

HKSOA Maritime Decarbonisation and Sustainability Symposium.

MEPC83 - what other progress was made apart from the Mid –Term Measures - the HKSOA's Perspective.

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MEPC83 – What other Progress was made

Agenda :-

- 1) MEPC83 Amendments to the 2024 SEEMP.
- 2) Carbon Intensity Reports, the A CII Situation.
- 3) MEPC83 Onboard Carbon Capture and Storage, (OCCS).
- 4) MEPC83 A Review of Ballast Water Management.
- 5) MEPC83 Development of Draft In-Water Cleaning Guidelines to prevent marine fouling and extra GHG emissions.

MEPC83 Amendments to the 2024 SEEMP



- DSC reporting enhanced for ships entering service after 1st August 2025.
- Separation of fuel used "Underway", on passage, and while "Not Underway", ie, anchored, in port or when maneuvering in port or transiting canals.
- Clarification around distance travelled and hours "Underway".

The above is a very important development but the results will not be known until the end of 2027 at the earliest.

MEPC83 Carbon Intensity Reports, CII Situation



- Carbon Intensity reduced by 31% between 2008 and 2023 & 9.9% from 2019 to 2023 but progress has recently slowed down, stronger measures are needed to lower GHG emissions.
- Future proposed CII Z factor reduction between 2019 and 2030 is 21.5%.
- Large difference in performance between ship types, Container Ships, Bulkers & Tankers. Short and long voyages, long stays at anchor, heavy weather, etc.
- CII, introduced in 2023, is "Not Fit for Purpose" in current form.
- Major revision was started at MEPC82 and continues. Divided into Phase 1, Phase 1-2 and Phase 3. PCS action against non-performance has been postponed until 2028 at the earliest.
- 2026 MEPC85 review CII Metrics.
- 2027 MEPC86 further review of CII metrics using new DSC information.
- 2028 MEPC87 Conclude revision of CII metrics and new Z correction factors and synergize between CII and net Zero framework to move beyond 2030.

CARBON INTENSITY INDICATOR (CII RATING)



IMPROVING THE OPERATIONAL PERFORMANCE OF EXISTING SHIPS



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Poorly rated ships have to implement A PLAN OF CORRECTIVE ACTIONS,

and the company is regularly audited incentives may be provided to best rated (A/B) ships



The requirements for CII rating ENTERED INTO EFFECT on 1 January 2023





CII Ratings A to E with reduction factors to 2026



Year	Reduction from 2019 ref. (mid-point of C-rating band)
2023	5 %
2024	7 %
2025	9 %
2026	11 %
2027-2030	To be decided

MEPC83 - Onboard Carbon Capture and Storage, (OCCS). Aims to complete work by 2028.



- Work plan to develop a regulatory framework for the use of OCCS .
- Aims to avoid any emissions to air and any discharges to sea.
- Need a secure, traceable, value chain for carbon capture, storage, discharge and disposal.
- Develop systems to accurately measure GHG reduction from ships using onboard carbon capture.
- Many shipowners believe OCCS will enable fossil fueled ships to meet the GHG regulations well into the mid 2030's.

MEPC83 – Review of Ballast Water Management



- PSC Inspections to check that BWTS are being properly operated and maintained.
- PSC to check that Seafarers are properly trained to operate BWTS. It is proposed that future BWTS training is developed in STCW.
- Countries/ ports should in future be able can declare that some named ports have serious challenging water conditions and should allow ships to bypass the BWTS when calling at such ports. This information needs to be conveyed to the next port which should. accept the situation. To be revived at MEPC84.
- PSC should avoid sending ships back deep sea to carry out BW exchange and re-ballasting as this greatly increases the GHG used by the ship.

MEPC83 – Development of Draft in Water Cleaning Guidelines – to prevent marine fouling and extra GHG emissions



- Shipowners, Charterers, operators and crews and in-water cleaning service providers to safely plan and conduct in water cleaning while addressing risks to the environment and ships coatings.
- Minimum performance specifications for In Water cleaning systems manufacturers to be developed in guidelines.
- Ships coating and IWCS manufactures to develop compatibility, so coatings are not damaged.

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