome of PPR 11, and documents MEPC 82/10/2, MEPC 82/10/3 and MEPC 82/INF.22, had been considered under agenda item 5 (Air pollution prevention);
- .2 MEPC 82/10, paragraphs 3.16 to 3.18, concerning plastic pellets and fishing gear, had been considered under agenda item 8 (Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships); and
- .3 MEPC 82/10, paragraphs 3.19 and 3.20, regarding the working arrangements for the Sub-Committee, had been considered under agenda item 14 (Work programme of the Committee and subsidiary bodies).

10.4 Having approved the report of PPR 11 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

10.5 The Committee noted that the report of GESAMP/EHS 60, together with the revised GESAMP Composite List, had been disseminated as PPR.1/Circ.13, and that the outcome of GESAMP/EHS 60 had been noted by the Sub-Committee.

10.6 Having concurred with the evaluation of products and cleaning additives by ESPH 29, the Committee also concurred with the issuance of MEPC.2/Circ.29 on *Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code* (published on 1 December 2023), which:

- .1 reflected the evaluation of products and cleaning additives carried out in 2023, and their respective inclusion in lists 1, 2, 3, 5 and 10 of the MEPC.2/Circular; and

- .2 included a new paragraph in section 3 of the MEPC.2/Circular, providing a link to a pdf file on the IMO website listing all products removed from lists 2 and 3.

10.7 The Committee approved MEPC.1/Circ.590/Rev.1 on *Revised tank cleaning additives guidance note and reporting form*.

10.8 In this context, the Committee concurred with the Sub-Committee's agreement to change the structure of annex 10 of the MEPC.2/Circular by splitting it into two lists, one for pure products and another with commercially branded products that would have a seven-year expiry date. Having also concurred with the Sub-Committee's view that, following the approval of the *Revised tank cleaning additives guidance note and reporting form* (see paragraph 10.7), cleaning additives currently listed in annex 10 to the MEPC.2/Circular should be re-evaluated, subject to a timeline to be developed in due course, the Committee instructed the PPR Sub-Committee to develop a proposed timeline for consideration at a future session.

Guidelines for developing a local oil/hazardous and noxious substances marine pollution contingency plan

10.9 The Committee approved the *Guidelines for developing a local oil/hazardous and noxious substances marine pollution contingency plan* (PPR 11/18/Add.1, annex 7) and requested the Secretariat to prepare the final text for publication through the IMO Publishing Service, having authorized the Secretariat to effect any editorial corrections that might be identified, as appropriate.

Guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters

10.10 The Committee approved MEPC.1/Circ.915 on *Guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters*.

Prevention of pollution by sewage from ships

10.11 With regard to output 1.26 (Revision of MARPOL Annex IV and associated guidelines), the Committee noted the work plan for the completion of the output prepared by PPR 11 (PPR 11/18/Add.1, annex 9) and that the Sub-Committee had agreed to keep the plan under review.

Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book

10.12 The Committee had for its consideration document MEPC 82/10/1 (China), proposing to amend the draft revised *Guidance for the recording of operations in the Oil Record Book (ORB) Part I – Machinery space operations (all ships)*, prepared by PPR 7, to include a new example on "forced evaporation of bilge water".

10.13 In this connection, the Committee recalled that the finalization of output 2.13 (Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book) had been pending since PPR 7 and that MEPC 78 had:

- .1 agreed, in principle, that forced evaporation was acceptable as a means for the disposal of oily bilge water; and
- .2 invited proposals to the PPR Sub-Committee to add an appropriate regulation in MARPOL Annex I.

10.14 Consequently, the Committee forwarded document MEPC 82/10/1 to PPR 12 for consideration.

11 REPORTS OF OTHER SUB-COMMITTEES

Outcome of SDC 10

11.1 The Committee recalled that the Sub-Committee on Ship Design and Construction (SDC) had held its tenth session from 22 to 26 January 2024 and that the report of that session had been issued as document SDC 10/17.

11.2 The Committee also recalled that the action requested of the Committee by SDC 10 related exclusively to underwater radiated noise from shipping and had been considered under agenda item 9 (Reduction of underwater radiated noise from commercial shipping).

Outcome of other Sub-Committees

11.3 The Committee noted that the outcome of Ill 10 and CCC 10 would be considered by MEPC 83, due to the close proximity of the two sessions and MEPC 82.

12 IDENTIFICATION AND PROTECTION OF SPECIAL AREAS, ECAs AND PSSAs

Proposal to designate the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a PSSA

12.1 The Committee had for its consideration document MEPC 82/12 (Indonesia), proposing to designate the Nusa Penida Islands and Gili Matra Islands, in Lombok Strait, as a Particularly Sensitive Sea Area (PSSA).

12.2 In the ensuing discussion, the proposal was widely supported, with delegations emphasizing the PSSA designation would help protect vital ecosystems and raise awareness of the ecological importance of the Lombok Strait, a key international shipping route that experienced significant maritime traffic.

12.3 Some delegations expressed their appreciation to Indonesia for their responsible and pragmatic engagement allowing an exchange of views on the proposal between relevant stakeholders, including Member States, and stated their willingness to maintain communication and strengthen cooperation to promote a coordinated approach to shipping and the environment. The delegation of Saudi Arabia offered their support to other delegations seeking to establish Special Areas and PSSAs, noting the entry into force of the designation of the Red Sea and Gulf of Aden as a Special Area on 1 January 2025.

12.4 Following discussion, the Committee agreed to establish a technical group to further review the designation proposed in document MEPC 82/12 (see paragraph 12.10).

