

**Minutes** of a meeting of the Association's Marine Policy & Regulatory Affairs (MPRA) Committee held on 28 May 2025 from 13.30 via videoconference

## 1 Competition law compliance policy

The IMCA Competition Law Compliance Policy, which had been circulated with the meeting agenda, was drawn to the attention of all present.

## 2 Welcome and attendance

- 1) The Vice-Chair chaired the meeting due to the unavailability of the Chair.
- 2) The Committee welcomed Geert van Ijserloo of Fugro who replaces Remko Kloos.
- 3) Apologies for absence were recorded, with the latest meeting attendance now as follows:

Name	Company	25 May 2025	6 February 2025	12 December 2024	8 October 2024
Dennis Janssen (Vice Chair)	Allseas	Attended	Attended	Attended	Attended
Matt Thomas	Bibby Marine	Attended	Attended	Attended	Attended
Phil Moss	Bibby Marine	Attended	Absent	Attended	Attended
Eugene van Dodeweerd	Boskalis	Absent	Attended	Attended	Absent
Frederic Siohan	Bourbon	Attended	Attended	Attended	Attended
Gerd Van de Merlen	DEME Group	Attended	Attended	Attended	Attended
Geert van Ijserloo	Fugro	Attended	N/A	N/A	N/A
Remko Kloos	Fugro	N/A	Resigned	Absent	Absent
Joost Rotgans	Heerema Marine Contractors	Attended	Absent	Absent	Absent
Bert Devos	Jan de Nul	Attended	Attended	Attended	N/A
Evan McLaughlin	McDermott	Attended	Absent	Attended	Attended
Aurelien Verrier	Saipem	Attended	Absent	Absent	Absent
Saverio La Forgia	Saipem	Attended	Attended	Absent	Absent
Kyle Pemberton	Seacor Marine	Absent	Attended	Attended	Attended
Gary Ritchie	Subsea7	Attended	Attended	Attended	Attended
Peter McCombie	TechnipFMC	Attended	Attended	Attended	Attended
Liesbeth den Haan	Van Oord	Attended	Attended	Absent	Absent

Legend:

Attended	Part-time	Substitute	Apologies	Absent	N/A
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### **3 Minutes of the previous meeting**

#### **3.1 Approval of the minutes of the previous meeting**

The minutes of the meeting held on 6 February 2025 were agreed and were duly signed as an accurate record by the Vice Chair.

#### **3.2 Matters arising from the minutes not covered by the agenda**

There were no items under this agenda item.

### **4 Outcome of MEPC 83**

Margaret Fitzgerald thanked members of the Committee who supported her during MEPC 83, specifically Dennis Janssen and Peter McCombie who joined online and Matt Thomas who travelled to attend in person.

#### **4.1 IMO Net-Zero Framework and MARPOL Annex VI amendments**

- 1) Margaret Fitzgerald advised the Committee that MEPC 83 had approved the IMO Net-Zero Framework and MARPOL Annex VI amendments but that this was not a unanimous decision. Several Member States spoke against the Framework and the government of Saudi Arabia called for a vote. A simple majority of 40 was required for the approval to pass.
- 2) Sixty-three affirmative votes were cast and 16 negative votes cast so the draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework were approved and will be considered for adoption in October 2025 at an Extraordinary Session of MEPC. The adoption will require a 2/3 majority of the 109 parties to the MARPOL Convention.
- 3) As required under the amendment procedure, the draft amendments to the MARPOL Convention, which include a new Chapter 5 to Annex VI incorporating the Net Zero Framework, have been circulated by the IMO Secretary-General so that Member States have a full 6 months to review them. The Committee noted that Margaret Fitzgerald had circulated the amendments to Members so they had an opportunity to study the text in advance of adoption.
- 4) The Committee prepared an Information Note (IN 1705) available on the MPRA page of the IMCA website for the wider IMCA membership setting out the details of the new Framework.
- 5) The Committee agreed to give further consideration to follow-up action on this including:
  - .1 Whether it wants to continue to collect fuel consumption data; and
  - .2 Whether it wants to engage with the Maersk McKinney Centre and use fuel consumption data in assessing the costs to the sector of the new IMO regulations.

