

# MEPC80 Quick Factsheet



#	Topic	Key facts	New/Amendment	Implementation	Brief/Outcome
1	GHG Emissions	<p><b>Revised 2023 IMO GHG Strategy adopted with LCA Guidelines and mid-term measures timeline.</b> (Subject to further assessment/CIA)</p> <p><b>Aims:</b> peak net-zero emissions by 2050, 40% carbon intensity cut by 2030.</p> <p><b>Net-zero targets:</b> 20% (aim 30%) by 2030, 70% (aim 80%) by 2040. Encourages 5% (aim 10%) low-carbon and zero-carbon fuels.</p> <p><b>Timeline:</b></p> <ul style="list-style-type: none"> <li>▪ CIA at MEPC 82 (Spring <b>2025</b>)</li> <li>▪ Mid-term measures entry into force in <b>2027</b></li> <li>▪ Strategy revision in <b>2028</b></li> </ul>	<p><b>Adopted 2023 IMO GHG Strategy</b>, which replaces the initial 2018 IMO GHG Strategy. Includes revised levels of ambitions and a timeline for mid-term measures.</p> <p>Additionally, the LCA Guidelines were adopted to support future mid-term measures.</p> <p>Agreement of a timeline for the selection, development, and further adoption of mid-term measures.</p> <p><b>Modified levels of ambition:</b></p> <ul style="list-style-type: none"> <li>- uptake of zero or near zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030;</li> <li>- Reach net zero GHG emissions by or around, i.e., close to 2050.</li> </ul> <p><b>Added new indicative checkpoints:</b></p> <ul style="list-style-type: none"> <li>- reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030, compared to 2008.</li> <li>- reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008.</li> </ul> <p><b>Addresses a basket of candidate mid-term measure(s):</b></p> <ul style="list-style-type: none"> <li>- technical element: goal-based marine fuel standard that regulates the phased reduction of GHG intensity.</li> <li>- economic element: involves various maritime GHG emissions pricing mechanisms, with at least seven options being considered.</li> </ul>	<p>Upon adoption <b>07 July 2023</b> all ships, irrespective of flag, must fully comply with the mandatory measures to ensure the successful implementation of the Strategy.</p>	<p><b>Revised IMO GHG Strategy:</b> Adopted the revised 2023 IMO GHG Strategy. Aims to peak GHG emissions as soon as possible and achieve net-zero emissions around 2050, considering different national circumstances. Includes a revised level of ambitions and a timeline for a CIA for the selection of mid-term measures.</p> <p><b>Selection of mid-term measures:</b> Agreed to assess and develop mid-term measures with technical and economic aspects. The plan includes a goal-based marine fuel standard and emissions pricing mechanism, forming "the measures matrix" in line with the 2023 IMO GHG Strategy. An interim report is expected to be considered at MEPC 81 (Spring 2024).</p> <p><b>Mid-term timeline:</b> The CIA will be completed by MEPC 82, expected for approval and adoption at MEPC 83, possibly through an extraordinary session between MEPC 83 and MEPC 84 in Spring 2026. Measures expected to enter into force in 2027.</p> <p><b>Targets:</b> 40% reduction in carbon intensity by 2030 compared to 2008 levels. Indicative checkpoints set targets to reach net-zero GHG emissions of 20% (aim 30%) by 2030 and 70% (aim 80%) by 2040.</p> <p><b>Low/zero-carbon fuels:</b> Encourages international shipping to uptake at least 5% (aim 10%) of low-carbon and zero-carbon fuels by 2030.</p> <p><b>LCA Guidelines:</b> Enable detailed GHG assessment of marine fuels, measuring emissions throughout the full life cycle. Specific features include well-to-wake and tank-to-wake emission factors, informing fuel choices in shipping. The guidelines solely support the developing GHG Fuel Standard without specific application or requirements. They will undergo continuous review and improvement, emphasising default emissions factors, sustainability criteria, fuel certification, and on-board carbon capture handling. A correspondence group and experts' workshop for LCA framework development in preparation for IMO ISWG-GHG 16 was created.</p> <p><b>Onboard carbon capture systems:</b> Considered onboard carbon capture systems for IMO GHG regulation. Aim to remove barriers to innovative tech, ensure fairness, and cost-effective decarbonization. Proposals sent to ISWG-GHG 16 for further review at MEPC 81.</p> <p><b>Review of strategy:</b> Planned for 2028.</p> <p><b>Implications:</b> Industry actors should be aware of the reduction targets, the encouragement to adopt low/zero-carbon, and the adoption of LCA Guidelines. Furthermore, closely monitor the progress of mid-term measures and onboard carbon capture system proposals for future regulatory developments.</p>