Biofouling management in PSSAs and MPAs

12.5 The Committee had for its consideration document MEPC 82/12/1 (Australia et al.), sharing recommendations for improving biofouling management in PSSAs and Marine Protected Areas (MPAs), developed at an international workshop in the Galapagos Islands in June 2023, hosted by Ecuador in collaboration with the GEF-UNDP-IMO GloFouling Partnerships Project. Many delegations expressed their support for the recommendations for improving biofouling management in PSSAs and MPAs.

12.6 The delegation of Ecuador made a statement highlighting the growing concern about the impact of biofouling on the introduction of invasive aquatic species, one of the main threats to marine biodiversity worldwide, particularly in PSSAs and MPAs. The full text of the statement is set out in annex 15.

12.7 Following consideration, and having noted the recommendations provided in document MEPC 82/12/1, the Committee encouraged Member States to:

- .1 ensure that measures aimed at minimizing the introduction of invasive aquatic species (IAS) via ships' biofouling in PSSAs and MPAs were included in applicable management plans; and
- .2 consider undertaking the actions described in the 10 high-level recommendations (MEPC 82/12/1, paragraph 9), i.e.:
 - .1 develop and implement a capacity-building package (in conjunction with IUCN/WCPA) to raise awareness among MPA planners and managers about biofouling management and the threat posed by IAS;
 - .2 support/undertake research into the environmental, economic and sociocultural impacts of already established IAS;
 - .3 prepare and trial a set of model instruments to support and harmonize the implementation of biofouling management arrangements within marine protected areas. Such instruments could include, but were not necessarily limited to:
 - .1 a model legal instrument for biofouling management; and
 - .2 a model IAS Response (Contingency) Plan;
 - .4 undertake an assessment of possible models of sustainable finance to support the development and implementation of MPA-specific biofouling management arrangements;
 - .5 undertake a study to correlate high-risk species with certain pathways or areas within a pathway;
 - .6 prepare a simplified record book to enable recreational vessel owners to record their vessel's biofouling management history;
 - .7 build capacity among MPA managers to support vessel risk profiling and border inspection;
 - .8 prepare a more detailed guideline on monitoring and rapid response to IAS incursions with a specific focus on the specific needs of MPA managers;
 - .9 provide support through pilot projects to prepare baseline surveys for key MPAs; and
 - .10 provide protocols and support to enable MPA managers to define or refine "target species lists".

12.8 The Committee was also informed of a number of other biofouling management related activities, including that:

- .1 ASEAN Member States had adopted a Regional Strategy on Biofouling Management at the ASEAN Maritime Transport Working Group, held in Brunei from 17 to 18 September 2024;
- .2 Panama had hosted a series of biofouling-focused training activities in Panama City from 8 to 12 July 2024, organized by the GEF-UNDP-IMO GloFouling Partnerships Project, in collaboration with the Maritime Technology Cooperation Centres (MTCCs) of Latin America and the Caribbean and the International Maritime University of Panama; and
- .3 the delegation of Saudi Arabia had recalled its support for the Women in Maritime Biofouling Management Workshops held in Jeddah in May 2023 and Panama in July 2024, in collaboration with the GloFouling Partnerships Project.

Preparation of PSSA proposals for two areas in South America's Pacific Ocean

12.9 The Committee noted documents MEPC 82/INF.43 and MEPC 82/INF.44 (Peru), informing it that Peru was in the process of completing the information required to finalize proposals for the possible designation of PSSAs in the sea areas "Reserva Nacional Dorsal de Nasca" (Nasca Ridge National Reserve) and "Reserva Nacional Mar Tropical de Grau" (Grau Tropical Sea National Reserve) in South America's Pacific Ocean.

Establishment of a Technical Group

12.10 The Committee established a Technical Group on the Designation of a PSSA, and instructed it, taking into account the comments and decisions made in plenary, to review the proposal to designate the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a PSSA (MEPC 82/12), with a view to assessing whether it met 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, if so, prepare a draft MEPC resolution for the designation of the above islands as a PSSA and advise the Committee on action as appropriate.

Report of the Technical Group

12.11 Having considered the report of the Technical Group (MEPC 82/WP.7), the Committee approved it in general and took the following action:

- .1 noted that the Group had determined that the proposal to designate the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a PSSA (MEPC 82/12) met the provisions of the Revised PSSA Guidelines (resolution A.982(24), as amended by resolution MEPC.267(68)), and that all the information required by the *Guidance document for submission of PSSA proposals to IMO* (MEPC.1/Circ.510) had been provided; and
- .2 adopted resolution MEPC.396(82) on *Designating the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a Particularly Sensitive Sea Area*, as set out in annex 10.

13 APPLICATION OF THE COMMITTEES' METHOD OF WORK

Rules of Procedure of MEPC

13.1 The Committee noted the outcome of C 132 regarding Rules of Procedure and hybrid meeting capabilities (C 132/D, paragraphs 17.2 and 3.4), in particular that C 132 had agreed:

- .1 to permanently utilize hybrid capabilities to support in-person meetings; and
- .2 that a review of the Rules of Procedure to include hybrid meeting capabilities was necessary, also recognizing that there was a need for further consideration of a number of other elements, including harmonization of the Rules of Procedure of the Council and various Committees; and, in the meantime, to continue with the application of the provisional measures established at C 127 until revised Rules of Procedure incorporating the relevant rules for the use of hybrid capabilities were adopted.

13.2 In this context, the Committee:

- .1 agreed that a corresponding review of its Rules of Procedure was necessary;
- .2 requested the Secretariat to submit draft revised Rules of Procedure to a future session, taking into account the progress made on the matter in the Council and other Committees; and
- .3 concurred with the Council's decision to continue with the application of the provisional measures established at C 127 until revised Rules of Procedure for MEPC, incorporating the relevant rules for the use of hybrid capabilities, had been adopted.