## 4.2 Comparison between the IMO Net-Zero Framework and FuelEU Maritime

- 1) The Committee noted differences between the IMO and EU regulations on a number of issues:

Issue	IMO – Net Zero Framework	EU – FuelEU
Enforcement and Compliance	<ul style="list-style-type: none"> <li>◆ The IMO regime relies on flag-state enforcement via MARPOL Annex VI structures</li> <li>◆ Compliance will be demonstrated through an amended Ship Energy Efficiency Management Plan (SEEMP) and an IMO-maintained Global Fuel Intensity (GFI) registry.</li> </ul>	<ul style="list-style-type: none"> <li>◆ FuelEU applies direct, legally binding obligations under EU law</li> <li>◆ Enforced by Member States</li> <li>◆ Monitored through accredited third-party verifiers. Companies must submit verified monitoring plans, are subject to audits and risk judicial enforcement for non-compliance.</li> </ul>
Economic Incentives and Penalties	<ul style="list-style-type: none"> <li>◆ IMO introduces a global carbon pricing mechanism through the Net-Zero Fund.</li> <li>◆ Ships exceeding compliance thresholds can generate surplus units and sell them or bank them for future use – creating a nascent carbon market.</li> </ul>	<ul style="list-style-type: none"> <li>◆ FuelEU offers no equivalent reward structure.</li> <li>◆ It operates purely as a “penalty-based model”.</li> </ul>
Pricing Models	<ul style="list-style-type: none"> <li>◆ Under the IMO scheme</li> <li>◆ Tier 1 remedial units are priced at US\$100 per tonne of CO<sub>2</sub> equivalent</li> <li>◆ Tier 2 remedial units are priced at US\$380 per tonne.</li> </ul>	<ul style="list-style-type: none"> <li>◆ FuelEU applies a flat penalty of €2,400 per tonne of VLSFO-equivalent, regardless of greenhouse gas intensity performance or global market conditions.</li> </ul>

- 2) In terms of future developments on EU legislation as a result of the approval of the IMO Net Zero Framework, the Committee noted that FuelEU includes a ‘sunset clause’ under Article 26, allowing the European Commission to withdraw or modify the regulation if a comparable and enforceable IMO measure is adopted. However, withdrawal would require formal EU legislative procedures.

## 4.2 Other MARPOL Annex VI amendments

### 4.2.1 Identification and protection of Special Areas, Emission Control Areas (ECAs) and Particularly Sensitive Sea Areas (PSSAs)

- 1) The Committee was advised that MEPC 83 considered a proposal to designate the North-East Atlantic Ocean as an Emission Control Area (ECA) for Sulphur Oxides (SO<sub>x</sub>), particulate matter (PM) and Nitrogen Oxides (NO<sub>x</sub>), pursuant to regulations 13 and 14 and Appendix III to MARPOL Annex VI.

- 2) Adoption is expected in October 2025
- 3) Tier III Nox requirements are expected to apply to ships contracted on or after 1 January 2027, or,
- 4) in the absence of a building contract:
  - .1 constructed (keel laid) on or after 1 July 2027 or
  - .2 delivered on or after 1 January 2031

#### **4.2.2 Accessibility of the IMO Ship Fuel Oil Consumption Database (IMO DCS) – Regulation 27 – Collection and reporting of ship fuel oil consumption data**

- 1) Margaret Fitzgerald reminded the Committee that the Secretary-General of the IMO is responsible for maintaining the DCS database. MEPC 83 agreed to expand accessibility to the IMO DCS database so the Secretary-General is now required to:
  - .1 ensure the database is anonymised so that identification of a specific ship is not possible, and
  - .2 facilitate access to public user accounts.
- 2) The Committee noted that, on an ad hoc basis, the Secretary-General of the IMO may share data with analytical consultancies and research entities, under strict confidentiality rules.
- 3) If requested by a company, the IMO Secretary-General shall grant access to the fuel oil consumption reports of the company's owned ship(s) in a non-anonymised form to the general public.

#### **4.2.3 Air pollution**

The Committee was reminded that IMCA has been participating in the IMO Correspondence Group on Measurement and Verification of Non-CO<sub>2</sub> GHG Emissions and Onboard Carbon Capture and Storage. Margaret Fitzgerald advised that MEPC 83 approved the work to continue intersessionally and the Correspondence Group to report to MEPC 84.

#### **4.2.4 Measurement of non-CO<sub>2</sub> emissions**

Margaret Fitzgerald advised the Committee that the Guidelines for test-bed and onboard measurements of methane (CH<sub>4</sub>) and nitrous oxide emissions were finalised during MEPC 83 and that these guidelines may become accepted under the EU ETS and Fuel EU Maritime regulations.

#### **4.2.5 Onboard Carbon Capture and Storage (OCCS)**

Margaret Fitzgerald advised the Committee that MEPC 83 had agreed a work plan on the development of a regulatory framework for the use of OCCS with work scheduled to be finalised in 2028.

#### **4.3 Update on IMCA's submission to IMO on the outcome of our fuel consumption data collection exercise and conclusions on a carbon intensity metric for the offshore sector**

- 1) The committee recalled that its document on the outcome of its 5-year study to assess the effectiveness of Proxies A and B as suitable metrics for assessing carbon intensity of the offshore sector had been submitted to IMO as MEPC 83/6/4.
- 2) Margaret Fitzgerald advised the committee that the document was submitted to MEPC's Air Pollution and Energy Efficiency (APEE) Working Group which met prior to MEPC 83 (7-11 April) and which subsequently reported to MEPC 83 under Agenda Item 6 on Air Pollution.
- 3) The APEE noted the outcome of IMCA's study which concluded that neither of the two proposed proxies produced consistent, producible and meaningful results across the entire sector.

