

MARINE ENVIRONMENT PROTECTION
COMMITTEE
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**REPORT OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE
ON ITS EIGHTY-FOURTH SESSION**

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1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The eighty-fourth session of the Marine Environment Protection Committee (MEPC 84) was held from 27 April to 1 May 2026, chaired by Dr. H. Conway (Liberia). The Vice-Chair of the Committee, Mr. H. Tan (Singapore), was also present.

1.2 The session was attended by Members and Associate Members; representatives from the United Nations Programmes, specialized agencies and other entities; observers from intergovernmental organizations with agreements of cooperation; and observers from non-governmental organizations in consultative status, as listed in document MEPC 84/INF.1.

Use of hybrid meeting capabilities

1.3 The Committee noted that the plenary sessions would be conducted in person, supported by hybrid participation facilities, in accordance with rule 3 of the *Rules of Procedure of the Marine Environment Protection Committee* (MEPC.1/Circ.919).

Opening address of the Secretary-General

1.4 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link:

<https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/Secretary-GeneralsSpeechesToMeetings.aspx>

Adoption of the agenda

1.5 The Committee adopted the agenda for the meeting (MEPC 84/1/Rev.1) and agreed to be guided in its work, in general, by the annotations contained in document MEPC 84/1/1 and by the provisional timetable (MEPC 84/1/1, annex 2, as amended).

Credentials

1.6 The Committee noted that the credentials of 142 delegations attending the session were in due and proper form.

2 DECISIONS OF OTHER BODIES

2.1 The Committee, having noted the decisions and outcomes of FAL 49 (MEPC 84/2), LEG 112 (MEPC 84/2/1), TC 75 (MEPC 84/2/2), MSC 110 (MEPC 84/2/3), C 134 (MEPC 84/2/4), C 135 and A 34 (MEPC 84/2/5), and LC 47/LP 20 (MEPC 84/2/6) with regard to its work, took action as indicated below.

Remaining outcome of FAL 49

2.2 The Committee recalled that MEPC 83 had considered the outcome of FAL 49 concerning the Rules of Procedure of the Facilitation Committee and had approved MEPC.1/Circ.919 on *Rules of Procedure of the Marine Environment Protection Committee* (see paragraphs 2.6, 13.3 and 13.4 of the report of MEPC 83 (MEPC 83/17)).

Joint FAL-LEG-MEPC-MSC guidelines on electronic certificates

2.3 The Committee, having concurred with the decisions of FAL 49, LEG 112 and MSC 110, approved FAL-LEG-MEPC-MSC.1/Circ.1 on *Joint Guidelines for the use of electronic certificates* as set out in annex 6 to document FAL 49/22.

Outcome of MSC 110***Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels***

2.4 With regard to documents MSC 110/6/1 and MSC 110/6/8 related to the use of ammonia as a shipping fuel, the Committee agreed to refer them to PPR 14 for further consideration, with a view to advising the Committee on the most appropriate way forward.

2.5 With regard to the information set out in annex 2 to document MSC 110/WP.9, the Committee agreed to refer the information on Barrier B-1 regarding fatty acid methyl ester (FAME), on the identified potential inconsistency regarding cargo in MARPOL Annexes I and II, which might prohibit the otherwise safe use of FAME as fuel, to PPR 14 for further consideration.

Guidelines for the development, review and validation of model courses

2.6 The Committee, having concurred with the decision of MSC 110, approved the revision of the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), to be disseminated as MSC-MEPC.2/Circ.15/Rev.3.

Work programme of subsidiary bodies in relation to the ISM Code and related matters

2.7 With regard to the work programme, specifically in relation to the ISM Code and related matters, the Committee endorsed the actions taken by MSC 110.

Committee's method of work and the work programme of the Committee

2.8 The Committee agreed to consider the outcome of MSC 110 concerning:

- .1 the draft revision of the Committees' method of work under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.1 to 13.2); and
- .2 other matters related to the work programme of the Committee and its subsidiary bodies, together with the relevant commenting document MEPC 84/2/7 (Russian Federation), under agenda item 14 (Work programme of the Committee and subsidiary bodies) (see paragraph 14.16).