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2	Air Pollution Prevention	<p><b>Approved draft amendments affecting MARPOL Annex VI</b>, that clarify inconsistencies from previous amendments on topics related to BDN, fuel oils, and replacement engines.</p> <p><b>Adopted guidelines and approved unified interpretations</b>, enhancing alignment across the industry on TWTD, biofuel CO2 conversion factor and BDN.</p>	<p>Approved draft amendments to MARPOL Annex VI, regulations 2, 14, 18, and appendix 1 regarding fuel oil related issues.</p> <p>Adopted the "Guidelines for Thermal Waste Treatment Devices" in resolution MEPC.373(80).</p> <p>Approved draft amendments to Regulation 13.2.2 of MARPOL Annex VI: marine diesel engine replacing a steam system.</p> <p>Approved the circular MEPC.1/Circ.905 Interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI.</p> <p>Approved the Unified Interpretation to Regulation 18.5 and 18.6 of MARPOL Annex VI, regarding electronic BDN's.</p>	<p>Adoption at MEPC 81 (<b>Spring 2024</b>).</p> <p>Anticipated into force from <b>September 2025</b>.</p> <p>Possible adoption at MEPC 81 (<b>Spring 2024</b>).</p> <p>With effect from 07 July 2023.</p> <p>Anticipate application from <b>1 October 2023</b>.</p>	<p><b>Consistency of previous amendments:</b> The amendments approved at MEPC 80 intend to clarify the BDN fuel oil and gas fuel definitions and other fuel oil related issues. Amongst the amendments, gas fuels are now defined consistent with the IGF Code definition. Further, it states that all fuels require a BDN, but that gas fuels and low-flashpoint fuels will only need to provide a limited set of information.</p> <p><b>TWTD:</b> The technology-neutral and goal-based guidelines are intended to provide an alternative approach to comply with the existing standards for shipboard incineration (Reg 16 of MARPOL Annex VI).</p> <p><b>Replacement of engines:</b> The amendment describes that, in the case of replacement engines, marine diesel engines replacing steam systems are not required to meet the Tier III limit, provided they comply with the requirements introduced for steam systems with respect to non-identical replacement engines. Consequently, the affected unified interpretation was agreed to be updated (MEPC.1/Circ.795/Rev.8 <i>Unified Interpretations to MARPOL Annex VI, Reg 13.2.2</i>)</p> <p><b>Use of biofuels:</b> This interim guidance aims at harmonizing the use of the CO2 Emission Conversion Factor for biofuels, through an interim simplified method. The intention is to develop more comprehensive models that can replace the interim method.</p> <p><b>Electronic BDN's:</b> In accordance to the Unified Interpretation BDN will be accepted as hard copy or in electronic format.</p>
3	Energy Efficiency of ships	<p><b>Additional data elements to be reported through DCS</b>, both mandatory and voluntary, and <b>changes to the accessibility of data</b>.</p> <p>Clarification on the <b>calculation of the fuel availability ratio of gas fuel</b>.</p> <p><b>Uniform reporting requirements</b> and format for reporting <b>on the use of a power reserve</b>.</p>	<p>Amendments to Appendix IX of MARPOL Annex VI, and changes to the <b>accessibility of data</b> in Regulation 27.</p> <p>Amendments to the 2022 Guidelines on the <b>survey and certification of the EEDI</b> were adopted in resolution MEPC.374(80).</p> <p>Amendments to the 2021 Guidelines on the <b>shaft/engine power limitation system to comply with the EEXI requirements</b> and use of a power reserve were adopted in resolution MEPC.375(80).</p>	<p>Expected to be adopted at MEPC 81 (<b>Spring 2024</b>) and enter force in <b>2025</b>.</p>	<p><b>Additional data elements:</b> to be reported through DCS, such as fuel consumption per fuel type and energy consumer and transport work. <b>Mandatory reporting of fuel oil consumption when the ship is not under way;</b> total amount of onshore power supplied; fuel oil consumption per combustion system; installation of any innovative technology. <b>Voluntary reporting of laden distance travelled.</b> Ships to which Regulation 28 of MARPOL Annex VI applies, are required to collect and report total transport work data using actual tonne-mile, TEU-mile, and/or passenger-mile. Changes to the accessibility of data, allow sharing of data under strict confidentiality rules. Ship companies may allow non anonymised data to be made public.</p> <p><b>Fuel calculations:</b> Correction of the comparison of tank sizes for dual fuel engines in the EEDI survey and certification guidelines.</p>

