

Supplementary materials for February 2026

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➤ International Maritime News

I. What's on the regulatory agenda for 2026



Source: IMO.

Derived from the Editorial Team from Safety4sea, January 2, 2026 in Regulation. Article: What's on the regulatory agenda for 2026. <https://safety4sea.com/cm-whats-on-the-regulatory-agenda-for-2026/>

From the maritime information website SAFETY4SEA, which has reviewed a wide range of safety, environmental, training, fuel, construction, and reporting requirements that will either enter into force or become available for voluntary application in 2026. It is recommended that relevant stakeholders undertake early planning and conduct gap

analyses, and proactively coordinate with flag State authorities, classification societies, and training institutions to ensure continuous regulatory compliance and operational resilience throughout 2026.

TIME	ISSUE TYPES	MAIN TOPIC	CONTENT
	January 2026 – A major regulatory milestone		
JANUARY 2026	Safety, equipment, and ship design	Mandatory carriage of electronic inclinometers	Resolution MSC.535(107) : Under the new regulations of SOLAS Chapter V (Safety of Navigation), container ships and bulk carriers $\geq 3,000$ GT, constructed on or after January 1st, 2026, must be equipped with electronic inclinometers. The data from these devices must be compatible with the Voyage Data Recorder (VDR).
		Amendments to the LSA Code	Res. MSC.554(108) : New requirements have been established for single fall and hook systems on lifeboats and rescue boats. These measures are designed to prevent accidental release during the recovery process.
		Launching appliances using falls and winches (LSA Code)	Res.MSC.559(108) : Restrictions have been imposed regarding the maximum and minimum lowering speeds for lifeboats and rescue boats.

TIME	ISSUE TYPES	MAIN TOPIC	CONTENT
		Enhanced performance standards for SOLAS adult lifejackets	Lifejackets on ships that are constructed on or after January 1st, 2026, must comply with new in-water performance standards. This includes the capability to reliably turn an unconscious person to a face-up position.
		Ventilation of totally enclosed lifeboats	Res.MSC.535(107) : Chapter IV has been amended to include Regulation 4.6.6 (Ventilation means) and Regulation 4.6.7 (Openings for ventilation systems and their closing appliances). The new design standards require a minimum ventilation rate of 5 m ³ /h per person for the lifeboat, which must remain sustainable for at least 24 hours. (Please note: The phased installation date for this requirement extends to 2029.)
		Amendments to SOLAS Chapter II-1 – lifting appliances and anchor handling winches	New requirements for design, testing, inspection, maintenance, and provisions for inoperative equipment.
	Fire safety and extinguishing media	Ban PFOS in fire-extinguishing media	From 1st January 2026, fire-extinguishing systems and equipment shall neither use nor store PFOS-containing media. This requirement applies to SOLAS ships (MSC.532(107)), <i>the International Code of Safety for High-Speed Craft, 2000 (HSC Code)</i> (MSC.537(107)), as well as to fixed and portable fire-fighting systems.
		Fire safety upgrades for RO/RO and vehicle spaces	Res.MSC.550(108) introduces new requirements for smoke and heat detection, video surveillance, water-based fire-extinguishing systems, and structural fire protection on ships carrying vehicles.

TIME	ISSUE TYPES	MAIN TOPIC	CONTENT
		Fire protection of control stations and cargo control rooms	Res.MSC.550(108) revised SOLAS Chapter II-2 and V, introducing new requirements that may apply to cargo ships constructed on or after 1 January 2026.
	Environmental protection and fuels	Amendments to SOLAS II-2/4 on oil fuel parameters	Fuel shall not compromise ship safety, machinery performance, or crew health. Fuel suppliers, ship managers, and seafarers all assume new responsibilities in this regard.
		Reporting of non-compliant oil fuel suppliers	Amendments to SOLAS Chapter II-2 (Fire Protection) introduce reporting obligations where flashpoint requirements are not met.
	Navigation, reporting and documentation	Mandatory reporting of containers lost at sea	Amendments to SOLAS Chapter V require immediate reporting of lost or found containers.
		Amendments to IAMSAR Manual (IAMSAR Manual ¹ (Volumes II & III))	According to the MSC.1/Circ.1640 circular , IMO approved amendments updating the Search and Rescue (SAR) Guidelines, including new appendices, enhanced guidance for night-time search and rescue operations, considerations for offshore wind farms, and strengthened use of flight tracking.
		Procedures for Port State Control, 2025	New PSC procedures take effect, including: <ul style="list-style-type: none"> • Security-specific guidelines for PSCOs • Updated the list of relevant

¹ The International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual) is a search and rescue guidelines jointly developed by the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). It consists of three volumes and provides standardized guidance for maritime search and rescue operations. In recognition of the key differences between maritime search and rescue and land-based disaster response — notably that persons in the water are prone to drift under the influence of currents and wind, and that adverse sea conditions can further increase the difficulty of on-scene search and rescue operations — effective coordination between maritime and aeronautical authorities is required to conduct joint search and rescue efforts. °

TIME	ISSUE TYPES	MAIN TOPIC	CONTENT
			instruments, including the changes of SEEMP and IGF Code.
	Training and human element	New requirements for STCW training	Mandatory training on preventing and responding to violence, harassment, bullying, and sexual assault must be included in all basic and advanced safety courses.
	Cargoes and dangerous goods	Amendments 42-24 to the IMDG Code	The new and revised regulatory changes under the IMDG Code Amendment 42-24 apply to all ships carrying dangerous goods in packaged form.
		Amendments to the Grain Code	New provisions clarify loading conditions and calculation of heeling moments for partially filled compartments.
	Polar and high-seas operations	UN High Seas Treaty (BBNJ Agreement)	The High Seas Treaty had entered into force, establishing a new global framework for protecting biodiversity beyond national jurisdiction.
		Amendments to SOLAS Chapter XIV and the Polar Code	New navigation and voyage planning requirements apply to non-SOLAS ships operating in polar waters, with transitional provisions for existing vessels.
	Materials and alternative fuels	High Manganese Austenitic Steel ²	In accordance with MSC.1/Circ.1599/Rev.3, the approved applications of fuel tanks, barriers, and shipboard pressure vessels under <i>the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)</i> and <i>the International Code of Safety for Ship</i>

² "High Manganese Austenite Steel" is a high-manganese steel characterized by its austenitic crystal structure and elevated manganese content. Its core material properties include: high Ductility, high Toughness, high work-hardening capacity (or Strain-Hardening Capacity). Due to these exceptional characteristics, it has become a highly crucial engineering material in the field of modern heavy industrial machinery.