#### **4.4 Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) (Resolution MEPC.395(82)) Definition of 'underway'**

- 1) The Committee was advised that, in the context of the SEEMP, new text was adopted to clarify when a ship is 'underway' and 'not underway' as outlined below:

##### **"Under way and not under way**

7.6 Under way is defined as the period between full ahead on passage (FAOP) and end of sea passage (EOSP) as per the guidelines for setting up a maritime single window (FAL.5/Circ.42/Rev.3).

Full ahead on passage is more commonly referred to in performance monitoring systems as begin of sea passage, which is also defined in the IMO Compendium on Facilitation and Electronic Business (IMO Compendium) under IMO 0597 (Code EV10).

"Not under way" is therefore the period between end of sea passage and full ahead on passage.

- 2) The Committee considered that the change of definition could create a virtual port call for project work which might help our engagement with the European Sustainable Shipping Forum where we have lobbied for virtual port calls to be recognised.
- 3) A question was raised on whether vessels on DP are considered to be 'underway'. The Committee agreed that when vessels are on DP, they are not on passage and therefore fall outside this definition.
- 4) Nathan Parry informed the Committee that for IMO DCS reporting, Subsea 7 had been asked about recording distance travelled while manoeuvring on DP.
- 5) The Vice Chair considered that the Committee did not need to take further action on this revised definition as it does not appear to impact the sector.

## **5 IP Code – update on UK Marine & Coastguard Agency’s public consultation on its Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations, 2025**

- 1) The Committee recalled that it had convened a small working group to develop IMCA’s response to the UK MCA’s public consultation on the implementation of the IP Code which had been submitted on 17 February.
- 2) Subsequently, Margaret Fitzgerald had been invited to a Teams meeting with the MCA to discuss its decision in response to the issues raised by IMCA. Margaret reported that the MCA had indicated the following:
  - .1 The MCA will not accept 1983 SPS Code vessels for the carriage of IP.
  - .2 It sees no reason to change its approach claiming they did research on the approach taken by other Flag States and are aligned with their position. The MCA specifically referred to the Netherlands, Denmark, Norway and the Isle of Man who, according to the MCS, are also not accepting 1983 SPS Code vessels for the carriage of IP.
  - .3 The MCA claims that no evidence was provided by Industry to warrant it changing its approach which has been taken based on safety.
  - .4 The MCA also claimed to have looked back through the UK Registry and identified only one 1983 SPS Code vessel and say they are working with the owner to bring this up to specification.
  - .5 The MCA also claims that they did not receive a single application for ‘authorisation to continue to operate’ under MIN 708.
  - .6 The MCA advised that its Consultation response will be published around mid-June, and the legislation will be laid before parliament in early December for entry into force on 1 January 2026.
- 3) Gary Ritchie advised that the Isle of Man Registry has permitted grandfathering based on ‘equivalent provisions’.
- 4) Matt Thomas questioned how the MCA’s approach correlates with international law and IMO’s requirement for mutual recognition of certificates between Member States.
- 5) Bert Devos advised the Committee that in his experience, implementation of the IP Code was going well for vessels which are SPS certified but not for vessels which have not been SPS certified.
- 6) IMCA will now engage with other industry partners to formulate an action plan on how to address our concerns on the decision to discontinue the carriage of Industrial Personnel on 1983 SPS Code certified vessels. Discussions will also take place with relevant Flag States including Bahamas and Liberia and reported back to a future meeting of the Committee.

Action: Margaret Fitzgerald/Committee Members

## **6 UK Emissions Trading Scheme (ETS) consultation process – update**

- 1) The Committee recalled that the UK Government had opened a public consultation on the UK Emissions Trading Scheme which closed on 23 January 2025.

- 2) The Committee was advised that, following a meeting between the UK Government and the European Commission, the UK had announced that it intended to link its ETS Scheme to that of the Commission's as set out below:

***Working towards linking Emission Trading Systems of the European Union and the United Kingdom***

- The European Commission and the United Kingdom share the view that a functioning link between carbon markets would address many of the issues raised in respect of trade and a level playing field and would give effect to Article 392(6) of the Trade and Cooperation Agreement. This link should not constrain the European Union and the United Kingdom from pursuing higher environmental ambition, consistent with their international obligations.
  - Therefore, the United Kingdom and the European Commission should work towards establishing a link between carbon markets by way of a European Union-United Kingdom agreement linking the United Kingdom Emission Trading Scheme (UK ETS) and the European Union Emission Trading System (EU ETS).
- 3) It was noted that no guidance has yet been issued on the UK ETS.
- 4) The Committee will continue to monitor developments and discuss at a future committee meeting as necessary.

