The IMO timeline of emission regulations in shipping:

1997

IMO adopted MARPOL Annex VI, the International Convention for the Prevention of Pollution from Ships, aimed at reducing air pollution from ships.

2005

MARPOL Annex VI entry into force: Effective limits on sulfur oxides (SOx) and nitrogen oxides (NOx) emissions from ship exhausts.

2008

Revised MARPOL Annex VI: Stricter emissions standards, lower sulfur content limits for fuel oil, established Emission Control Areas (ECAs) with even stricter limits for SOx and NOx, new NOx limits for engines installed on ships constructed after 2011.

2013

Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP) mandatory. The EEDI for new ships and the SEEMP for all ships became mandatory under MARPOL Annex VI.

2018

Following the Paris agreement, IMO set reduction target of GHG emissions from ships to 50 % by 2050, compared to 2008.

2021

Carbon Intensity Indicators (CII) and Enhanced SEEMP, requiring ships to calculate their CII and meet annual reduction rates.

2023

IMO revised the GHG strategy: Net zero emissions by 2050. Checkpoints in 2030 (40%) and 2040 (70%). GHG intensity of fuel in stead of CO2.
Net zero emissions to be realized by 2050, in a well-to-wake perspective.

2050

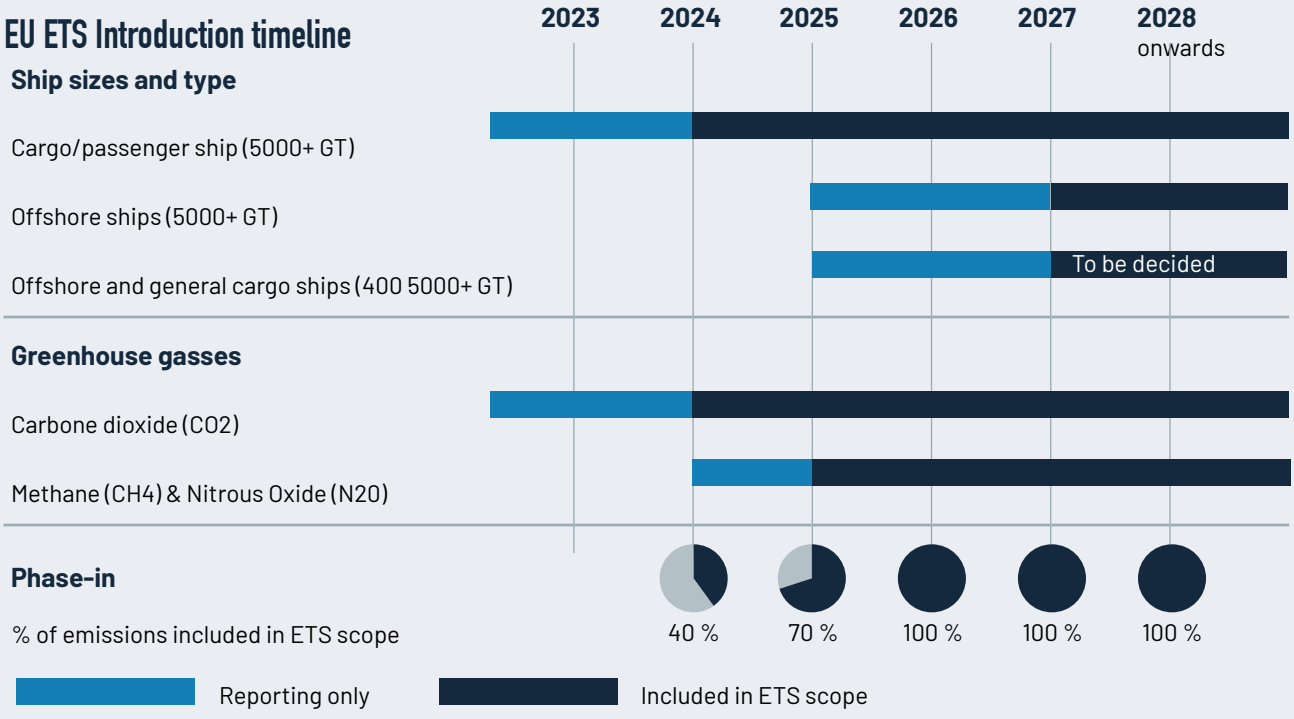
Net zero emissions to be realized by or around 2050, in a well-to-wake perspective.

EU ETS and FuelEU Maritime

Emissions cap-and-trade system building on the EU MRV (Monitoring, Reporting, and Verification) Maritime Regulation. Aims to reduce GHG emissions by 55 % by 2030 relative to 1990, and net zero by 2050.

EU ETS issues a decreasing number of EU Allowances (1 EUA = 1 tonne CO2 eq.) annually, available for trading. Ships over 5000 GT must include 40 % of emissions in ETS scope in 2024, 70 % in 2025, and 100 % in 2026.

EU ETS Introduction timeline



Fact:
FuelEU Maritime vessel obligations

- GHG intensity reduction: Reduction targets of annual GHG intensity of energy used, set in 5-year steps, from 2 % in 2025 to 80 % in 2050. Measure is GHG per energy unit, gCO2e/MJ.
- Fuel type reporting: Conventional fuels (LNG, LPG, VLSFO, MGO…), renewable and low-carbon fuels (biofuels, e-fuels, hydrogen…)
- Mandatory use of alternative power sources in ports: On-shore power supply (OPS) or zero-emission technologies.
- Methodology alignment with IMO DCS (Data Collection System) and EU MRV – Monitoring, Reporting, and Verification requirements.
- Verification by an accredited verifier (i.e. DNV) for accuracy and compliance.