TIME	ISSUE TYPES	MAIN TOPIC	CONTENT
			<i>Using Gases or Other Low-flashpoint Fuels (IGF Code) are recognized.</i>
FEBRUARY 2026	February 2026— Arctic fuels in focus		
	IMO PPR 13 meeting	Arctic marine fuels	<p>Spurred by strong advocacy from the Clean Arctic Alliance, a non-profit coalition dedicated to Arctic and shipping issues, governments convened at the IMO Sub-Committee on Pollution Prevention and Response (PPR) to discuss regulatory measures restricting shipping activities in the Arctic region:</p> <ul style="list-style-type: none"> • Eliminate single-hulled ships in the Arctic • Accelerate the transition to cleaner polar fuels • Strengthen Arctic environmental regulation <p>PPR 13 is expected to shape future fuel and design requirements for polar shipping.</p>
MARCH 2026	March 2026— New Emission Control Areas (ECA)		
	New Emission Control Areas	Canadian Arctic Emission Control Area	From 1 March 2026: MARPOL Annex VI amendments establish a new ECA for NOx, SOx, and particulate matter.
		Norwegian Sea Emission Control Area	From 1 March 2026: A new ECA is established, with phased requirements for NOx Tier III engines and for the use of low-sulphur fuel.
Shipowners operating in these regions must carefully manage engine certification, fuel strategies, and compliance timelines.			
JULY 2026	July 2026— Alternative fuels on gas carriers		
	Alternative	Gas Carriers-- Amendments to	From 1 July 2026, gas carriers may allow to use of chemical toxic

TIME	ISSUE TYPES	MAIN TOPIC	CONTENT
	fuels	IGC Code paragraph 16.9	cargoes as marine fuel, but subject to: <ul style="list-style-type: none"> • Demonstrating an equivalent level of safety • Explicit approval from the flag Administration
SEPTEMBER 2026	September 2026 – Engine recertification clarified		
	Engine recertification	Amendments to the NOx Technical Code	New procedures are in active: <ul style="list-style-type: none"> • Engines undergoing substantial modification • Engines being certified to a different NOx Tier than originally approved Applicants must have an Engine Emission Test Plan that has been agreed upon by the Administration or a Recognized Organization (RO).
THROUGHOUT 2026	Port State Control (PSC)	Inspection and enforcement throughout 2026	The upcoming PSC Concentrated Inspection Campaign (CIC), to be conducted by Australia, the Tokyo MOU, and the Indian Ocean MOU, will primarily focus on cargo securing and stowage operations, crew training, and emergency preparedness. It is expected that the other MOUs will follow similar inspection campaigns.

Other References:

1. SAFETY4SEA. What's on the regulatory agenda for 2026. January 2, 2026. in Regulation. <https://safety4sea.com/cm-whats-on-the-regulatory-agenda-for-2026/>
2. Lloyd's Register (LR), Class News 24/2025 Upcoming amendments to IAMSAR Manual. <https://www.lr.org/en/knowledge/class-news/24-25/>
3. 財團法人驗船中心(CR)，2026 年生效之國際公約。 <https://www.crclass.org/category/latest-conventions/>
4. 信德海事新聞網，新建散貨船與集裝箱船強制配備電子傾斜儀。2025-09-05。 <https://www.xindemarinenews.com/data/haishifagui/2025/0905/61204.html>

➤ International Maritime Organization Meeting Highlights

I. IMO Sub-Committee on Ship Design and Construction (SDC), 12th session (SDC 12)

The SDC 12th session meeting is held from January 19th to 23rd, 2026.

1. About IMO SDC ³

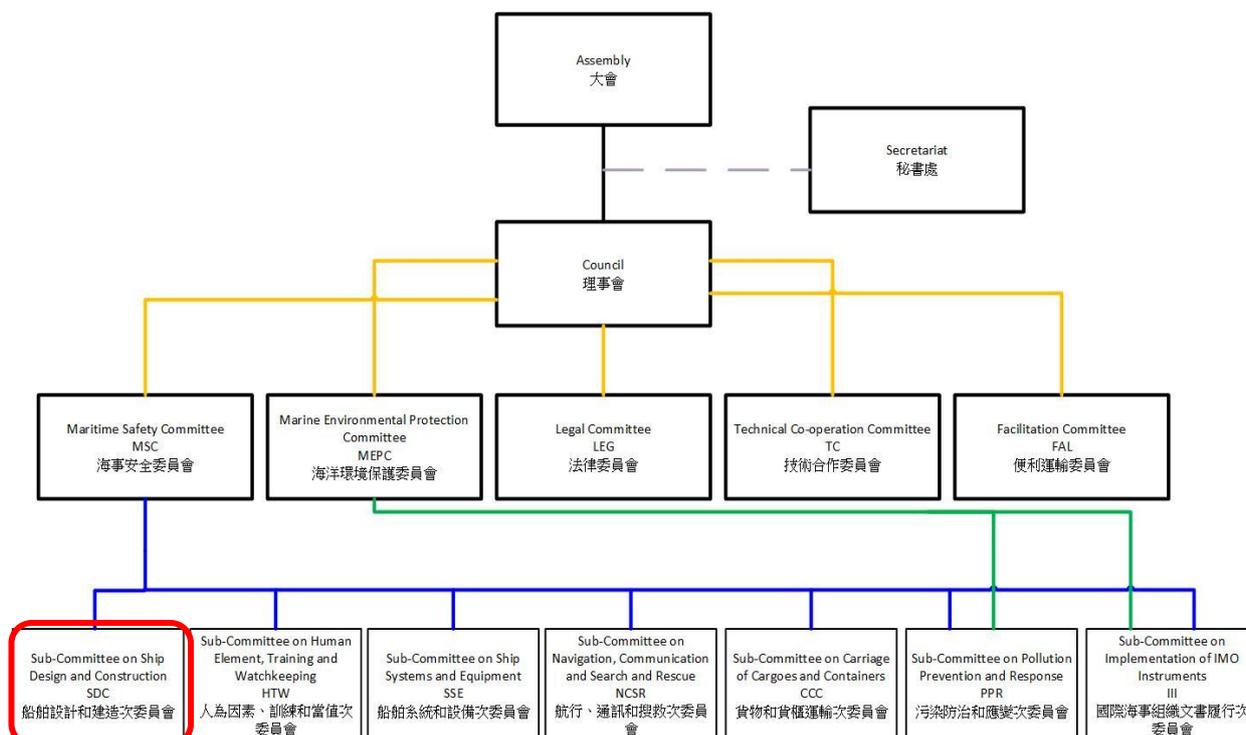


Figure 1 Organization Structure of IMO (Assembly) (Source: by CIMCS-NKUST)

The Sub-Committee SDC mainly manages matters related to ship design and construction, including subdivision and stability. SDC also covers testing and approval of construction and materials, load lines, tonnage measurement, safety of fishing vessels, and the carriage of industrial personnel (IP).

2. SDC 12 Highlights

- (1) To promote the consistent implementation of SRtP requirements and related circulars, SDC 12 had agreed to the revision of the explanatory notes for passenger ships' SRtP

³ IMO. Sub-Committee on Ship Design and Construction (SDC).
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/sdc-default.aspx>

- concept and incorporate existing practical experience;
- (2) Finalized the draft new guidelines for the use of remote inspection techniques (RIT) under the 2011 ESP Code;
 - (3) Finalized the draft amendments to the Guidelines for the use of Fibre-Reinforced Plastics (FRP) within ship structures (MSC.1/Circ.1574);
 - (4) Initiated the development of performance standards for Engine Control Room Alert Management (ECRAM);
 - (5) Developed a work plan for the development of a safety regulatory framework to support the adoption of new technologies and alternative fuels by ships to reduce greenhouse gas (GHG) emissions.

3. SDC 12 Agenda⁴

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Revision of the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369) and related circulars
4	Amendments to the 2011 ESP Code
5	Revision of SOLAS chapters II-1 (part C) and V, and related instruments regarding steering and propulsion requirements, to address both traditional and non-traditional propulsion and steering systems
6	Development of engine control room alert management (ECRAM) performance standards
7	Guidelines for use of Fibre-Reinforced Plastics (FRP) within ship structures
8	Experience-building phase for the reduction of underwater radiated noise from shipping
9	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
11	Review and, if necessary, amendment of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the

⁴ IMO. A 34 meeting document A 34/1/1.