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

Capacity-building implications of adopted measures

13.3 The Committee noted that MSC 108 (MSC 108/20, paragraphs 17.8 to 17.10 and annex 22) had:

- .1 approved amendments to annexes 1 and 2 to the Committees' method of work regarding the assessment of capacity-building implications of proposals for new outputs or when developing new, or amending existing, mandatory instruments, and agreed to apply them from MSC 109;
- .2 considered measures recommended in document MSC 108/18 (Chair) to address the increased workload of the Committee and its subsidiary bodies; and
- .3 agreed to revise the Committees' method of work following conclusion of the work on measures to address the increased workload of MSC and its subsidiary bodies by MSC 109; and subject to concurrent approval of the revision by MEPC 83.

13.4 Having noted the outcome of MSC 108 as described above, the Committee also noted that MEPC 83 was expected to consider the draft revised Committees' method of work as finalized by MSC 109, with a view to concurrent approval.

Approval of unified interpretations

- 13.5 The Committee noted that MSC 108 had agreed:
- .1 that unified interpretations (UIs) did not need to be approved unanimously and could be approved by consensus (MSC 108/20, paragraphs 19.2 and 19.6.4);
 - .2 on a policy for consideration and approval of UIs (MSC 108/20, paragraph 19.6, and MEPC 82/2/2), to be followed by all its subsidiary bodies and, preferably, by all IMO bodies concerned;
 - .3 to develop relevant amendments to the Committees' method of work at MSC 109 (MSC 108/20, paragraph 19.9);
 - .4 that the policy should be immediately applied by all relevant subsidiary bodies (MSC 108/20, paragraph 19.10); and
 - .5 to communicate these decisions to other Committees that also approved UIs and, consequently, invited MEPC to take concurrent decisions, with a view to the eventual inclusion of a harmonized policy on UIs in the Committees' method of work expected to be approved by MSC 109 (MSC 108/20, paragraph 19.11).
- 13.6 Following consideration, the Committee:
- .1 concurred with the decisions of MSC 108 in relation to the consideration and approval of UIs, including that they did not need to be approved unanimously and could be approved by consensus;
 - .2 concurrently agreed with the policy for consideration and approval of UIs agreed by MSC 108, as set out in annex 11, with a view to the eventual inclusion of a harmonized policy on UIs in the Committees' method of work; and
 - .3 also agreed that the policy should be immediately applied by all relevant subsidiary bodies of the Committee, pending finalization and approval of relevant draft amendments to the Committees' method of work by MSC 109 and subsequent concurrent approval by MEPC 83.

Pending approval of draft amendments to the Committees' method of work

13.7 Consequently, the Committee noted that all draft amendments to the Committees' method of work relating to the decisions of MSC 108 concerning capacity-building implications, the workload of MSC and subsidiary bodies, and approval of UIs (see paragraphs 13.3, 13.4 and 13.5.3 and annex 11) would be finalized by MSC 109, with a view to submission of the resulting consolidated draft amendments to MEPC 83 as a package, for concurrent approval.

14 WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

Proposals for new outputs

Revision of regulation 3.5.1 of the IBC Code

14.1 The Committee considered document MEPC 82/14 (Russian Federation), proposing a new output to amend regulation 3.5.1 of the IBC Code in order to allow discharge arrangements for permanent ballast tanks sited immediately adjacent to cargo tanks to be placed inside machinery spaces for existing ships engaged in the transport of non-toxic cargoes and having a flash point of more than 60°C or being non-combustible; together with the Chair's preliminary assessment of the proposal (MEPC 82/WP.4, annex).

14.2 During the ensuing discussion, several delegations that spoke did not support the proposal and expressed, inter alia, the following views:

- .1 more information was needed regarding this proposal as, in addition to toxicity and flammability, other properties of cargo, such as corrosivity and reactivity, should be taken into consideration, in particular whether these properties could present risks to the health and safety of crew if they were released into the machinery space;
- .2 the proposal would weaken the requirements of the IBC Code;
- .3 a unified interpretation of paragraph 3.5.1 of the IBC Code already existed (MSC/Circ.406/Rev.1) and it was unclear how the existing UI had been considered or included in the proposal for the new output; and
- .4 while a group of vegetable oils listed in chapter 17 of the IBC Code had been given as an example group to be covered under the draft proposed amendment, there were other vegetable oils, such as "cashew nut shell oil (untreated)", "non-edible industrial grade palm oil", "palm kernel acid oil" and "palm kernel fatty acid distillate"; thus there were differences among vegetable oils and, therefore, they were not an appropriate justification for the proposed new output.

14.3 In light of the above discussion, the Committee did not agree with the proposal for a new output to amend regulation 3.5.1 of the IBC Code, noting that interested Member States and international organizations could submit additional information and further proposals on this matter to a future session, as appropriate, taking into account the comments made at this session.

Amendments to MARPOL Annex VI and the NO_x Technical Code 2008 to address concerns about high NO_x emissions from Tier II and Tier III compliant ships

14.4 The Committee considered document MEPC 82/14/1 (Belgium et al.), proposing a new output to review and revise MARPOL Annex VI and the NO_x Technical Code 2008 to address concerns about high NO_x emissions from Tier II and Tier III compliant ships relative to the intended purpose of these standards, together with the Chair's preliminary assessment of the proposal (MEPC 82/WP.4, annex).

