

18 October 2025

To : Whom It May Concern

Subject : Summary Report on The Second Extraordinary Session of The IMO Marine Environment Protection Committee (MEPC ES 2)

### Summary

This Technical Information summarizes the result of The Second Extraordinary Session of The IMO Marine Environment Protection Committee (MEPC ES 2) that was held from the 14 to 17 October 2025, at the IMO headquarters in London.

### Information

1. The information provided in this Technical Information are the ones which have high relevance with the work of BKI or considered as an essential information for interested parties.
2. The following agenda are among those discussed during the meeting :

Agenda Number	Topic
2	Consideration and adoption of amendments to mandatory instruments
3	Reduction of GHG emissions from ships

3. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

Inquiries concerning the subject of this Technical Information should be directed to:

**Statutory Division**

PT. Biro Klasifikasi Indonesia (Persero)

Yos Sudarso 38-40

Jakarta, 14320

Indonesia

Phone : +62 21 436 1899, 436 1901, 436 1903, 436 1904

Fax : +62 21 4390 1974

Email : [sta@bki.co.id](mailto:sta@bki.co.id)

DIRECTOR

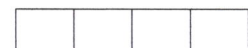


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## **B. REDUCTION OF GHG EMISSIONS FROM SHIPS (AGENDA ITEM 3)**

The Committee discussed the follow-up actions for the implementation of the IMO GHG Strategy 2023 through the development and adoption of the IMO Net-Zero Framework. Based on the reports of the Working Group (WP.4) and the Drafting Group (WP.3), the Committee approved the Work Plan 2025–2028, which includes the development of guidelines on GHG Fuel Intensity (GFI), the advancement of Zero or Near-Zero (ZNZ) fuels, the establishment of the IMO GFI Registry, the recognition of Sustainable Fuel Certification Schemes (SFCS), and the creation of the IMO Net-Zero Fund to support developing countries.

Most delegations expressed support for the direction of this policy, noting that the agreed work plan strikes a balance between the ambition to reduce emissions and the practical readiness for implementation. Several delegations emphasized the importance of technical clarity, transparency in reporting, and the provision of financial and technical assistance to ensure equitable implementation across all States.

At the same time, some delegations expressed caution regarding the accelerated timeline, particularly in relation to the establishment of the IMO Net-Zero Fund and the operation of the GFI Registry before all relevant guidelines are finalized. It was noted that such acceleration could pose administrative and technical challenges and potentially widen the implementation gap between developed and developing countries.

## **C. SUMMARY OF MEETING OUTCOMES**

The Committee has agreed to adjourn the extraordinary session of the Marine Environment Protection Committee (MEPC), which was convened this week (14 to 17 October 2025) to consider the adoption of draft amendments to MARPOL Annex VI, including the IMO Net-Zero Framework.

The extraordinary session will be reconvened in 12 months' time. In the interim, Member States will continue to work towards consensus on the IMO Net Zero Framework.

The Intersessional Working Group on the Reduction on Greenhouse Gas Emissions from Ships, scheduled to meet 20 to 24 October 2025, will go ahead to continue work on the guidelines for implementing the Net Zero Framework.

## **BRIEF INFORMATION ON THE SECOND EXTRAORDINARY SESSION OF THE IMO MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC ES 2)**

### **A. CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (AGENDA ITEM 2)**

Under this agenda item, the Committee finalized the Revised MARPOL Annex VI (2025) as the regulatory foundation for the implementation of the IMO Net-Zero Framework. The amendments introduce the GHG Fuel Intensity (GFI) system, establish the IMO GFI Registry, and strengthen the provisions of the Ship Energy Efficiency Management Plan (SEEMP). In addition, editorial and terminology adjustments were made to ensure consistency with existing IMO conventions.

The discussions were based on the reports of the Drafting Group and the Working Group, which reviewed the draft amendments and the associated resolution. The Drafting Group finalized the text of the revised Annex VI, while the Working Group developed a four-year Work Plan (2025–2028) as a roadmap for implementation. The Work Plan includes the development of guidelines on GFI and Zero or Near-Zero (ZNZ) fuels, the establishment of the IMO Net-Zero Fund, the finalization of Sustainable Fuel Certification Schemes (SFCS), the development of a Life Cycle Assessment (LCA) framework, and the preparation of follow-up studies such as the Fifth IMO GHG Study and the 2028 IMO GHG Strategy.

Several delegations highlighted the importance of ensuring clear and practical implementation of the new provisions, particularly those related to the GFI mechanism and the IMO GFI Registry. Some delegations also emphasized the need for technical assistance and financial support through the IMO Net-Zero Fund to enable developing countries to participate effectively. The Committee underlined the importance of maintaining global consistency, reaffirming that the IMO Net-Zero Framework should serve as the sole global mid-term measure to avoid overlaps with regional policies.

In considering the adoption process of the Revised MARPOL Annex VI (2025), the Committee discussed two options for the amendment acceptance procedure — tacit acceptance and explicit acceptance. The purpose of this discussion was to determine the mechanism to be used for establishing the date of deemed acceptance and entry into force under the IMO Net-Zero Framework. The majority of delegations expressed strong support for the tacit acceptance procedure, noting that it is the standard IMO practice for amendments to key conventions such as MARPOL and SOLAS. Other delegations, however, expressed a preference for explicit acceptance, emphasizing the need for additional time for national and industry-level preparations prior to implementation, concerns that automatic entry into force under tacit acceptance may pose challenges for States not yet ready administratively or technically, and the importance of ensuring broad acceptance (a two-thirds majority representing 50% of world tonnage) before the amendments take effect.