



Türk Loydu Summary Report – MEPC 81

MARCH 2024

TLR /MEPC 81

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summary report

The seventy-eighth session of the Marine Environment Protection Committee was held from 18 to 22 March 2024. Decisions and discussions have been summarized hereunder.

CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

Amendments to the BWM Convention

An electronic recording system referred to in regulation B-2 would be considered an electronic record book, provided the electronic recording system were approved by the Administration on or before the first renewal survey carried out on or after 1 February 2025, but not later than 1 February 2030.

Amendments to Protocol I of MARPOL

MEPC 81 adopted the amendments to article V of Protocol I of MARPOL concerning revised reporting procedures for the loss of containers with the entry-into-force date of 1 January 2026. Revised reporting requirements mandate immediate notification of lost containers to the nearest coastal state and other vessels.

Marine diesel engine replacing steam system

The Committee was adopted the amendment to MARPOL Annex VI regulation 13.2.2. According to that, the installation of a marine diesel engine replacing a steam system shall be considered a replacement engine. The Administration shall notify the IMO in those instances where a Tier II rather than a Tier III replacement engine has been installed on or after 1 August 2025. 2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit was revised and adopted by MEPC 386(81) and issued as 2024 guidelines, also reference on regulation 13.2.2 was updated.

Fuel Definitions and Sampling Requirements

New definitions for “fuel oil” and “gas fuel” were introduced, along with requirements for sampling points and fuel quality reporting. Amendments on the regulations 14 and 18 aim to clarify that sampling requirements are not applicable to a low-flashpoint fuel or a gas fuel.

IMO Ship Fuel Consumption Database (IMO DCS)

The amendments to regulation 27 and appendix IX of MARPOL Annex VI were introduced concerning accessibility of data and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS). This will require inclusion of data on transport work and detailed fuel consumption per consumer type.

The amendments will enter into force on 1 August 2025. Also the Parties were invited to consider the early application of the amendments to appendix IX with regard to

information to be submitted to the IMO Ship Fuel Oil Consumption Database from 1 January 2025.

HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

Challenging Water Quality (CWQ) Guidance

MEPC 81 introduced interim guidelines to assist ships in managing ballast water in ports with challenging water quality (CWQ). The guidance includes procedures for BWTS bypass as a last resort, decontamination of ballast tanks, and enhanced record-keeping requirements to document CWQ encounters. These protocols aim to ensure compliance with BWMC standards even under difficult operational conditions.

Temporary Storage of Treated Sewage and Grey Water

The Committee approved guidelines for temporary storage in ballast water tanks when dedicated tanks are unavailable. These guidelines require ships to avoid mixing treated sewage with ballast water, adhere to MARPOL Annex IV discharge standards, and maintain a Ballast Water Record Book to track such practices.

AIR POLLUTION PREVENTION

Effectiveness of regulation 13 of MARPOL Annex VI

The Committee;

- noted the information and concerns expressed regarding the effectiveness of regulation 13 of MARPOL Annex VI, including the NOx Tier III standards, in regulating NOx emissions from ships, including in NOx ECAs and
- invited interested Member States and international organizations to continue conducting research on the matter and to consider submitting proposals for a new output on the review of the effectiveness of regulation 13 of MARPOL Annex VI, including the NOx Tier III standard contained therein, to a future session of the Committee.

Outcome of MSC 107 in respect of fuel sampling

The Committee approved the draft MSC-MEPC circular on Guidelines for the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS chapter II-2 subject to concurrent approval by MSC 108, as an urgent matter; and agreed to revoke resolution MEPC.182(59) on 2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI when the joint MSC-MEPC circular was issued.

ENERGY EFFICIENCY OF SHIPS

Life Cycle GHG Intensity (LCA) Guidelines

Revised LCA Guidelines incorporate detailed calculations for emissions from marine fuels, considering both well-to-tank (WtT) and tank-to-wake (TtW) emissions. The guidelines introduce templates for reporting default emission factors, supporting a holistic approach to GHG reduction across the fuel lifecycle.

Ship Energy Efficiency Management Plan (SEEMP)

Updated SEEMP guidelines now require reporting of fuel consumption data by consumer type, including main and auxiliary engines. This improvement in data granularity is expected to enhance tracking of shipboard energy efficiency. The updated SEEMP also addresses engine power limitation systems, outlining operational protocols for scenarios requiring power reserve usage.

Carbon Intensity Indicator (CII)

MEPC continued its review of the CII rating system. Concerns around CII rating accuracy due to variables like port waiting times and shorter voyages were acknowledged. MEPC adopted corrective measures and announced plans for a broader CII review in 2026, focusing on sector-specific adjustments to improve the indicator's effectiveness

REDUCTION OF GHG EMISSIONS FROM SHIPS

IMO Net-Zero Framework

MEPC 81 introduced a draft outline for an “IMO Net-Zero Framework” under MARPOL Annex VI, proposing a goal-based marine fuel standard and a GHG pricing mechanism to regulate marine fuel GHG intensity. These mid-term GHG reduction measures are central to the 2023 IMO Strategy, aiming for net-zero emissions by 2050.

Onboard Carbon Capture

The committee reviewed proposals for onboard carbon capture and storage (OCCS), including the need for a regulatory framework to oversee OCCS operation, waste disposal, and system maintenance. MEPC instructed the Air Pollution and Energy Efficiency Working Group to outline regulatory measures for OCCS implementation by 2026.

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

Mandatory reporting of lost containers

The Committee adopted amendments to article V of Protocol I of MARPOL concerning revised reporting procedures for the loss of containers.

The amendments are expected to enter into force on 1 January 2026.

Recommendations for the carriage of plastic pellets by sea in freight containers

Many delegations supported the approval of the draft Recommendations to reduce the environmental risk of plastic pellets carried by sea in freight containers, which would fulfil the first stage of the two-stage approach to reduce the environmental risk associated with the maritime transport of plastic pellets. In this regard, some of these delegations supported the approval of the draft Recommendations with the plastic pellet definition agreed by PPR 11, with the understanding that the definition could be adjusted or refined in the future, based on experience gained, in accordance with the two-stage approach.

MEPC approved Recommendations for the carriage of plastic pellets by sea in freight containers, agreed by the Sub-Committee on Pollution Prevention and Response (PPR 11). The recommendations address packaging; transport information; and stowage of plastic pellets.

POLLUTION PREVENTION AND RESPONSE

Underwater Noise Reduction: MEPC endorsed a three-year action plan to mitigate underwater noise pollution from ships, which poses risks to marine life. The plan includes an experience-building phase (2024-2026) to refine noise reduction guidelines based on real-world data and feedback.

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