14.5 The Committee noted general support for the proposal, along with the following comments:

- .1 onboard inspections and surveys with the potential installation of continuous NO_x measurements on board ships would result in operational challenges, such as measurement errors and faulty measurement equipment;
- .2 NO_x emission control areas, which were currently enforced based on the ship's keel-laying dates, should also take into account the ship's delivery dates, similar to the three-date application criteria applicable to the Norwegian NO_x ECA that had been approved by MEPC 81;
- .3 characteristics of widely used NO_x abatement systems could present potential risks to the ship's operation, due to excessively low exhaust gas temperature and low engine load;
- .4 in considering this matter, it was crucial to take into account comprehensive data, scientific evidence and technical feasibility within the market; and
- .5 given the urgency of this matter, the proposed new output should be included in the Committee's biennial agenda for 2024-2025, with the PPR Sub-Committee as the associated organ.

14.6 The delegation of Japan made a statement in this regard, providing the Committee with information regarding inappropriate measurements during shop tests which were confirmed by some engine manufacturers in Japan. The full text of the statement is set out in annex 15.

14.7 Subsequently, the Committee agreed to include in the post-biennial agenda an output on "Review and development of NO_x emission requirements in MARPOL Annex VI and the NO_x Technical Code 2008", with a view to addressing concerns about high NO_x emissions from Tier II and Tier III compliant ships and ensuring that the standards achieved the intended emission reductions, with two sessions needed to complete the item, assigning the PPR Sub-Committee as the associated organ. Taking into account comments regarding the urgency of this matter, the Committee instructed the PPR Sub-Committee to start work on the matter at PPR 13 (i.e. in the first year of the 2026-2027 biennium).

Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates

14.8 Having noted that FAL 48 had approved a new output on "Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates", for inclusion in the 2024-2025 biennial agenda of the FAL Committee and the provisional agenda for FAL 49, with a target completion year of 2026, the Committee agreed to become an associated organ for the output, as requested by the FAL Committee.

14.9 The Committee also noted that MSC 108 had agreed to consider any joint guidelines on electronic certificates at a future session of the Committee.

Development of a comprehensive strategy on maritime digitalization

14.10 Having noted that FAL 48 had approved a new output on "Development of a comprehensive strategy on maritime digitalization" to develop an overarching IMO strategy on digitalization to ensure standardization and harmonization, the Committee agreed to become an associated organ for the new output.

Biennial status report of the PPR Sub-Committee and provisional agenda for PPR 12

14.11 The Committee approved the biennial status report of the PPR Sub-Committee for the 2024-2025 biennium and the provisional agenda for PPR 12, as set out in annexes 12 and 13 of document PPR 11/18/Add.1, respectively.

Biennial status report of the CCC Sub-Committee and provisional agenda for CCC 11

14.12 The Committee concurred with the decision of MSC 108 to reinstate the output on "Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk" in the provisional agenda for CCC 10 and extend its target completion year to 2026.

Status of outputs for the 2024-2025 biennium

14.13 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 the Council to note its report on the status of outputs for the 2024-2025 biennium and its post-biennial agenda, as set out in annexes 12 and 13, respectively.

Items to be included in the agenda of MEPC 83

14.14 The Committee, having considered document MEPC 82/WP.3 (Secretariat) and taken into account the decisions made at this session, approved the items to be included in the agenda of MEPC 83, as set out in annex 14.

Tentative dates for MEPC 83

14.15 The Committee noted that MEPC 83 had been tentatively scheduled to take place from 7 to 11 April 2025.

Correspondence groups

14.16 The Committee recalled that it had decided, under agenda item 6 (see paragraph 6.17.3), to establish a correspondence group on the review of the short-term GHG reduction measure(s).

Groups expected to be established at MEPC 83

14.17 The Committee, taking into account decisions made under the respective agenda items, anticipated that groups to be selected from the following could be established at MEPC 83:

- .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 in time before MEPC 83 on the final selection of a maximum of five groups.

Intersessional meetings

14.18 The Committee approved, subject to endorsement by the Council, the holding of the following intersessional meetings in 2025:

- .1 the Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1);
- .2 the eighteenth and nineteenth meetings of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 18 and 19); and
- .3 an intersessional meeting of the ESPH Technical Group.

15 ELECTION OF THE CHAIR AND VICE-CHAIR FOR 2025

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 2025.

16 ANY OTHER BUSINESS

Ship recycling

16.1 The Committee noted a statement by the UN Special Rapporteur on the implications for human rights of the environmentally sound management and disposal of hazardous substances and wastes, Dr. Marcos Orellana, on ship recycling, reflecting his personal observations and opinions with regard to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (Hong Kong Convention), and the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (Basel Convention) in the context of human rights.

16.2 The Committee recalled that MEPC 81 had considered the interplay between the Hong Kong Convention and the Basel Convention and, having noted the views and observations in document MEPC 81/15/5 (Bangladesh et al.), as well as the comments made in plenary, had:

- .1 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;
- .2 requested the Secretariat to report the outcome of MEPC 81 to the COP to the Basel Convention, with a view to the COP considering further action in this regard, as appropriate;

- .3 invited interested Member States to bring the issue to the attention of relevant meetings under the Basel Convention and to submit further proposals on the interplay between the Hong Kong and Basel Conventions regarding ship recycling to this session; and
- .4 requested the Secretariat to develop draft guidance on this matter, in consultation with the Basel Convention Secretariat, for consideration at this session.