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					<p>Clarification on the calculation of the fuel availability ratio of gas fuel, replacing reference to the verification of Liquefied Natural Gas "tank filling" by a reference to "tank loading limit" in the IGF and/or IGC Codes.</p> <p><b>Use of power reserve:</b> Clarify that <b>supporting evidence and records should be submitted to the flag Administration or to the Recognised Organisation for verification and do not need to be submitted to the IMO</b> as part of annual submission of use of a power reserve. Set uniform reporting requirements and format for reporting on the use of a power reserve to the Administration and clarify the period of reporting of the Administration to the IMO.</p>
4	<b>Pollution Prevention &amp; Response</b>	<p><b>2023 Biofouling Guidelines approved</b> for the control and management of ships' <b>biofouling</b> to minimize the transfer of invasive aquatic species.</p> <p>Noted the ongoing work in the Sub-Committee on Pollution Prevention and Response (PPR) to address the <b>risks to the marine environment from plastic pellets</b>.</p> <p>Adopted the 2023 Guidelines for developing the <b>inventory of Hazardous Materials</b>, following <b>amendments to the Anti-Fouling Systems (AFS) Convention</b> to include controls on cybutryne.</p> <p>Approved the <b>Operational Guide on the Response to Spills of Hazardous and Noxious Substances (HNS)</b>.</p> <p>Adopted the 2023 Guidelines for <b>thermal waste treatment devices</b>.</p>	<p>New guidelines will be issued as resolution MEPC.378(80)</p>	<p>With effect from <b>07 July 2023</b>.</p>	<p>Aimed to <b>minimize biofouling on ships and, therefore, the transfer of invasive species via biofouling</b>. Providing a <b>"globally consistent approach"</b> for use by a variety of stakeholders, from ship designers to shipowners to port authorities and are intended to provide useful recommendations for measures to minimize biofouling for all types of ships and are directed to various stakeholders.</p> <p>They include a framework for a ship-specific risk assessment of hull and niche areas, along with a rating system to determine fouling. Templates for a ship-specific Biofouling Management Plan and Biofouling Record book are included.</p> <p><b>Next steps at IMO</b> are to develop guidance on in-water cleaning (with a target completion year of 2025).</p> <p><b>On a related note</b>, the International Organization for Standardization (ISO) is developing two standards that are intended to support this work at IMO.</p> <p><b>Tackling marine litter:</b> The MEPC noted the ongoing work in the Sub-Committee on Pollution Prevention and Response (PPR) to address the <b>risks to the marine environment from plastic pellets</b>, via the development of recommendations for the carriage of plastic pellets by sea in freight containers and mandatory reporting procedure of lost containers.</p>
5	<b>Special Areas</b>	<p><b>North-Western Mediterranean Sea designated PSSA</b></p>	<p><b>Resolution MEPC.380(80)</b> establishing the North-West Mediterranean PSSA</p>	<p>With effect from <b>07 July 2023</b>.</p>	<p>This aims to <b>protect cetaceans</b> from the risk of ship collisions, ship-generated pollution and to <b>increase awareness</b> of the vital importance of the area for the fin whale and the</p>