Item No.	Agenda
	lower part of machinery spaces
12	Development of amendments to chapter 6 of the 2009 MODU Code regarding electrical equipment capable of operation after shutdown
13	Development of amendments to chapter 15 of the FSS Code on enclosed spaces containing a nitrogen receiver or a buffer tank of nitrogen generator system
14	Revision of the Guidelines for the application of plastic pipes on ships (resolution A.753(18))
8	Biennial status report and provisional agenda for SDC 12
15	Election of Chair and Vice-Chair for 2026
16	Any other business
17	Action requested of the Sub-Committee
18	Adoption of the agenda

4. SDC 12 Meeting Summaries⁵

SDC 12 was held from 19 January to 23, 2026, at the IMO Headquarters in London, UK. The meeting is in person with hybrid participation and livestreamed to the public. The meeting established 3 working groups: one responsible for the Safe Return to Port, ECRAM and MODU (agenda 3, 6 and 12), another for FRP, plastic pipe applications and inert gas generation (agenda 7, 13 and 14), and the other green-house gas (GHG) Safety matters (agenda 9). 1 Experts Group on Underwater Radiated Noise (URN) (agenda 8), and 1 Drafting Group on ESP Code [and other matters] (agenda 4)⁶.

Group Type	Main Task
Working Group	<ul style="list-style-type: none"> WG1: Responsible for safe return to port, warning management in the engine room control room (ECRAM), and the structure and equipment of the Mobile Offshore Drilling Units (MODU) WG 2: for FRP, plastic pipe applications, and inert gas generation

⁵ IMO. Sub-Committee on Ship Design and Construction (SDC 12), 19-23 January 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/sdc-12.aspx>

⁶ Refer to IMO SDC meeting document SDC 12/1/2.

Group Type	Main Task
	<ul style="list-style-type: none"> WG 3: GHG Safety matters
Drafting Group (DG)	<ul style="list-style-type: none"> DG 1: ESP Code [and other matters]
Experts Group (EG)	<ul style="list-style-type: none"> EG: Underwater Radiated Noise (URN) ◦

(1) Revision of the explanatory notes for passenger ships' safe return to port requirements agreed (Agenda Item 3)

SDC 12 had agreed to the new draft of the revision of the Explanatory Notes for “safe return to port (SRtP)” and “Orderly Evacuation and Abandonment (OEA) and related circulars, and be submitted to MSC 111 (May 2026) for approval.

Since the SOLAS SRtP regulations entered into force in 2010, which have profoundly impacted the design, testing, and operation of passenger ships. However, the industry has widely encountered difficulties in practical implementation.

The original Explanatory Notes (MSC.1/Circ.1369), issued in 2010, aimed to assist flag State Administrations in uniformly applying the SRtP requirements, providing operational guidance specifically for compliance verification and approval procedures. Nevertheless, following 16 years of practical application, inconsistencies in enforcement persist. The interpretation of various provisions and specific applicability details necessitates further clarification, which has consequently prompted the current revision process.

The scope of application of the draft amendment to this explanatory note has been further expanded by Circular MSC.1/Circ.1369, which covers the entire life cycle of passenger ships, including design, verification, testing, and operational aspects. Including the following:

- (1) aspects to be addressed in the pre-contract/early project phase;
- (2) design requirements and acceptance criteria for all SRtP and orderly evacuation and abandonment (OEA) systems
- (3) SRtP assessment process;

- (4) tests and trials;
- (5) documentation, verification and approval;
- (6) on-board documentation for SRtP and OEA;
- (7) high-level operational aspects.

The new draft of the revised guidance will apply to ships:

- (1) for which the building contract is placed on or after 1st January 2028, or
- (2) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1st July 2028, or
- (3) the delivery of which is on or after 1st January 2032.

The draft revision of the Explanatory Notes will be submitted to MSC 111 (May 2026) for approval.

SDC 12 had also agreed to make the draft amendments to the explanatory note available to the 13th session of the Sub-Committee on Human Factors, Training and Duty (HTW 13) and the 12th session of the Sub-Committee on the Implementation of Instruments of the International Maritime Organization (III 12) for review on whether existing instruments within their respective mandates need to be revised accordingly. To support the implementation of the new explanatory notes.

(2) Agreed to the draft Amendments to 2011 ESP Code and its related documents (Agenda Item 4)

SDC 12 agreed to draft amendments to the 2011 ESP Code by incorporating the option of "other equivalent means" in paragraph 5.4.2 of Parts A and B of Annex A, aiming to harmonize the fracture detection procedures between bulk carriers and oil tankers. These draft amendments are expected to be submitted to MSC 111 for approval in principle, with formal adoption planned for MSC 114 to be held in 2028.

Furthermore, the Sub-Committee also agreed to the corresponding draft amendments to *the Technical Provisions for Means of Access for Inspections* (resolution MSC.133(76)⁷,

⁷ IMO. Resolution. MSC.133(76).

<https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.133>

as amended by [resolution MSC.158\(78\)](#)) to align the provisions concerning the use of portable ladders with the requirements of the 2011 ESP Code. These draft amendments will be submitted to MSC 111 for consideration and approval, and subsequently for adoption by MSC 112, with an expected entry into force date of 1st January, 2032.

(3) Agreed the draft to Guidelines on Remote Inspection techniques for ESP surveys (Agenda item 4)

Remote inspection techniques (RIT), which encompass the use of drones equipped with real-time sensing devices, remotely operated vehicles (ROVs), unmanned robotic arms, as well as remote inspection equipment utilized in conjunction with divers and climbers—have increasingly become vital tools for assisting attending surveyors in conducting on-site surveys.

In June 2025, MSC 110 approved draft amendments to the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) that permit the use of RIT during close-up surveys of existing oil tankers and bulk carriers. Subsequently, SDC 12 agreed to the draft Guidelines on the Use of Remote Inspection Techniques, which were submitted to MSC 111 for approval.

These guidelines will be adopted in conjunction with the relevant draft amendments to 2011 ESP Code, to facilitate the deployment of RIT within ESP Code surveys.

The guidelines provide instructions for the safe use of remote inspection tools, such as drones or robotic devices, to assist surveyors during statutory surveys in examining hull structures that are inaccessible or present a high risk of entry; such surveys are executed in accordance with ESP Code requirements. Furthermore, they elaborate on the application of RIT in ESP Code surveys, including requirements for thickness measurement capabilities, as well as operational guidance for surveyors, shipboard personnel, RIT service suppliers, and RIT equipment manufacturers. Concurrently, the guidelines encompass the onshore and onboard verification of RIT equipment capabilities, equipment certification, and the training requirements for RIT companies

and surveyors.

(4) Propulsion and steering systems (Agenda item 5)

- (I) To revise the SOLAS chapter II-1 Part C and Chapter V and related instruments regarding steering and propulsion requirements

SOLAS chapter II-1 mainly addresses traditional steering gear arrangements with a rudder. However, for modern combined steering and propulsions systems (e.g. azimuth thrusters or waterjets) are not yet addressed in the current regulatory framework.

The Sub-Committee at this session continued to advance the development of draft amendments to SOLAS Chapter II-1, Part C, introducing new regulation 28-1 "Means of going astern and stopping," new regulation 29-1 "Steering," and Chapter V concerning ship steering and propulsion systems. The focus encompasses issues such as dates of application, the structural format of the provisions, ship steering performance, and the failure tolerance of operating systems.

SDC 12 agreed in principle with the proposed direction of the amendments and confirmed that the new requirements will adopt a "goal-based" framework. This framework will be applicable to all steering and propulsion systems, including both existing traditional systems and modern integrated steering and propulsion systems. It is expected that a working group will be established at the next session (SDC 13) to continue deepening the technical and drafting discussions.

- (II) Draft new International Ship Manoeuvrability Standards (ISSM)

SDC 12 had a further discussion on the ongoing development of draft new International Ship Manoeuvrability Standards, intended to be applicable to new ships subject to the new goal-based SOLAS regulations.