16.3 The Committee also recalled that MEPC 81 had invited the Secretary-General to inform the Executive Secretary of the Basel, Rotterdam and Stockholm Conventions of the forthcoming entry into force of the Hong Kong Convention and convey the Committee's request for the COP to the Basel Convention to further consider the interplay between the two Conventions and what further action may be required in this regard. In this connection, the Committee noted that the Secretary-General had written to the Executive Secretary of the Basel, Rotterdam and Stockholm Conventions on 19 April 2024, and that the Executive Secretary, in his response, had:

- .1 reaffirmed the commitment of the Secretariat of the Basel Convention to continue engaging on the application of the Hong Kong and Basel Conventions in relation to ship recycling, including through participation in the relevant sessions of MEPC;
- .2 advised that it was anticipated that ship recycling (discussed under the Basel Convention as "ship dismantling") would be considered by COP-17 under agenda item 5 on international cooperation and coordination; and
- .3 explained that the Secretariat of the Basel Convention was unable to contribute to the development of the draft guidance requested by MEPC 81 until the matter had been considered by COP-17.

16.4 The Committee proceeded with the consideration of the following documents:

- .1 MEPC 82/16 (Secretariat), containing draft guidance on the implementation of the Hong Kong and Basel Conventions with respect to the transboundary movement of ships intended for recycling, developed by the Secretariat, as requested by MEPC 81;
- .2 MEPC 82/16/6 (BIMCO), commenting on document MEPC 82/16 and inviting the Committee to seek greater legal certainty and assurance that operating in compliance with the Hong Kong Convention would not be sanctioned as a violation of the Basel Convention; and
- .3 MEPC 82/16/7 (CSC), commenting on document MEPC 82/16 and inviting the Committee to consider proposals for ensuring an efficient and streamlined simultaneous enforcement of both the Basel and Hong Kong Conventions.

16.5 In the ensuing discussion, the Committee noted that there was general support for:

- .1 ensuring the smooth implementation of the Hong Kong Convention and avoiding any unintended clashes with the Basel Convention, in particular regarding the transboundary movement of ships intended for recycling; and
- .2 Member States and the Secretariats of IMO and the Basel Convention to continue working together to provide practical arrangements legal certainty with regard to the transboundary movement of ships intended for recycling.

16.6 In considering the draft guidance set out in the annex to document MEPC 82/16, some delegations acknowledged the success of the Hong Kong Convention, even before its entry into force, and highlighted that the requirements of the Convention had been embraced widely by shipowners, ship recycling facilities and ship recycling States. They also stressed the importance of ensuring that the Convention fulfils its intended purpose in line with previous and ongoing outputs relating to the development, implementation and continuous improvement of other IMO instruments. These delegations supported approving the draft guidance in order to provide an immediate means to facilitate the recycling of ships in an environmentally sound manner and eliminate legal uncertainties caused by potentially different interpretations of the Hong Kong Convention and the Basel Convention. In this connection, the delegations of Japan and Norway proposed the following modifications to the draft guidance:

- .1 in the chapeau, replacing "may wish to" with "should"; and
- .2 in the third paragraph, replacing "and are of the view that" with "with an understanding that"; and "may consider" with "should consider".

16.7 Some delegations were of the view that the draft guidance should be forwarded to the Secretariat of the Basel Convention for further consideration and cooperation concerning the interaction of the two Conventions and to study how both Conventions could work together, with a view to developing such guidance in the future. These delegations were of the view that more clarity was needed regarding the equivalent level of environmental protection control between the two Conventions and that such clarity would be best provided through the cooperation of the Secretariats of IMO and the Basel Convention.

16.8 The Committee also noted the following information provided by the representative of the Secretariat of the Basel Convention, in addition to the information outlined in paragraph 16.3:

- .1 the Conference of the Parties to the Basel Convention would hold its seventeenth meeting (COP-17) from 28 April to 9 May 2025 in Geneva; it was anticipated that cooperation with IMO in relation to "ship dismantling" would be considered under agenda item 5 on international cooperation and coordination; under this item, the IMO Secretariat would have the opportunity to report the outcome of MEPC 81 and any subsequent sessions of MEPC, with a view to the COP considering further action in relation to any information and assistance needed to ensure clear and robust implementation of the Hong Kong Convention, as appropriate; and
- .2 the Secretariat of the Basel Convention remained committed to strengthening the cooperation with the IMO Secretariat and to continued engagement on this issue, including through participation in the relevant sessions of MEPC.

16.9 Having noted the general support for the draft guidance (MEPC 82/16, annex) as an interim measure to help Member States and industry recycle ships in an environmentally sound manner, the Committee also noted that additional work was required to improve the guidance in order to provide further legal clarity and certainty, in cooperation with the Secretariat of the Basel Convention. 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 two Conventions, the Committee:

- .1 agreed to include the word "Provisional" at the beginning of the title of the draft Guidance;
- .2 agreed to the modifications proposed by Japan and Norway (see paragraph 16.6 above);

- .3 subsequently, approved HKSRC.2/Circ.1 on *Provisional guidance on the implementation of the Hong Kong and Basel Conventions with respect to the transboundary movement of ships intended for recycling*;
- .4 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
- .5 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 next COP to the Basel Convention.

Heavy fuel oil in Arctic waters

16.10 The Committee recalled that the amendments to MARPOL Annex I concerning the prohibition of the use and carriage for use as fuel of HFO by ships in Arctic waters, adopted at MEPC 76 by resolution MEPC.329(76), had entered into force on 1 July 2024.

16.11 In this connection, the Committee had for its consideration document MEPC 82/16/4 (Norway), seeking clarification on the interpretation of paragraph 2 of regulation 43A of MARPOL Annex I, and proposing to develop a UI with the aim of achieving a uniform approach and consistent application of the regulation.

16.12 Following consideration, the Committee agreed that regulation 43A.2 of MARPOL Annex I was clear and, therefore, only ships covered by the application provisions of regulation 12A of MARPOL Annex I and regulation 1.2.1 of chapter 1 of part II-A of the Polar Code (i.e. only ships required to comply with the requirement, not ships that were not covered by the application provision but had opted to voluntarily meet the requirements) could use HFO as fuel or carry HFO for use as fuel (specifically the oils listed in regulation 43.1.2 of MARPOL Annex I) in Arctic waters until the end of June 2029.

