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Subject: COUNCIL DECISION on the position to be taken on behalf of the European Union within the International Maritime Organization's Marine Environment Protection Committee at its second extraordinary session as regards the adoption of amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL)

COUNCIL DECISION (EU) 2025/...

of ...

**on the position to be taken on behalf of the European Union
within the International Maritime Organization's Marine Environment Protection Committee
at its second extraordinary session
as regards the adoption of amendments to the International Convention
for the Prevention of Pollution from Ships (MARPOL)**

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular
Article 100(2) and 192(1), in conjunction with Article 218(9) thereof,

Having regard to the proposal from the European Commission,

Whereas:

- (1) Action by the Union in the sector of maritime transport should aim to improve maritime safety and to protect the marine environment and human health.
- (2) The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), at its second extraordinary session, taking place from 14 to 17 October 2025 (MEPC/ES.2), is expected to adopt amendments to Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL) on the designation of the North-East Atlantic as a new Emission Control Area (regulations 13 and 14 and Appendix VII of Annex VI to MARPOL), on the accessibility of the IMO Ship Fuel Oil Consumption Database (IMO DCS) and the review clause of the short-term greenhouse gas (GHG) reduction measure (regulations 20, 25, 27 and 28 of Annex VI to MARPOL), and on the IMO Net-Zero Framework (new chapter 5 of Annex VI to MARPOL).

- (3) Regulations (EU) 2015/757¹ and (EU) 2023/1805² of the European Parliament and of the Council and Directive (EU) 2023/959 of the European Parliament and of the Council³ include review clauses which are subject to the adoption of the amendments to MARPOL Annex VI.
- (4) It is appropriate to establish the position to be taken on the Union's behalf at MEPC/ES.2, as some of the envisaged amendments to MARPOL are capable of decisively influencing the content of Union law, namely Directive (EU) 2016/802 of the European Parliament and of the Council⁴, Regulation (EU) 2015/757, Directive (EU) 2023/959 and Regulation (EU) 2023/1805.
- (5) The Union should support the amendments to regulations 13 and 14, and to Appendix VII of Annex VI to MARPOL, because they will contribute to preventing, reducing and controlling air pollutant emissions from ships, in order to achieve related health, environmental and economic benefits.

¹ Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of greenhouse gas emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55, ELI: <http://data.europa.eu/eli/reg/2015/757/oj>).

² Regulation (EU) 2023/1805 of the European Parliament and of the Council of 13 September 2023 on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC (OJ L 234, 22.9.2023, p. 48, ELI: <http://data.europa.eu/eli/reg/2023/1805/oj>).

³ Directive (EU) 2023/959 of the European Parliament and of the Council of 10 May 2023 amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union and Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading system (OJ L 130, 16.5.2023, p. 134, ELI: <http://data.europa.eu/eli/dir/2023/959/oj>).

⁴ Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (OJ L 132, 21.5.2016, p. 58, ELI: <http://data.europa.eu/eli/dir/2016/802/oj>).

- (6) The Union should also support the amendments to regulation 27 of Annex VI to MARPOL, because they will further improve the accessibility of IMO DCS.
- (7) The Union should support the amendments to regulations 20, 25, 27 and 28 of Annex VI to MARPOL, because those amendments are consequential to the adoption of the 2023 IMO GHG Strategy and to the finalisation of the review of the short-term measures by the IMO, and allow for further review of those regulations.
- (8) The Union should also support the introduction of the new chapter 5 of Annex VI to MARPOL, because that will contribute to reducing GHG emissions from ships.
- (9) The Union is neither a member of the IMO nor a contracting party to MARPOL. The Council should therefore authorise the Member States to express the position of the Union at MEPC/ES.2.
- (10) The scope of this Decision should be limited to the content of the proposed amendments, to the extent that they are capable of affecting Union common rules and fall under the exclusive competence of the Union. This Decision should not affect the division of competences between the Union and the Member States,

HAS ADOPTED THIS DECISION:

Article 1

The position to be taken on the Union's behalf within the International Maritime Organization's (IMO) Marine Environment Protection Committee at its second extraordinary session shall be to agree to the adoption of:

- (a) the amendments to regulations 13 and 14 and Appendix VII of Annex VI to MARPOL concerning the designation of the North-East Atlantic as a new Emission Control Area (ECA),
- (b) the amendments to regulations 20, 25, 27 and 28 of Annex VI of MARPOL concerning the accessibility of the IMO Ship Fuel Oil Consumption Database (IMO DCS), and
- (c) the introduction of the new chapter 5 of Annex VI to MARPOL concerning the IMO Net-Zero Framework,

as set out in the Annex to IMO document MEPC/ES.2/2.

Article 2

The position to be taken on the Union's behalf as set out in Article 1 covers the proposed amendments to the extent that those amendments fall under the exclusive competence of the Union and to the extent that they may affect Union common rules. The position shall be expressed by the Member States, which are all members of the IMO, acting jointly in the interest of the Union.

Minor changes to the position as set out in Article 1 may be agreed upon without a further decision of the Council.

Article 3

Member States are hereby authorised to give their consent to be bound, in the interest of the Union, by the proposed amendments, to the extent that those amendments fall under the exclusive competence of the Union.

Article 4

This Decision shall enter into force on the date of its adoption.

Done at ..., ...

For the Council

The President
