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From: General Secretariat of the Council
To: Permanent Representatives Committee/Council

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Subject: Proposal for a Council Decision on the position to be taken on behalf of the European Union in the International Maritime Organization during the 84th session of the Marine Environment Protection Committee on the adoption of amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) and during the 111th session of the Maritime Safety Committee on the adoption of amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, the International Code of Safety for High-speed Craft, 1994 (1994 HSC Code), the International Code of Safety for High-speed Craft, 2000 (2000 HSC Code), the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), the International Life-Saving Appliance Code (LSA Code), and to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol)
- Adoption

I. INTRODUCTION

1. On 19 March 2026, the Commission transmitted the above-mentioned proposal to the Council.

2. The proposal concerns the establishment of the Union position to be taken during the 84th session of the Marine Environment Protection Committee (MEPC 84) and the 111th session of the Maritime Safety Committee (MSC 111) of the International Maritime Organization (IMO) as regards the adoption of amendments to:
- a) 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) 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 review clause of the short-term GHG reduction measure,
 - c) chapters IV and V and the appendix (Certificates) to the International Convention for the Safety of Life at Sea (SOLAS), 1974,
 - d) the International Code of Safety for High-speed Craft, 1994 (1994 HSC Code),
 - e) the International Code of Safety for High-speed Craft, 2000 (2000 HSC Code),
 - f) the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code),
 - g) the International Life-Saving Appliance Code (LSA Code), and to
 - h) Annex B to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol).

3. These instruments, which are expected to be adopted during MEPC 84 and MSC 111, are capable of decisively influencing the content of Union law, namely Directive (EU) 2016/802 of the European Parliament and of the Council¹, Regulation (EU) 2015/757 of the European Parliament and of the Council², Directive (EU) 2023/959 of the European Parliament and of the Council³, Regulation (EU) 2023/1805 of the European Parliament and of the Council⁴, Directive 2009/45/EC of the European Parliament and of the Council⁵, Directive 2002/59/EC of the European Parliament and of the Council⁶, Regulation (EU) No 530/2012 of the European Parliament and of the Council⁷ and Directive 2014/90/EU of the European Parliament and of the Council⁸.
4. The instruments are in line with the Union's objectives to improve maritime safety and to protect the marine environment and human health.

¹ Directive (EU) 2016/802 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>).

² Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide 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>).

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 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>).

⁵ Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (OJ L 163, 25.6.2009, p. 1, ELI: <http://data.europa.eu/eli/dir/2009/45/oj>)

⁶ Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10, ELI: <http://data.europa.eu/eli/dir/2002/59/oj>)

⁷ Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers (OJ L 172, 30.6.2012, p. 3, ELI: <http://data.europa.eu/eli/reg/2012/530/oj>)

⁸ Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC (OJ L 257, 28.8.2014, p. 146, ELI: <http://data.europa.eu/eli/dir/2014/90/oj>)

II. WORK WITHIN THE COUNCIL PREPARATORY BODIES

5. The proposal was first examined by the Shipping Working Party on 18 March, based on an informal advance copy of the Commission proposal, and a second time on 27 March. The Presidency compromise proposal presented at that last meeting was accepted by delegations.
6. The Shipping Working Party agreed to adapt the proposal, as far as relevant, to previous similar Council Decisions, including safeguards on the division of competences between the Union and the Member States and on the exercise of competence by the adoption of this Council Decision.
7. The Commission voiced concerns on some of the amendments made to its original proposal and announced its intention to make a statement to the minutes of the Permanent Representatives Committee.
8. Following the agreement reached at working party level, the text of the draft Council Decision was revised by the Council's legal-linguistic services.

III. CONCLUSION

9. The Permanent Representatives Committee is invited to examine and endorse the draft decision, as set out in document ST 7890/26, prepared by the legal-linguistic experts, and transmit it to the Council with a view to adoption at a future session.
10. The European Parliament will be informed of the adoption in accordance with Article 218(10) TFEU.