However, its manoeuvrability requirements will, in principle, not exceed the standard levels currently applicable to the existing fleet. The current Standards for ship manoeuvrability, adopted by resolution MSC.137(76), will continue to apply to existing ships.

The Sub-Committee agreed in principle to the fundamental principles established for the ISSM, but considered that its technical content still requires further substantiation and validation. The Sub-Committee reiterated its invitation to Member

States and international organizations to continue submitting relevant trial data to assist in establishing technical standards with a sufficient empirical basis, which will be applicable to both traditional and non-traditional steering and propulsion systems.

Work is currently ongoing regarding the draft amendments to SOLAS Chapter II-1, with the objective of accommodating the regulatory requirements for both traditional and non-traditional steering and propulsion systems simultaneously. In accordance with the roadmap agreed upon at SDC 11, the revised chapter is expected to be adopted alongside the new manoeuvrability standards at MSC 116, scheduled to be held in 2029, with a planned entry into force date of 1st January, 2032.

(5) Agreed to the roadmap for developing the Engine Control Room Alert Management (ECRAM) (Agenda item 6)

SDC 12 agreed to develop a roadmap for the performance standards for engine control room alert management, establishing it as a standalone instrument separate from *the Bridge Alert Management standards* (resolution MSC.302(87)). These performance standards will define the design and maintenance requirements for various alert systems within a ship's Engine Control Room (ECR) to ensure that safe operations are maintained under both normal and emergency conditions.

This roadmap plans for the finalization of the draft at SDC 14, with subsequent submission to MSC 114 for consideration and adoption in 2028. Furthermore, a correspondence group has been established to continuously advance the relevant technical and drafting work between the session meetings, with the finalization of the text expected in 2028.

(6) Agreed the revision of the Interim guidelines for the use of fibre-reinforced plastics (FRP) within ship structures (Agenda item 7)

SDC 12 had agreed the draft amendments to the Guidelines for the use of fibre-reinforced plastics (FRP) within ship structures: Fire Safety Issues (circular MSC.1/Circ.1574), and will be submitted to MSC 111 for approval.

The FRP Guidelines provide technical guidance to ship designers and builders for the safe application of Fibre-Reinforced Plastic (FRP) in ship structures, with particular emphasis on managing the fire safety risks associated with FRP materials. Furthermore,

these guidelines assist Flag State authorities in consistently conducting fire safety testing and evaluations related to FRP materials under the "Alternative Design and Arrangements" framework, in accordance with the requirements of the SOLAS Convention.

The current draft amendments incorporate practical experience gained from fire safety evaluations in alternative design scenarios and systematically encompass the primary fire safety elements of FRP materials. These include the ignition potential of FRP materials, fire growth potential, fire-extinguishing strategies and equipment, and maintenance of insulation to protect FRP.

(7) Actions to reduce the Underwater Radiated Noise from the ship (Agenda item 8)

SDC 12 continued the work of promoting the Organization under the Action Plan for the reduction of underwater radiated (URN) noise from commercial shipping (URN Action Plan) which has been approved by the Marine Environment Protection Committee 82ed session (MEPC 82) in 2024.

(I) To Extend the Experience-Building Phase (EBP)

Following the analysis and discussion of the implementation outcomes and lessons learned from the three-year Experience Building Phase (EBP) initiated in 2024, the Sub-Committee at this session agreed to recommend that MEPC 84 extend the EBP by a further two years, with a target completion year of 2028.

If MEPC 84 agrees to the two-year extension, it will provide a longer period for practical observation and application to accumulate more experience in applying the revised URN Guidelines. Furthermore, it will allow time to address the existing gaps, needs, and practical barriers currently encountered in the implementation of this IMO instrument.

(II) Agreed the development of draft technical guidance for integrating energy-efficient (EE) and low irradiated noise solutions in ship design and retrofitting

SDC 12 had agreed to develop the "draft technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage," with a view to submission to MEPC 84 for approval.

This circular will provide supplementary technical guidance for integrating

underwater radiated noise control measures and energy efficiency measures during the ship design and retrofit processes. It explicitly recognizes the synergistic benefits of both along their technical pathways, drawing upon the experience gained from the Experience Building Phase (EBP) as well as the outcomes of the URN/EE workshops held in [2023](#) and [2025](#).

(III) Research on URN emissions

SDC 12 had agreed to the draft terms of reference for an IMO-commissioned study on URN emissions, and requested the IMO Secretariat to assess options to cover the cost of the study.

This research will establish sea area measurement and estimation data to support the setting of URN emission reduction targets, assist in establishing a benchmark value for ship URN emissions, and be used for the estimation and analysis of current, as well as for contemporary and future projections of URN emissions.

(8) Reached to agreement on a draft work plan to develop the safety framework for elected GHG-reducing technologies (Agenda item 9)

MSC has reviewed, from a safety regulatory perspective, potential alternative fuels and emerging technologies available for reducing ship GHG emissions, and has identified safety barriers, institutional disparities, and regulatory gaps within existing IMO instruments that may hinder their application. The Committee has assigned recommendations aimed at facilitating their safe application to the relevant sub-committees for further advancement.

In accordance with the recommendations of MSC 110, SDC 12 conducted deliberations and finalized a work plan ([Figure 2](#)) to develop a safety regulatory framework supporting the adoption of emerging technologies and alternative fuels by ships for GHG emission reduction, work which falls under the purview of the SDC Sub-Committee. This work plan will be submitted to MSC 111 for consideration and approval.

Figure 1- MSC Work Plan for the Development of a Safety Regulatory Framework to support the Reduction of GHG emissions from Ships Using New Technologies and Alternative Fuels.

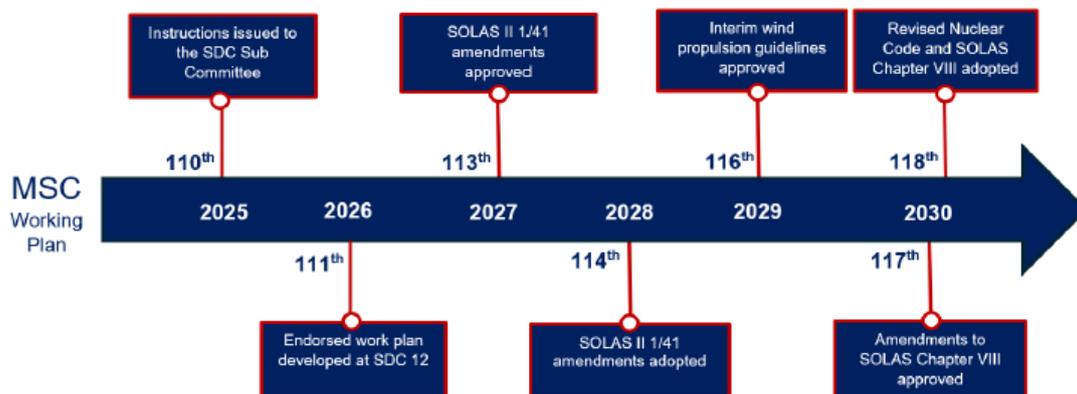


Figure 2: MSC Work Plan for developing a safety regulatory framework supporting the adoption of emerging technologies and alternative fuels (Sources: ABS, News Brief: SDC 12, p 5)

SDC 12 finalized a work plan roadmap timeline from 2026 to 2030 ([Table 1](#)) and added key milestones, including developing safety regulatory frameworks for nuclear, Wind-Propulsion, and wind-assisted power; lithium-ion batteries; and swappable traction battery containers on ships.

