ANNEX 4

RESOLUTION MEPC.400(83)
(adopted on 11 April 2025)

AMENDMENTS TO THE 2021 GUIDELINES ON THE OPERATIONAL CARBON INTENSITY REDUCTION FACTORS RELATIVE TO REFERENCE LINES (CII REDUCTION FACTORS GUIDELINES, G3) (RESOLUTION MEPC.338(76))

THE MARINE ENVIRONMENT PROTECTION COMMITTEE

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that regulation 28.5 of MARPOL Annex VI requires CII reduction (Z) factors to be established for each ship type to which regulation 28 is applicable,

RECALLING that, at its seventy-sixth session, it adopted, by resolution MEPC.338(76), the *2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)*, in which Z factors for the years 2027 to 2030 were not specified at the time of adoption,

NOTING that regulation 28.11 of MARPOL Annex VI requires that the review of CII regulations shall be completed by the Organization by 1 January 2026,

HAVING CONSIDERED, at its eighty-third session, draft amendments to the *2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)*,

1 ADOPTS amendments to the *2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)*, as set out in the annex to the present resolution;

2 INVITES Administrations to take the aforementioned amendments into account when developing and enacting national laws which give force to and implement requirements set forth in regulation 28.4 of MARPOL Annex VI;

3 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the annexed Guidelines to the attention of masters, seafarers, shipowners, ship operators and any other interested parties;

4 AGREES to keep the Guidelines under review in light of experience gained with their implementation and in light of the further review of the CII framework.

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4 The reduction factors for the required annual operational CII of ship types

1 Table 1 is replaced by the following:

"Table 1: Reduction factor (Z%) for the CII relative to the 2019 reference line

Year	Reduction factor relative to 2019
2023	5%
2024	7%
2025	9%
2026	11%
2027	13.625%
2028	16.250%
2029	18.875%
2030	21.500%

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ANNEX 5

WORK PLAN FOR PHASE 2 OF THE REVIEW OF THE SHORT-TERM GHG REDUCTION MEASURE

This work plan is indicative and may be further updated in the future, and does not prejudge the outcome of consideration on any possible changes to the short-term GHG reduction measure.[1]

Date	Meeting[2]	Objectives
Spring 2026	MEPC 84	1. Further consider and finalize the development of the enhanced SEEMP framework 2. Further consider and finalize the development of the cgHRS metric for cruise passenger ships 3. Consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy
Autumn 2026	MEPC 85	1. Further consider the development of other CII metrics 2. Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy
Spring 2027	MEPC 86	1. Further consider the development of other CII metrics 2. Consider further concrete proposals for CII correction factors and/or reference line adjustments, if any 3. Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy

[1] This work plan does not prevent any Member State or international organization from submitting additional proposals during phase 2.

[2] Possible intersessional or correspondence groups may be established by the Committee.

Date	Meeting[2]	Objectives
Spring 2028	MEPC 87	1. Conclude the consideration of other CII metrics 2. Further consider and finalize the development of revised reference lines, as appropriate 3. Consider further concrete proposals for CII correction factors and/or reference line adjustments, as appropriate 4. Finalize phase 2 of the review 5. Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework, with a view to finalization as soon as possible, and develop a possible way forward for the IMO carbon intensity/energy efficiency framework beyond 2030, as appropriate. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy

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