16.13 In this regard, the Committee noted a view that should any Member States wish to address the situation where ships voluntarily complied with regulation 12A of MARPOL Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code, they should propose amendments rather than a UI, as there was no vagueness of language or expression that required an interpretation in regulation 43A.2.

Anti-fouling systems

Best management practices for removal of anti-fouling coatings from ships

16.14 The Committee had for its consideration the following documents:

- .1 MEPC 82/16/1 (Secretariat), providing an update regarding the *Revised guidance on best management practices for removal of anti-fouling coatings from ships* (Revised Guidance), approved by the governing bodies of the London Convention and Protocol, and inviting the Committee to concurrently approve it for issuance as an AFS circular; and

- .2 MEPC 82/16/5 (CESA), supporting the concurrent approval of the Revised Guidance for issuance as an AFS circular and proposing further improvements, inviting the Committee to consider an appropriate way forward, including inviting Member States to submit a proposal for a relevant new output to the next session of the Committee.

16.15 Following consideration, the Committee:

- .1 concurrently approved AFS.3/Circ.6 on *2024 Guidance on best management practices for removal of anti-fouling coatings from ships*; and
- .2 invited the governing bodies of the London Convention and Protocol to consider document MEPC 82/16/5 and advise the Committee accordingly.

Threshold for cybutryne in the Guidelines for the development of the IHM

16.16 Having considered document MEPC 82/16/3 (China and IACS), proposing changes to the *2023 Guidelines for the development of the Inventory of Hazardous Materials* (resolution MEPC.379(80)), adopted as a consequence of the introduction of controls on cybutryne in the AFS Convention to clarify the relevant threshold in respect to cybutryne when samples are taken directly from the hull or from wet paint containers, the Committee agreed that the matter was highly technical and, therefore, instructed PPR 12 to consider the proposals in document MEPC 82/16/3 and advise the Committee accordingly.

Recent inter-agency activities

16.17 The Committee noted the information contained in document MEPC 82/16/2 (Secretariat) on recent inter-agency activities and requested the Secretariat to continue to update it with any significant inter-agency cooperation relating to its work.

Kunming-Montreal Global Biodiversity Framework

16.18 The Committee, having noted the information in document MEPC 82/INF.35 (Secretariat of the Convention on Biological Diversity) regarding the Kunming-Montreal Global Biodiversity Framework, adopted by the Conference of the Parties to the Convention on Biological Diversity (CBD COP) in December 2022, including the Framework's relevance to international shipping and the Committee's work, expressed its appreciation to the CBD Secretariat for the update provided.

16.19 Having noted the importance of the work of the Organization in relation to the Kunming-Montreal Global Biodiversity Framework, the Committee invited the Secretariat to continue its active engagement in activities relating to the Framework and include updates in that regard in the Secretariat's regular updates on inter-agency cooperation relating to the Committee's work; and welcomed and noted the invitation of CBD COP for intergovernmental organizations to formally endorse the Framework.

16.20 The observer from CSC, supported by the observers from FOEI, WWF, Pacific Environment and IFAW, made a statement promoting a coupled approach to tackling climate, pollution and biodiversity actions, referring to document MEPC 82/7/10 and the proposal therein to establish a high-level task force to explore these critical issues and propose actionable steps forward. In this connection, the observer from FOEI also referred to document MEPC 82/7/17 with regard to global tipping points. The full text of the statement by the observer from CSC is set out in annex 15.

Biofouling management

16.21 The Committee noted information provided in document MEPC 82/INF.21 (Republic of Korea) on the 3rd GEF-UNDP-IMO GloFouling R&D Forum and Exhibition on Biofouling Prevention and Management for Maritime Industries, which had been scheduled to be held in Busan, Republic of Korea, from 4 to 8 November 2024.

Designation of points of entry under the International Health Regulations (2005)

16.22 The Committee noted the information provided in document MEPC 82/INF.4 (Secretariat), regarding the *Technical brief on designation of points of entry under the International Health Regulations (2005)*, including its availability for download from the WHO Institutional Repository for Information Sharing.

Tentative regulatory scoping exercise of the instruments under the purview of MEPC with respect to the use of MASS

16.23 The Committee noted the information provided in document MEPC 82/INF.7 (China) concerning a tentative regulatory scoping exercise of the instruments under its purview with respect to the use of MASS (see also paragraphs 2.3 and 2.4).

16.24 The delegation of the Russian Federation expressed its appreciation to the delegation of China for the tentative regulatory scoping exercise and its support for the development of such work within the framework of the Committee, reaffirming their willingness to support and cooperate with the delegation of China and others on this matter.

Best practice industry publications released in 2023/2024 relevant to MEPC

16.25 The Committee noted information provided by ICS (MEPC 82/INF.30) on new and revised best practice guidance relevant to the Committee's work that had been released in 2023 and 2024 by ICS.

Expressions of condolence

16.26 Having noted, with great sadness, the recent passing away of Mr. Kees Polderman of the Kingdom of the Netherlands, the Committee expressed its appreciation for Mr. Polderman's invaluable and extensive contribution to the work of the Organization and requested the delegation of the Kingdom of the Netherlands to convey the Committee's sincere sympathy to his family, friends and colleagues.

16.27 The Committee also noted with great sadness the recent passing away of Mr. Ralf-Sören Marquardt, the Accredited Representative of CESA to IMO, whose work over the last 25 years had been instrumental as the voice of CESA. The Committee expressed its appreciation for Mr. Marquardt's immense contribution to the work of the Organization and extended heartfelt condolences to the delegation of CESA and Mr. Marquardt's family and colleagues.

