

IMO MEPC 82

BRIEF SUMMARY
ON THE KEY
OUTCOMES



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IMO MEPC 82

OVERVIEW

The IMO's Marine Environment Protection Committee (MEPC) concluded its 82nd session in London between 30 Sept to 4 October 2024, with several key outcomes aimed at advancing the decarbonization of the maritime industry. A major focus of MEPC 82 was on refining the shortterm greenhouse gas (GHG) reduction measures, including the review of the Carbon Intensity Indicator (CII) and the Ship Energy Efficiency Management Plan (SEEMP). The session outlined a two-phase plan to address gaps in these measures, which will be considered further before 2026.

Additionally, MEPC 82 made progress towards a framework for achieving net-zero GHG emissions by or around 2050. The committee discussed the development of a universal GHG contribution system, incentivising the use of zero-emission fuels, and supporting a fair transition for developing countries through an IMO fund.

The proposed "mid-term GHG reduction measures" (which build on previously adopted "short-term measures") included a goal-based marine fuel standard that will phase in the mandatory use of fuels with less GHG intensity and a global maritime GHG emissions pricing mechanism. They are aimed at driving the international shipping industry's transition to achieve net-zero GHG emissions by or around, 2050.

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In relation to IMO net-zero framework, the draft legal text produced by MEPC 82 integrated inputs and proposals from Member States and international organizations on possible amendments to be made to the International Convention for the Prevention of Pollution from Ships (MARPOL, Annex VI). If adopted, these amendments would incorporate the proposed new measures into international law. The session also approved updates to the NOx Technical Code and MARPOL Annex VI, addressing emissions from existing and new engine types.

Furthermore, new Emission Control Areas (ECAs) were designated in the Canadian Arctic and Norwegian Sea, and guidance was provided on reducing black carbon emissions in the Arctic . The outcomes of MEPC 82 set the stage for further developments in April 2025 at MEPC 83, where the final regulatory texts are expected to be adopted, advancing the global shipping industry's transition to more sustainable practices.

Summary -in-Brief on key issues addressed during the IMO MEPC 82:

- 01.** Adoption of the Canadian Arctic and the Norwegian Sea as NO_x, SO_x and PM Emission Control Areas (ECAs). The relevant MARPOL amendments will enter into force on March 1, 2026;
- 02.** Identification of challenges/gaps related to the short-term GHG reduction measure (CII) to facilitate its review;
- 03.** Progression and refinement of regulatory text on Mid-term GHG measures and planning of a further GHG Working Group in February 2025;
- 04.** Adoption of amendments to MARPOL Annex VI, designating the Canadian Arctic and the Norwegian Sea as Emission Control Areas for Nitrogen Oxides, Sulphur Oxides, and Particulate Matter;
- 05.** Approval of amendments to BWM.2/Circ.80/Rev.1 on 2024 Guidance on ballast water record-keeping and reporting;
- 06.** Approval of the Action Plan for the Reduction of Underwater Noise from Commercial Shipping and associated guidance for the experience-building phase;
- 07.** Approval of the Provisional Guidance on the Implementation of the Hong Kong and Basel Conventions regarding the transboundary movement of ships intended for recycling;

Summary -in-Brief on key issues addressed during the IMO MEPC 82:

- 08.** Advanced work aimed at reducing the environmental risks associated with the maritime transport of plastic pellets;
- 09.** Designation of the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a new Particularly Sensitive Sea Area;
- 10.** Approval of amendments to MARPOL Annex VI and the NOx Technical Code 2008 concerning the use of multiple engine operational profiles (expected to enter into force Spring 2027).

END OF SUMMARY

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