The work plan had included some key milestones:

- (I) 2026: MSC 111 may endorse the workplan developed at SDC 12.
- (II) 2027:
 - ①. Finalization of amendments to SOLAS Chap II-1 (construction-fire protection, fire detection and fire extinction) regulation 41⁸ to allow for batteries to be used as the main source of electrical power and lighting systems.
 - ②. Approval of amendments to SOLAS Chap II-1/regulation 41 to allow for batteries to be used as the main source of electrical power.
- (III) 2028:
 - ①. SDC 14 to decide on whether to develop a unified interpretation, or guidelines, on installation requirements for a safety approval plate in battery

⁸ Regulation 41 regulates the "Main Source of Electrical Power Lighting Systems" applicable to ships such as passenger ships and cargo ships.

containers, and, referring to SP389⁹, storage and safety requirements for lithium-ion batteries in a swappable container.

- ②. MSC 114 to adopt the amendment to SOLAS Chapter II-1 regulation 41: to allow batteries to be used as the main power source and power source for lighting systems.

(IV) 2029:

- ①. SDC 15 will finalize the Interim Guidelines for the safety of ships using wind propulsion and wind assisted power;
- ②. MSC 116 to approve of Interim Guidelines for the safety of ships using wind propulsion and wind-assisted power.

(V) 2030 年：

- ①. SDC 16 will finalize the revised Code of Safety for Nuclear Merchant Ships, (Nuclear Code) and amendments to SOLAS chapter VIII;
- ②. MSC 117 to approve the amendments to SOLAS chapter VIII;
- ③. MSC 118 to adopt the revised Nuclear Code and amendments to SOLAS chapter VIII.

A Correspondence Group (SDC Correspondence Group on GHG Safety) was established to further develop regulations for the GHG Safety framework at SDC 12. It will be responsible for compiling and analyzing information on nuclear and wind power, as well as developing draft amendments to SOLAS regulation II-1/41 to allow batteries to be used as the main source of electrical power and lighting systems. The Correspondence Group will need to submit a written report to the next meeting, SDC 13.

⁹ SP389 refers to Special Provision 389 of the International Maritime Dangerous Goods (IMDG) Code. It is applicable to large-scale Battery Energy Storage Systems (BESS) transported under the designation UN 3536 (Lithium Ion Batteries Installed in Cargo Transport Unit). The primary regulatory requirement stipulates that lithium batteries or lithium battery modules must be securely fastened to racks or within cabinets to prevent any movement during transport. (Derived from UNECE, 2025, *UN Model Regulations Rev. 24*. <https://unece.org/transport/dangerous-goods/un-model-regulations-rev-24>)

Table 1: Work plan timeline table for IMO developing regulations for Safety Framework on selected GHG-reducing technologies

Technology type	2026	2027	2028	2029	2030
Nuclear Power (revision of the Nuclear Code and amendments to SOLAS chapter VIII)	MSC 111 approve the work plan				SDC 16 Finalization MSC 117 Approval MSC 118 Adoption
Wind-propulsion (interim guidelines)				SDC 15 Finalization MSC 116 Approval	
Li-ion batteries (amendments to SOLAS II-1/41)		SDC 13 Draft finalization MSC 113 Approval	MSC 114 Adoption		
Swappable traction batteries (containerized swappable batteries)			SDC 14 Decision: Unified interpretation, or guidelines, on design and installation		

5. Recommendation for SDC 12

- (1) In light of the documents expected to be approved at the 111th session of the Maritime Safety Committee (MSC 111) scheduled for May 2026, Administrations should prioritize updating the review process for passenger ship "Safe Return to Port" (SRtP). The revised guidelines will expand the scope of application to the entire lifecycle of the vessel, encompassing design, verification, and operation. Consequently, inspection checklists must incorporate audits and crew drills as stipulated by the International Safety Management (ISM) Code. Furthermore, the "Remote Inspection Techniques" (RIT) introduced under the Enhanced Programme of Inspections during Surveys (ESP Code) will enter into force in 2028. Administrations should expeditiously establish accreditation standards for RIT service suppliers and mandate that operators proactively integrate usage regulations for equipment such as drones into their survey plans to ensure certification compliance.
- (2) A regulatory framework work plan supporting Greenhouse Gas (GHG) emission reduction technologies has been established, encompassing nuclear power, wind propulsion, and lithium battery safety. It is highly recommended that Administrations continuously monitor the ongoing amendments to the relevant SOLAS Convention regulations and the development of associated guidelines. Concurrently, regarding the revised guidelines for the fire safety of Fibre Reinforced Plastic (FRP) vessel structures, Administrations must familiarize themselves with the relevant "Alternative Design and Arrangements." This will facilitate the future review and approval of ship design proposals that utilize novel composite materials or green technologies.

6. Next Meeting Schedule

SDC 13 may be held in Spring of 2027.

7. References

- (1) American Bureau of Shipping (ABS), News Brief: SDC 12. https://media.licdn.com/dms/document/media/v2/D561FAQEmh8R-mr_WpQ/feedshare-document-pdf-analyzed/B56Zv8855OIsAY-/0/1769475384451?e=1771459200&v=beta&t=SspMQzpEk3WWgMcfPYsP-McL6CV5tQTFryHKqFiVMPA

- (2) Det Norske Veritas (DNV), IMO Sub-Committee on ship design and construction (SDC 12). <https://www.dnv.com/news/2026/imo-sub-committee-on-ship-design-and-construction-sdc-12/>
- (3) IMO, Sub-Committee on Ship Design and Construction (SDC 12), 19-23 February 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/sdc-12.aspx>
- (4) InterManager, Summary report on IMO Sub-Committee meeting SDC 12. <https://www.intermanager.org/2026/01/fw-imo-meeting-sdc-12-19-23-january-2026-168502/>
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II. IMO Sub-Committee on Pollution Prevention and Response (PPR), 13th session (PPR 13)

IMO held the 13th session of the SDC from 19th January to 23rd 2026 at IMO Headquarters in London.