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		<p>Designation of <b>Special Areas in the Red Sea and Gulf of Aiden</b> for discharge requirements</p> <p><b>Canadian Arctic ECA proposal</b></p> <p><b>North-East Atlantic Ocean ECA proposal</b></p> <p><b>Mauritius PSSA proposal</b></p>	<p><b>Adopted Resolution MEPC.381(80) &amp; Resolution MEPC.382(80)</b></p>	<p>With effect from <b>01 January, 2025</b>.</p> <p>Potential submission <b>MEPC81 (April 2024)</b>, if approved would be effective as of Spring 2025 with <b>entry into force as of winter 2027</b>.</p> <p>Possibility for joint proposal to be submitted to <b>MEPC81 (April 2024)</b>.</p> <p>Full PSSA proposal for submission to <b>MEPC81 (April 2024)</b>.</p>	<p>sperm whale. Proposed PSSA <b>limited by the coastline of France, Italy, Monaco and Spain</b> and <b>includes areas under the jurisdiction of coastal States</b>.</p> <p>Establishing <b>discharge controls in special areas for the Red Sea and Gulf of Aiden, related to oil or oily mixtures</b> (MARPOL Annex I, regulations 15.3, 15.5 and 34.3 to 34.5). Furthermore, <b>discharge controls</b> were established <b>related to garbage</b> (MARPOL Annex V, regulation 6) in these areas.</p> <p>Canada put forward this <b>proposal to establish a Canadian Arctic ECA</b> in accordance with MARPOL Annex VI regulations, <b>requiring ships operating in Canadian Arctic waters to comply with stricter emission standards for nitrogen oxides (NOX), sulfur oxides (SOX), and particulate matter (PM)</b> for the purpose of protecting public health and ecologically sensitive Arctic ecosystems, as well as to address longstanding concerns of Black Carbon emissions in the arctic region.</p> <p>Discussion for <b>possible future ECA in the North-East Atlantic Ocean for SOX and PM emissions</b> (under regulation 14 of MARPOL Annex VI) and NOX emissions (under regulation 13) for the purposed of potentially <b>linking the existing ECAs in the Baltic Sea, North Sea and English Channel with the recently adopted Mediterranean Sea SOX ECA</b>. An ongoing technical and feasibility study will assess requirements and criteria set out in Appendix III of MARPOL Annex VI.</p> <p>Due to recent vessel groundings and other maritime incidents, a proposal is being prepared to <b>establish a PSSA and ATBA by vessels in transit around the Mauritius and Rodrigues Islands coasts</b>, as a preventative measure for future marine casualties, as well as to improve navigational safety and protect the marine environment. This would be <b>applicable to ships of 150 gross tonnage and above, which are solely in transit</b>. The process of finalizing the full PSSA proposal is currently underway.</p>
6	Underwater noise	<p><b>Adoption of the MEPC.1/Cir 906, (80)</b> Revised guidelines for the <b>reduction of underwater radiated noise from shipping</b> to address adverse impacts on marine life; and also the <b>reduction in Inuit Nunaat and the Arctic</b>.</p>	<p>These guidelines revoke MEPC.1/Cir 822.</p>	<p>With effect from <b>01 August 2023</b>.</p>	<p>Guidelines provide suggested <b>approaches to designers, shipbuilders and ship operators to reduce the underwater radiated noise of any given ship</b> and assist relevant stakeholders in establishing mechanisms and programmes through which noise reduction effort can be realized. Applicable to any ship, taking into account their design and construction and modifications, as well as their operation.</p>