Action: Margaret Fitzgerald/Committee Members

## **7 EU MRV applicability to the offshore sector – update**

- 1) Margaret Fitzgerald advised the Committee that the European Commission had established an offshore sectoral group under its European Sustainable Shipping Forum (ESSF) which has been tasked with addressing the applicability of the EU MRV to the offshore sector
- 2) Margaret advised that IMCA is working together with the following other Industry partners on this:
- .1 KVNVR – Royal Association of Netherlands Shipowners (Nick Lurkin)
  - .2 KRBV – Royal Belgian Shipowners Association (Celine Audenaerdt)
  - .3 EUDA – European Dredging Association (Paris Sansoglou)
  - .4 European Shipowners (Anaëlle Boudry)
  - .5 Waterbouwers Netherlands (Michiel Spitzer)

and our mutual members to try to get the European Commission to understand the sector it is trying to regulate.

- 3) Margaret advised the Committee that the recent meeting was very frustrating as the Commission has not taken on board the issues and concerns raised by the offshore industry.



- 4) Margaret advised that the offshore industry partners have until 10th June to respond with further comments so they will work together on this in collaboration with our respective members, particularly Allseas, Bibby, DEME, Fugro, Heerema, Jan de Nul, TechnipFMC, Van Oord.
- 5) Joost Rotgans noted that there was a noticeable lack of knowledge among verifiers and a lack of capacity to do the work. He highlighted the fact that, if the same verifiers have to undertake the same work as part of the IMO scheme, they will not be able to cope.
- 6) The Committee agreed that in measuring emissions from the sector, the activity modes of the vessels need to be taken into account and therefore, the data collection process would need to be amended to reflect this.
- 7) Margaret will report back on progress at a future meeting.

Action: Margaret Fitzgerald/Committee Members

## **8 EU ETS – European Commission public consultation on the review of the EU ETS (ETS 1)**

- 1) The Committee was advised that the European Commission had opened a public consultation on the review of the EU ETS (ETS 1) for feedback by 8 July 2025.
- 2) Margaret Fitzgerald will establish a working group to develop IMCA's response. Interested members were invited to advise Margaret of their interest in participating.

Action: Margaret Fitzgerald/Committee Members

## **9 Review of the Committee's objectives for 2025**

The Committee recalled that it had established its objectives under 4 separate headings:

- 1) General
- 2) Work on the Industrial Personnel Code (IMO)
- 3) Decarbonisation of the marine industry (IMO)
- 4) STCW Review (IMO).

The Committee noted that it is on target to meet all its objectives for 2025 but that two require further consideration in light of IMO's decision on a Net-Zero Framework, namely:

- ◆ finalise a White Paper for decarbonising the offshore contracting sector based on the OSV White Paper, and
- ◆ complete the revision of the Marine Emissions document REG 002.

## **10 MPRA Committee seminar**

- 1) The Committee was advised that the date for the MPRA Seminar scheduled for 2025 has now been finalised. The seminar will be held at the Kimpton De Witt Hotel in Amsterdam on 12 November 2025.
- 2) The Committee noted that the seminar will focus on regulatory changes within IMO and the EU. Proposed speakers include:



- ◆ Tore Longva – DNV
- ◆ Henk-Erik Sierink – Dutch Administration
- ◆ Edwin Pang – RINA
- ◆ Gianpaolo Benedetti – SGMF
- ◆ Someone from the European Commission

3) Further discussion will take place at the Committee's next meeting.

## 11 Any other business

There were no other items of business.

## 12 Date of next meeting

The Committee agreed to schedule a further meeting before the summer break. Margaret Fitzgerald will liaise with the Chair and Vice Chair to find a convenient date and will circulate a Teams invitation.

Action: Margaret Fitzgerald

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Signed as a true record

Name

Date

## **Annex 1 –**

### **Agenda for the meeting**

1. Welcome & apologies for absence
2. Competition Law Compliance Policy
3. Adoption of the Minutes of last meeting – 6th February 2025
4. Outcome of MEPC 83
  1. IMO Net-Zero Framework and MARPOL Annex VI amendments
  2. Air Pollution
  3. Update on IMCA's submission to IMO on the outcome of our fuel consumption data collection exercise and conclusions on a carbon intensity metric for the sector offshore sector
  4. Definition of 'underway'
5. IP Code – Update on the outcome of the UK IP Code consultation process
6. UK ETS Consultation process – update
7. EU MRV applicability to the offshore sector - update
8. EU ETS – European Commission public consultation on the review of the EU ETS (ETS 1)
9. Review of the Committee's Objectives for 2025
10. MPRA Event in 2025
11. Any Other Business
12. Meeting dates for 2025