1. About IMO PPR¹⁰

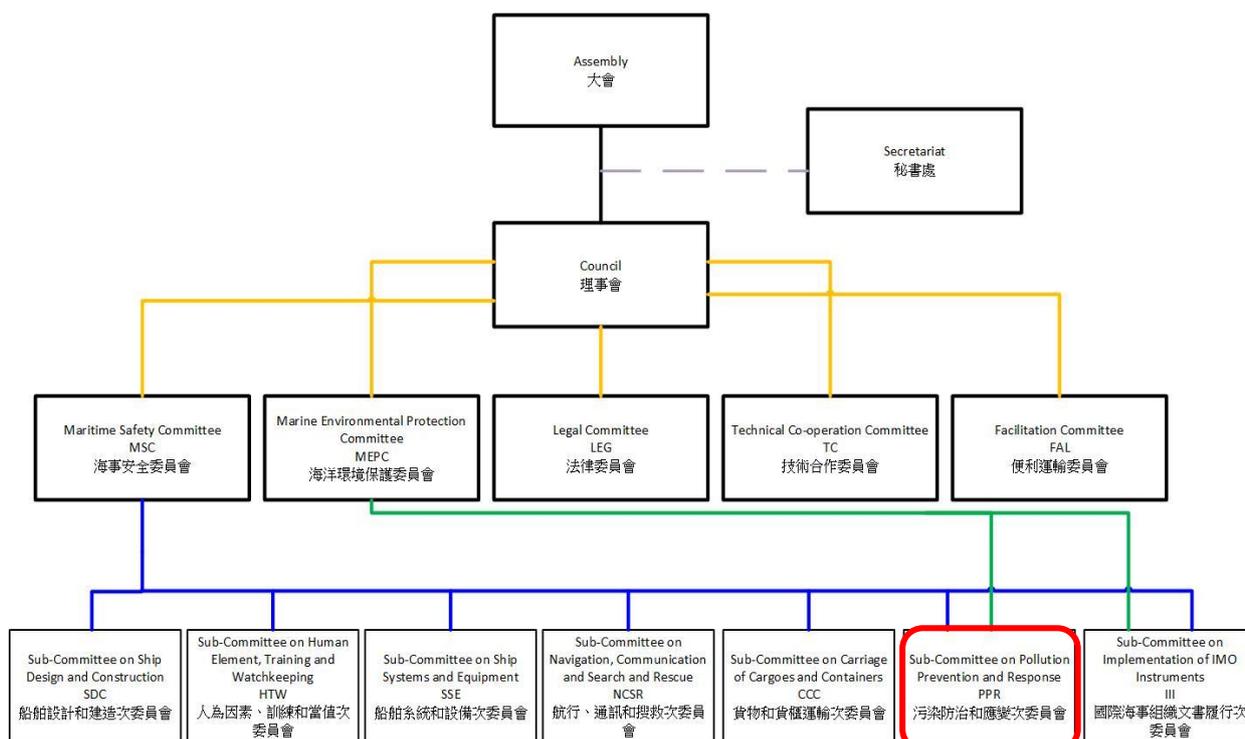


Figure 3 Organization Structure of IMO (Council) (Source: by CIMCS-NKUST)

PPR is one of the seven sub-committees operating under the purview of the five main committees within the framework of the International Maritime Organization (IMO).

PPR is responsible for addressing all matters relating to pollution prevention and response that fall within the remit of the Organization. This encompasses all Annexes of the International Convention for the Prevention of Pollution from Ship (MARPOL Convention), covering the control and management of harmful aquatic organisms in ships' ballast water and sediments;

¹⁰ IMO. Sub-Committee on Pollution Prevention and Response (PPR).
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/ppr-default.aspx>

biofouling; anti-fouling systems; pollution preparedness, response, and cooperation for oil and hazardous and noxious substances (HNS); as well as the safe and environmentally sound recycling of ships.

2. PPR 13 Highlights

- (1) Incorporating the relevant requirements of the Integrated Bilge Water Treatment System (IBTS) into MARPOL Annex I;
- (2) Amending the NO_x Technical Code to allow for the certification of marine engines operating on non-carbonaceous fuels;
- (3) Agreeing to amend MARPOL Annex VI to require oil tankers carrying crude oil to be fitted with pressure/vacuum valves (P/V valves) having a minimum opening pressure of 0.20 bar
- (4) Agreeing to amend MARPOL Annex I concerning the dewatering treatment provisions for oily bilge water, including the removal of water content through forced evaporation;
- (5) Agreeing on the potential future inclusion of restriction measures on scrubber discharge water within Particularly Sensitive Sea Areas (PSSAs);
- (6) Continuing to advance the revision work on MARPOL Annex IV;
- (7) Initiating work on the development of a mandatory framework for the control and management of ships' biofouling, with expected completion in 2029.

3. PPR 13 Agenda¹¹

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code
4	Amendments to MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity
5	Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species

¹¹ IMO. PPR 13 Meeting document PPR 13/1/1.

6	Reduction of the impact on the Arctic of Black Carbon emissions from international shipping
7	Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas
8	Review and development of NOx emission requirements in MARPOL Annex VI and the NOx Technical Code 2008
9	Review and amendment of the NTC 2008 to provide a means for certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels
10	Revision of MARPOL Annex IV and associated guidelines
11	Follow-up work emanating from the Action Plan to address marine plastic litter from ships
12	Revision of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49))
13	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book
14	Unified interpretation of provisions of IMO environment-related conventions
15	Biennial agenda and provisional agenda for PPR 14
16	Election of Chair and Vice-Chair for 2027
17	Any other business
18	Report to the Marine Environment Protection Committee

4. PPR 13 Meeting Summaries¹²

The 13th session of the IMO PPR sub-committee (PPR 13) was held from 9th to 13th February 2026 at the IMO headquarters in London, UK, and was supported by hybrid facilities for remote participation.

PPR 13 established 3 Working Groups, 1 Technical Group, and 1 Drafting Group, each responsible for different tasks¹³.

¹² IMO. Sub-Committee on Pollution Prevention and Response (PPR 13), 9-13 February 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/ppr-13th-session.aspx>

¹³ PPR 13/1/2

Group Type	Main Task
Working Group	<ul style="list-style-type: none"> • WG1: Prevention of Air Pollution from Ships (Agenda Items 6, 7, 8, 9, 14, and 17) • WG 2: Revision of MARPOL Annex IV and Associated Guidelines (Agenda Item 10) • WG 3: Marine Plastic Litter from Ships (Agenda Item 11)
Technical Group (TG)	<ul style="list-style-type: none"> • TG: Evaluation of Safety and Pollution Hazards of Chemicals (Agenda Items 3, 4, 13, and 1)
Drafting Group (DG)	<ul style="list-style-type: none"> • DG 1: Control and Management of Ships' Biofouling (Agenda Item 5)

(1) Developing a Groundwork laid for a future legally binding framework on biofouling (Agenda Item 5)

Following the decision of MEPC 83 to develop a legally binding framework for biofouling management to prevent the spread of invasive aquatic species, the Sub-Committee agreed on fundamental elements to guide this work. They also had agreed that a new convention would be the most suitable way forward and recommended this approach for consideration at MEPC 86 in 2027.

These include, inter alia, the recommendation that the framework take the form of a “standalone instrument” and the finalization of the terms of reference for this output, both to be agreed and approved by MEPC 84.

The correspondence group (CG) was established to progress the development of the legally binding framework ([Figure 4](#)) with the following terms of reference:

- (I) Define the goals of this legal framework;
- (II) Draft the overall structure of the document;
- (III) Take stock of the relevant guidelines that need to be formulated to support implementation;
- (IV) Draft the overall work plan.

The CG will also incorporate the relevant policies and technical considerations revealed in the documents submitted for this session. The aim is to finalize a draft legal framework by 2029 for consideration by MEPC 89.