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		<p><b>Adoption of the MEPC.1/ Cir 907, (80)</b> Following SDC9, MEPC endorsed the updated <b>workplan for the continued work on underwater radiated noise and approved the convening of an expert workshop on the relationship between energy efficiency and underwater noise</b>, which is anticipated to be held 18-19 September 2023.</p>	-	-	Approval of the <b>dissemination of an MEPC circular on guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic, developed by the Inuit Circumpolar Council (ICC)</b> . These guidelines recognize Inuit Nunaat as a unique environment and that the adverse effects to marine wildlife in this area from shipping noise may result in a significant increase.
7	<b>Ballast Water Management</b>	<p><b>Approval of Convention Review Plan</b> and establishing the Correspondence Group on Review of the BWM Convention, which was tasked with <b>defining specific objectives to address several issues within the Convention</b>.</p> <p><b>Interim guidance</b> drafted on the application of the BWM Convention to ships operating in challenging water quality not finalised.</p> <p>Guidelines were adopted for the <b>use of electronic record books</b> under the BWM Convention and the <b>verification of entries by the master</b>.</p>	<p><b>MEPC.369 (80) Appendix II</b> of the BWM Convention (relating to the BWM record book format)</p> <p><b>Amendments adopted as follows:</b></p> <p><b>MEPC.370(80)</b> Guidelines for BWM and Development of BWM Plans (G4).</p> <p><b>MEPC.371(80)</b> Guidelines for ballast water exchange (G6)</p> <p><b>Draft amendments approved:</b></p> <p><b>MEPC.372(80)</b> Use of electronic record books</p>	<p>With effect from <b>01 February 2025</b>.</p> <p>Applicability as soon as possible or when related amendments become effective. Same as above.</p> <p>With effect from <b>November 2025</b>.</p>	<p>Adoption of form of Ballast Water Record Book, with the intention to <b>improve the recording and provide clarity on information regarding ballast water operations</b> that would be recorded by ships.</p> <p><b>Approval of the Convention Review Plan</b>, under the experience-building phase associated with the BWM Convention. A Correspondence Group will continue to review for further consideration at MEPC 81.</p> <p>For purposes of better compliance, proposals were submitted to <b>clarify testing standards for Type Approval of BWMS</b>.</p>
8	<b>Other developments</b>	<p>Next biofouling output at IMO will be guidance on <b>in-water cleaning</b>.</p> <p>Draft Assembly Resolution Promoting Actions to <b>Prevent Illicit Operations of "Dark Shipping"</b></p> <p>Operational Guide provided on the <b>Response to Spills of Hazardous and Noxious Substances (HNS)</b></p>	<p>Amendments to PPR.1/Circ.7 – <b>Decisions on Categorization and Classification of Products</b>.</p>		<p><b>Next steps at IMO</b> are to develop guidance on in-water cleaning (with a target completion year of 2025). <b>On a related note</b>, the International Organization for Standardization (ISO) is developing two standards that are intended to support this work at IMO.</p> <p>The resolution urged member states and all relevant stakeholders to promote actions to prevent illicit operations of "dark shipping" in the maritime sector.</p> <p>Revised edition of the Operational Guide on the Response to Spills of Hazardous and Noxious Substances (HNS) approved, divided in <b>Volume 1 (Preparedness)</b> and <b>Volume 2 (Response)</b>.</p>

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		<b>Hong Kong Convention enters into force</b>		With effect from <b>26 June, 2025</b> .	With Bangladesh and Liberia ratifying the Hong Kong Convention (HKC), the entry-into-force conditions were met on 26 June 2023. Ships need to <b>maintain an inventory of hazardous materials onboard to protect (1) crew members &amp; people working at ship-breaking yards and (2) the environment</b> . Full details <a href="#">HERE</a> .

**Sources & Credits:** The above document was compiled based primarily on the MEPC 80 summary reports of Lloyds Register (LR), Bureau Veritas (BV), American Bureau of Shipping (ABS) & Rina.

List of abbreviations	
<b>2023 IMO GHG Strategy</b>	MEPC.377(80) 2023 IMO Strategy for the reduction of greenhouse gases from ships
<b>ATBA</b>	Areas to be avoided
<b>BDN</b>	Bunker Delivery Note
<b>BWM</b>	Ballast Water Management
<b>BWTS</b>	Ballast Water Treatment Systems
<b>CIA</b>	Comprehensive Impact Assessment
<b>DCA</b>	Data collection system
<b>ECA</b>	Emission Control Area
<b>EEDI</b>	Energy Efficiency Design Index
<b>EEXI</b>	Energy Efficiency ship Index (existing)
<b>GHG</b>	Greenhouse Gas
<b>HKC</b>	Hong Kong International Convention for the safe and environmentally sound recycling of ships
<b>IGF Code</b>	International Code of Safety for Ship using Gases other than Low-Flashpoint fuels
<b>ISWG-GHG</b>	Intersessional Working Group on Reduction of GHG Emissions from Ships
<b>LCA Guidelines</b>	MEPC.376(80) Guidelines on Life Cycle GHG intensity of marine fuels
<b>PSSA</b>	Particularly Sensitive Sea Area
<b>TWTD</b>	Thermal Waste Treatment Devices

# Editorial team



**Cea Mittler**

1



**Camilla Kjelsaas**

2



**Maria Boile**

3



**Smriti Sharma**

4



**Marielle Gehlert  
Co-Chair**

5

**Edimo Marthe**



6

**Gina Panayiotou  
Co-Chair**



7

**Hermoine Manuel**



8

**Lisa Drake**



## Other Members

**Vivian Chimezie  
Azubuike**



**Franziska Eckhoff**



**Sinem Ogis**



**Holly Basile**



**Monica Acosta**



**Eliana Charalambous  
Savvidi**



**Jennie Larsson**



**Natalia Bagnato**