Expression of appreciation

16.28 The Committee also expressed appreciation to Ms. Katy Ware (United Kingdom), former Permanent Representative of the United Kingdom of Great Britain and Northern Ireland to IMO, for her invaluable contribution to the work of the Organization over many years and wished her every success in her new duties.

17 CONSIDERATION OF THE REPORT OF THE COMMITTEE

17.1 The draft report of the session (MEPC 82/WP.1) was prepared by the Secretariat for consideration by the Committee. During the meeting held on 4 October 2024, delegations were given the opportunity to provide comments on the draft report, and the Secretariat then prepared the revised draft report (MEPC 82/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 22 October 2024, to do so by correspondence, in accordance with paragraphs 4.37 and 4.38 of the Committees' method of work (MSC-MEPC.1/Circ.5/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 22 October 2024, pursuant to rule 35 of the Rules of Procedure.

Action requested of other IMO organs

17.3 The Council, at its 133rd session, is invited to:

- .1 consider the report of the eighty-second 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 adopted amendments to MARPOL Annex VI concerning the designation of the Canadian Arctic and the Norwegian Sea as ECAs for Nitrogen Oxides, Sulphur Oxides and Particulate Matter, as appropriate (section 3 and annex 1);
- .3 note the action taken by the Committee on issues related to ballast water management, in particular the approval of *2024 Guidance for Administrations on the type approval process for ballast water management systems* and *2024 Guidance on ballast water record-keeping and reporting* (section 4);
- .4 note the action taken by the Committee on issues related to air pollution prevention, in particular the adoption of *Guidance on best practice on recommendatory goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping* and the *Guidelines on recommendatory Black Carbon emission measurement, monitoring and reporting*; the approval of draft amendments to MARPOL Annex VI and the NO_x Technical Code 2008 concerning the use of multiple engine operational profiles for a marine diesel engine and to the NO_x Technical Code 2008 concerning certification of an existing engine subject to substantial modification or being certified to a Tier which the engine was not certified at the time of its installation; and the approval of *Guidance on the content of the Engine Emission test plan* (section 5 and annexes 2, 3, 5 and 6);
- .5 note the action taken by the Committee on issues related to the energy efficiency of ships, in particular, the approval of reports on the 2023 ship fuel oil consumption data submitted to the IMO DCS and on annual carbon intensity; the progress made on the review of the short-term GHG reduction measure, including the endorsement in principle of the way forward to

address challenges/gaps in the measure; the approval of *Guidance on the application of the amendments to Appendix IX of MARPOL Annex VI adopted by resolution MEPC.385(81) on inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Oil Consumption Database (IMO DCS)*; the approval of draft amendments to appendix IX of MARPOL Annex VI concerning clarification of entries in data reporting required by regulations 27 and 28 of the Annex; the adoption of *2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)*; and the approval of the *Revised sample format for the confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI* (section 6 and annexes 4 and 7);

- .6 note the action taken by the Committee on issues related to the reduction of GHG emission from ships, in particular the consideration of the report of the Steering Committee on the conduct of the comprehensive impact assessment (CIA) of the basket of candidate mid-term measures, including the agreement to assess the potential impacts of the possible policy scenarios assessed under the CIA on food security; the progress made on the further development of the basket of candidate mid-term GHG reduction measure(s), including the agreement to use the text set out in annex 1 to document MEPC 82/WP.9 as the basis for further work; and the view that there was no need to limit the number of NGOs of a particular type of alternative fuels-related organizations seeking consultative status with the Organization (section 7);
- .7 note the action taken by the Committee on issues related to follow-up work emanating from the *Action Plan to Address Marine Plastic Litter from Ships*, in particular the instruction to PPR 12 to review the Action Plan, including preparing a specific action concerning the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers and to conduct an analysis of potential mandatory instruments that could be amended and the associated implications; and the approval of *Guidelines on good practice relating to clean-up of plastic pellets from ship-source releases* (section 8);
- .8 note the action taken by the Committee on issues related to the reduction of underwater radiated noise from commercial shipping, in particular, the approval of *Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life*; the Action plan for the reduction of underwater noise from commercial shipping; and *Guidance on the Experience-Building Phase (EBP) for the Revised guidelines for the reduction of underwater noise from shipping to address adverse impacts on marine life* (section 9 and annexes 8 and 9);
- .9 endorse the change to the title of output 1.16 to read "Experience-building phase (EBP) for the reduction of underwater noise from shipping" with the target completion year extended to 2026 (paragraph 9.16);
- .10 note the action taken by the Committee on matters related to pollution prevention and response, in particular the approval of the *Revised tank cleaning additives guidance note and reporting form*; *Guidelines for developing a local oil/hazardous and noxious substances marine pollution contingency plan*; and *Guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters* (section 10);