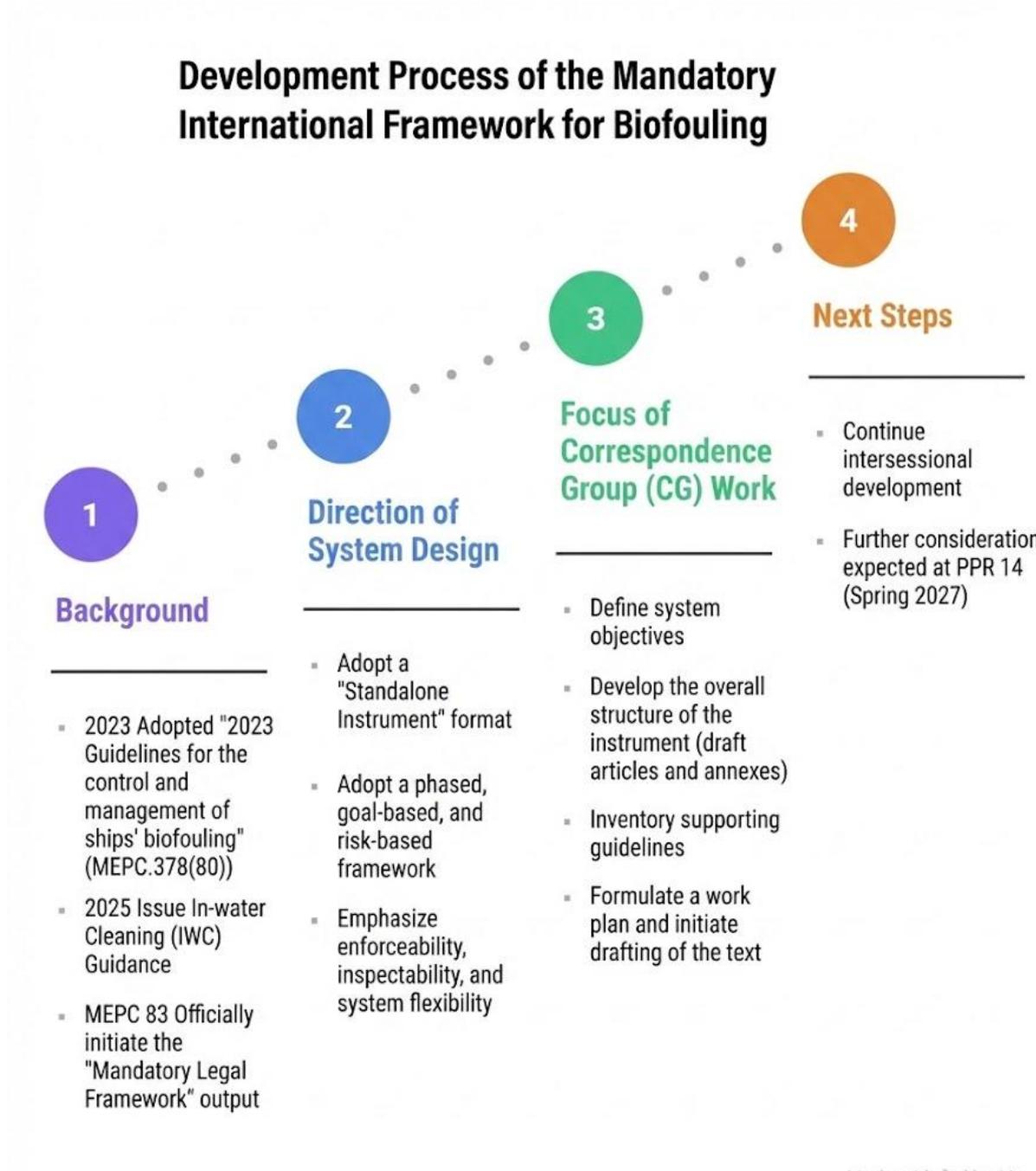


Figure 4 Development Process of the Mandatory International Framework for Biofouling

(2) Continue the discussions on black carbon emissions and polar fuels (Agenda Item 6)

PPR 13 had a deep discussion on technique issues related to the ‘polar fuels’ concept, which can be referred to as the concept to reduce Black carbon (BC) emissions in the Arctic.

This issue was raised within the overall policy context of mitigating the impact of BC emissions from international shipping on the Arctic. During the session, it was noted that developing a polar fuel standard could serve as an initial measure; however, it was also emphasized that fuel quality alone cannot fully mitigate Black Carbon emissions. The Sub-Committee invited interested Member States and international organizations to submit updated or new proposals to PPR 14 next year to continue deliberating on the concrete development of the polar fuel concept.

Corresponding proposals should fully take into account the views expressed during the discussions at PPR 13, particularly ensuring consistency with the existing framework of fuel oil quality requirements under MARPOL Annex VI. Furthermore, they should also incorporate relevant measures that have already entered into force, including:

They should also consider related measures already in force, including the prohibition on the carriage and use of heavy fuel oil (HFO) in the Arctic under regulation 43A of MARPOL Annex I, as well as requirements within the North American, Canadian Arctic, and Norwegian Sea Emission Control Areas.

- (I) The prohibition on the use and carriage for use as fuel of heavy fuel oil (HFO) in Arctic waters, as stipulated in Regulation 43A of MARPOL Annex I;
- (II) the relevant requirements pertaining to the North American Emission Control Area (ECA), the Canadian Arctic ECA, and the Norwegian Sea ECA.

The aforementioned discussions indicate that the institutional design of the "polar fuel" concept will inevitably entail issues of cross-application and policy integration with MARPOL Annex VI in the future. Furthermore, it will require careful handling of the regulatory interface between existing emission control area regimes and fuel quality standards.

(3) Ongoing work on Exhaust Gas Cleaning Systems (EGCS)¹⁴ (Agenda

¹⁴ EGCS or call “scrubbers”, which are installed on ships to remove harmful pollutants from engine exhaust gases

Item 7)

PPR 13 continued the discussion on the handling of discharge water from EGCS. Including allowing coastal States to request Associated Protective Measures (APMs) to restrict EGCS discharge water in Particularly Sensitive Sea Areas (PSSAs). PPR 13 recommended that MEPC invite the Member States to develop PSSA designation proposals to consider EGCS-related APMs.

Furthermore, PPR 13 has also invited Member States and international organizations to hold consultations during the recess and submit specific proposals to PPR 14 to develop appropriate measures to control the discharge of EGCS effluent.

(4) Finalized the Amendments to the NO_x Code (Agenda Item 8)

PPR 13 agreed on the draft amendments to the 2008 NO_x Technical Code (Note 3) concerning "non-carbonaceous fuels," with a view to submission to MEPC 84 for approval and subsequent formal adoption at MEPC 85, scheduled to be held in November 2026.

These amendments update the testing methods for air pollution from marine engines to reflect the practical application of low-carbon or zero-carbon fuels, such as hydrogen and ammonia. Because the current testing methods utilize the carbon content in the exhaust gas as the basis for calculation, they are no longer applicable to engines operating on non-carbonaceous fuels. Therefore, it is necessary to establish new measurement standards and procedures to ensure that the relevant engines comply with the applicable requirements of MARPOL Annex VI and obtain appropriate certification.

The draft amendments encompass relevant sections of the NO_x Technical Code, including adjustments to definitions, test bed measurement procedures, provisions for onboard compliance verification, and various appendices.

(5) Agreed to 2026 Strategy and Action Plan on marine plastic litter (Agenda Item 11)

PPR 13 had agreed to the draft 2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships, and submitted to MEPC 84 (April 2026) for approval.

The draft of 2026 Strategy and Action Plan is an update and replacement of the strategy

(particularly sulphur oxides) before those gases are released into the atmosphere

adopted by resolution MEPC.341(77)¹⁵ in 2021 and the action plan adopted by resolution MEPC.404(83)¹⁶ in 2025.

This strategy reaffirms the IMO's commitment to reducing marine plastic litter generated from all ships, including fishing vessels. Its core direction lies in reducing plastic pollution caused by the shipping industry to the marine environment, enhancing the efficiency of port reception facilities and waste treatment, while simultaneously strengthening international regulations and compliance mechanisms. The ultimate goal is to achieve zero discharge of plastic waste into the sea from ships by 2030.

Furthermore, the revised 2026 strategy and Action Plan also aim to:

- (I) Enhance public awareness, educational outreach, and seafarer training;
- (II) Strengthen the understanding of the sources and impacts of marine plastic litter from ships;
- (III) Improve the understanding of relevant regulatory frameworks;
- (IV) Strengthen international cooperation mechanisms.

(6) Agreed the amendments to MARPOL Annex IV, in principle, which related to the sewage management (Agenda Item 10)

PPR 13 continued its work on the revision of MARPOL Annex IV, which regulates the prevention of pollution by sewage from ships. The policy objective of this revision is to enhance the lifetime operational performance and practical compliance of sewage treatment plants.

The Working Group from PPR 13 had agreed following two draft amendments in principle:

- (I) Draft amendments to MARPOL Annex IV introducing the Sewage Record Book (SRB) (proposed amendments to regulation 11A and appendix III), along with

¹⁵ IMO. RESOLUTION MEPC.341(77). STRATEGY TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS. (adopted on 26 November 2021)
<https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/marine%20litter/STRATEGY%20TO%20ADDRESS%20MARINE%20PLASTIC%20LITTER%20FROM%20SHIPS.pdf>

¹⁶ IMO. RESOLUTION MEPC.404(83). 2025 ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS. (adopted on 11 April 2025)
<https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MEPCDocuments/MEPC.404%2883%29.pdf>

the development of associated guidelines for recording operations, to regulate the recording procedures for sewage treatment and discharge operations;

- (II) Draft amendments to MARPOL Annex IV incorporating a Sewage Management Plan (SMP) (proposed regulation 11B), along with the development of draft guidelines for the development of the Sewage Management Plan;

The above two draft amendments and their supporting guidelines will be subject to a holistic review and harmonization once the revision of other relevant provisions of Annex IV is nearing completion. Furthermore, the Sub-Committee decided to re-establish the Correspondence Group on the revision of MARPOL Annex IV and associated guidelines to continue refining the text between meeting sessions, develop operable implementation guidelines, and submit a report to PPR 14, expected in 2027.

(7) Proposing to develop a new Code on the transport of plastic pellets (Agenda Item 11)

PPR 13 had discussed which legal instruments could be used to introduce mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers.

PPR 13 also invited MEPC 84 to consider its recommendation that a new code on the maritime transport of plastic pellets in freight containers be developed and made mandatory under MARPOL Annex III and/or SOLAS.

(8) To promote the Fishing gear marking systems (Agenda Item 11)

PPR 13 approved a draft MEPC circular promoting the implementation of fishing gear marking systems and the FAO *Voluntary Guidelines on Marking of Fishing Gear* (VGMFG), with a view to approval by MEPC 84.

The circular included two supplements to the [VGMFG](#):

- (I) a framework for conducting a risk assessment for a system on the marking of fishing gear;
- (II) a Manual for the marking of fishing gear.

It will be submitted to MEPC 84 for further review and approval.

(9) Agreed to the Amendments to MARPOL Annex I on disposing oily bilge

water (Agenda Item 12)

PPR 13 agreed to the draft amendments to MARPOL Annex I (new regulation 12B), amendments to appendix II (Form of the IOPP certificate and Supplements) and amendments to appendix III (Form of the Oil Record Book), with a view to approval by MEPC 84 and subsequent adoption.

These amendments introduce regulations that allow the disposal of oily bilge water through ‘forced evaporation’ on ships of 400 gross tonnage and above that are fitted with an integrated bilge water treatment system (IBTS). This process involves heating oily bilge water so that the water evaporates, leaving oil behind for proper disposal. The regulations include standardized guidelines and recording requirements to ensure the process is conducted consistently and safely without causing marine pollution.

(10) Approved the revision of Guidelines for systems for handling oily wastes in machinery spaces of ships (Agenda Item 13)

PPR 13 agreed to the draft 2026 Guidelines for systems for handling oily wastes in machinery spaces of ships, incorporating guidance notes for an integrated bilge water treatment system (IBTS). The draft guidelines will be submitted with a view to approval by MEPC 85, in conjunction with the adoption of the draft amendments to MARPOL Annex I.

The guidance notes provide shipowners and shipbuilders with information to help in the design of ships incorporating the concept IBTS. The revised draft IBTS Guidelines update various definitions, system arrangements, discharge provisions and heating/evaporation practices to improve clarity and operational consistency.

(11) Approved the Revision of Guidance for Recording Operations in the Oil Record Book Part I (Agenda Item 13)

PPR 13 had agreed to the draft revised Guidance for recording of operations in the Oil Record Book Part I – machinery space operations (all ships) and the accompanying draft MEPC circular, with a view to approval by MEPC in conjunction with the adoption of the draft amendments to MARPOL Annex I.

The Guidance is intended to facilitate compliance with MARPOL requirements on board ships by providing advice to crews on how to record the various operations in the Oil Record Book by using the correct codes and item numbers in order to ensure a more uniform port State control procedure.

(12) Unified Interpretations (UIs) (Agenda Item 14)

PPR 13 had reach an agreement on Regulation 13.2.3.2 of MARPOL Annex VI (NO_x emissions), and Regulation 16.9 of MARPOL Annex VI (incinerators). They also agreed to the draft unified interpretation of the revision of Regulation 13.2.2 "Nitrogen Oxide Emissions" in Annex VI.

(13) Agreed the draft amendments to MARPOL Annex VI, in principle, which related to volatile organic compounds (VOCs) (Agenda Item 17)

An agreement was reached on the draft amendments to Regulation 15 and Appendix I of MARPOL Annex VI, with a view to submission to MEPC 84 for approval and subsequent adoption.

These draft amendments stipulate that newly built oil tankers carrying crude oil shall be fitted with pressure-vacuum devices with a minimum opening pressure of not less than 0.20 bar, in order to control the release of volatile organic compounds (VOCs) and reduce air pollution. Concurrently, the International Air Pollution Prevention (IAPP) Certificate is amended to record the compliance status of the ship. The aforementioned requirements will become applicable upon the entry into force of the amendments.

5. Recommendation for PPR 13

- Regarding the development of incorporating the Integrated Bilge Water Treatment System (IBTS) into MARPOL Annex I and the mandatory evaporation regime for oily bilge water, our nation should proactively assess whether the Regulations for the Inspection of Ships and relevant technical specifications require concurrent amendments. Furthermore, we must evaluate whether our current capacity for ship equipment and surveying is sufficient to support the design review and compliance verification of these novel systems. Concurrently, it is necessary to prudently assess the environmental risks and regulatory feasibility associated with mandatory evaporation operations to prevent the emergence of enforcement gray areas.
- Concerning the review of certification schemes and NO_x emission standards for marine engines operating on non-carbonaceous fuels, our nation should expeditiously establish technical review and testing capabilities for alternative-fuel vessels, while enhancing regulatory flexibility to align with international standards. Beyond institutional legislative amendments, further consideration must be given to how future Port State

Control (PSC) practices will identify the compliance of these novel fuel engines, thereby mitigating uncertainties during the industry's transition period.

- Although in the short term, the likelihood of designating a Particularly Sensitive Sea Area (PSSA) for our government is pretty low, we must remain attentive to international developmental trends regarding restrictions on EGCS discharge water and the mandatory framework for biofouling. Once these associated regimes are implemented in other countries or specific sea areas, they will generate spillover effects on the structure of the fleet calling at our ports and on industrial investment decisions, driven by adjustments in ship design standards and operational models. Simultaneously, as there is a growing trend of expanding environmental governance authority among coastal States, our government should proactively build up baseline data for marine environmental monitoring and risk assessment capabilities to preserve future policy options and negotiation leverage.

6. Next Meeting Schedule

PPR 14 may be held in Spring of 2027.

7. References

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<https://ww2.eagle.org/content/dam/eagle/regulatory-news/2026/PPR%2013%20Brief.pdf>
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- (7) Lloyd's Register (LR), PPR 13 Summary Report. <https://maritime.lr.org/PPR-13-Summary-Report>
- (8) SAFETY4SEA. IMO adopts plan to help reduce plastic pollution in the oceans. <https://safety4sea.com/imo-adopts-plan-to-help-reduce-plastic-pollution-in-the-oceans/>

Other Short Film Link:

- (1) Clean Arctic Alliance. The Arctic and Black Carbon. <https://youtu.be/F1fpvH1jjpg>