-
- .11 note that the Committee adopted resolution MEPC.396(82) on *Designating the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a Particularly Sensitive Sea Area* (section 12 and annex 10);
- .12 note that, following consideration of the outcome of C 132 regarding Rules of Procedure and hybrid meeting capabilities, the Committee agreed to revise its Rules of Procedure of MEPC at a future session, taking into account the progress made in Council and other Committees; and concurred with the Council's decision to continue with the application of the provisional measures established at C 127 until revised Rules of Procedure for MEPC had been adopted (paragraph 13.2);
- .13 note that the Committee concurrently agreed to the policy for consideration and approval of unified interpretations (UIs) as agreed by MSC 108, with a view to the eventual inclusion of a harmonized policy on UIs in the Committees' method of work; and that the policy should be immediately applied by all relevant subsidiary bodies of the Committee (paragraph 13.6 and annex 11);
- .14 endorse the inclusion of an output on "Review and development of NO_x emission requirements in MARPOL Annex VI and the NO_x Technical Code 2008" in the post-biennial agenda of MEPC, assigning the PPR Sub-Committee as the associated organ (paragraph 14.7);
- .15 note that the Committee concurred with the decision of MSC 108 to reinstate the output on "Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk" in the provisional agenda for CCC 11 and extend its target completion year to 2026 (paragraph 14.12);
- .16 note the status report of the outputs of MEPC for the 2024-2025 biennium (paragraph 14.13 and annex 12);
- .17 note that the Committee approved the items to be included in the provisional agenda of MEPC 83 (paragraph 14.14 and annex 14);
- .18 endorse the holding of the first meeting of the Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1), the eighteenth and nineteenth meetings of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 18 and 19), and an intersessional meeting of the ESPH Technical Group (paragraph 14.18);
- .19 note that the Committee re-elected Dr. Harry Conway (Liberia) as Chair and Mr. Hanqiang Tan (Singapore) as Vice-Chair, both for 2025 (paragraph 15.1);
- .20 note the Committee's approval of *Provisional guidance on the implementation of the Hong Kong and Basel conventions with respect to the transboundary movement of ships intended for recycling* (paragraph 16.9); and
- .21 note the Committee's concurrent approval of *Revised guidance on best management practices for removal of anti-fouling coatings from ships* (paragraph 16.15).

17.4 The Maritime Safety Committee, at its 109th session, is invited to note that the Committee:

- .1 having noted that MSC 108 had invited it to consider MASS in the context of the instruments under its purview, reiterated its invitation to interested Member States and international organizations to submit concrete proposals to a future session of the Committee on how best to progress the work related to MASS (paragraphs 2.3 and 2.4);
- .2 commended the Secretary-General's continuing efforts in relation to the ongoing threats to commercial shipping in the Red Sea and the Gulf of Aden, in particular his communication with all relevant parties and his emphasis on the well-being of seafarers (paragraph 2.14);
- .3 took action on matters related to the reduction of underwater radiated noise from commercial shipping, in particular the approval of MEPC.1/Circ.906/Rev.1 on *Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life*; the approval of the Action plan for the reduction of underwater noise from commercial shipping; the approval of the *Guidance on the Experience-Building Phase (EBP) for the Revised guidelines for the reduction of underwater noise from shipping to address adverse impacts on marine life*; and the endorsement of the change of the title of output 1.16 to "Experience-building phase (EPB) for the reduction of underwater noise from shipping" with target completion year extended to 2026 (section 9 and annexes 8 and 9);
- .4 took action on matters related to pollution prevention and response, in particular the approval of MEPC.1/Circ.915 on *Guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters* (section 10);
- .5 following consideration of the outcome of MSC 108 concerning capacity-building implications and the workload of the Committees and subsidiary bodies, noted that MEPC 83 was expected to consider the draft revised Committees' method of work as finalized by MSC 109, with a view to concurrent approval (paragraphs 13.3 and 13.4);
- .6 concurrently agreed with the policy for consideration and approval of UIs agreed by MSC 108 (paragraph 13.6 and annex 11);
- .7 having noted that FAL 48 had approved new outputs on "Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates" and on "Development of a comprehensive strategy on maritime digitalization", agreed to become an associated organ for both outputs, as requested by the FAL Committee (paragraph 14.8 to 14.10); and
- .8 concurred with the decision of MSC 108 to reinstate the output on "Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk" in the provisional agenda for CCC 10 and extend its target completion year to 2026 (paragraph 14.12).

17.5 The Facilitation Committee, at its forty-ninth session, is invited to note that the Committee, having noted that FAL 48 had approved new outputs on "Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates" and on "Development of a comprehensive strategy on maritime digitalization", agreed to become an associated organ for both outputs, as requested by the FAL Committee (paragraph 14.8 to 14.10).

17.6 The Legal Committee, at its 112th session, is invited to note that the Committee considered document MEPC 81/9 (Secretariat) providing legal advice on the use of EGCS as an alternative compliance mechanism under MARPOL Annex VI and its relationship with the legal framework established under UNCLOS and agreed to forward the document to PPR 12 for consideration (paragraphs 5.4 to 5.7).

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

- .1 that the Committee, having noted the conclusion of the Drafting Group on Amendments to Mandatory Instruments that the MARPOL amendments adopted at the session had no significant capacity-building implications, agreed to inform the Technical Cooperation Committee accordingly and encouraged Member States in need of capacity-building in relation to the aforementioned amendments to contact the Organization with a request for assistance (paragraph 3.11 and annex 1);
- .2 the action taken by the Committee on issues related to the reduction of GHG emissions from ships, in particular the consideration of the report of the Steering Committee on the conduct of the comprehensive impact assessment (CIA) of the basket of candidate mid-term measures, including the agreement to assess the potential impacts of the possible policy scenarios assessed under the CIA on food security (paragraphs 7.17 to 7.45);
- .3 the update provided by the Secretariat concerning the use of the Voluntary Multi-Donor Trust Fund (paragraph 7.50); and
- .4 that the Committee invited Member States and international organizations to financially contribute to the further work on food security by means of a donation to the GHG TC Trust Fund and noted with appreciation the pledged contributions by Nigeria (£5,000), Saudi Arabia (\$10,000), United Arab Emirates (\$10,000) and ZESTAs (\$1,000) in support of further work on food security (paragraph 7.59).

(The annexes to this report are contained in document MEPC 82/17/Add.1.)