Outcome of C 134***Strategic plan and resolution A.998(25)***

2.9 With regard to the invitation of C 134 to other organs of the Organization to consider incorporating the additional amendments, editorial corrections and clarifications specified in paragraph 6 of the report of the Working Group on the Strategic Plan (document C 134/WP.4) into their respective documents on organization and method of work, the Committee agreed to consider this matter under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.3 to 13.5).

2.10 With regard to the invitation of C 134 to other organs of the Organization to review resolution A.998(25) on *Need for capacity-building for the development and implementation of new, and amendments to existing, instruments*, along with Procedures for assessing the implications of capacity-building requirements when developing new, or amending existing, mandatory instruments, as set out in annex 5 to document C 134/WP.4, to determine whether updates to the resolution and annex are warranted, the Committee agreed to consider this matter under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.6 to 13.8).

Consolidated audit summary reports (f)

2.11 The Committee noted that A 34 had requested MSC and MEPC to consider the CASRs containing lessons learned from 11 mandatory audits completed in 2022, 2023 and 2024 (Circular Letter No.5057) and to advise the Council of the outcome of their consideration in due course. In this regard, the Committee agreed to follow previous practice and instructed the III Sub-Committee to consider the CASRs of the audits completed in 2022 and 2023 and report to the Committees on the outcome of its consideration, subject to a concurrent decision by MSC 111.

Urgent matters emanating from C/ES.36

2.12 The Committee had for its consideration the outcome of C/ES.36, as set out in paragraph 2 of document MEPC 84/WP.10, with regard to the impacts on shipping and seafarers of the situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz.

2.13 The Committee also had for its consideration the following documents:

- .1 MEPC 84/2/8 (United Arab Emirates), proposing a draft MEPC resolution on Actions to ensure the protection of the marine environment in the Arabian Sea, Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz, resulting from the unlawful activities of the Islamic Republic of Iran;
- .2 MEPC 84/2/9 (Islamic Republic of Iran), proposing a draft MEPC resolution on Aggression by the United Arab Emirates against the Islamic Republic of Iran and its consequences for maritime safety and marine environmental protection in the Persian Gulf, the Sea of Oman and the Strait of Hormuz; and
- .3 MEPC 84/2/10 (Islamic Republic of Iran), proposing a draft MEPC resolution on Technical cooperation to ensure the protection of the marine environment in the Persian Gulf, the Sea of Oman and the Strait of Hormuz.

2.14 In introducing document MEPC 84/2/8, the delegation of the United Arab Emirates made a statement which, inter alia:

- .1 expressed grave concerns regarding the Islamic Republic of Iran's egregious attacks against commercial ships, maritime infrastructure and coastal civilian infrastructure, and the environmental threats faced by the marine environment of the Arabian Sea, Sea of Oman, and the Gulf region owing to its unique geographical and climatic characteristics;
- .2 recalled that C/ES.36 had urged the IMO committees to consider ways to enhance the efforts of Member States and observer organizations in supporting affected seafarers and commercial vessels, as well as the

implications of this situation for the implementation of the Organization's instruments, take appropriate action, and report back to the Council;

- .3 recalled the position of the international community as expressed by the UN Security Council, C/ES.36, LEG 113, the Human Rights Council, and ICAO;
- .4 called on the Islamic Republic of Iran to end its occupation of the three islands of the United Arab Emirates in the Arabian Gulf; and
- .5 strongly rejected the accusations that it had participated in unlawful armed attacks against the Islamic Republic of Iran.

2.15 As requested, the full text of the statement by the delegation of the United Arab Emirates is set out in annex 29.

2.16 In introducing documents MEPC 84/2/9 and MEPC 84/2/10, the delegation of the Islamic Republic of Iran made a statement which, inter alia, expressed the following views:

- .1 owing to the environmental vulnerability of the Persian Gulf, the Sea of Oman and the Strait of Hormuz, which required a high degree of caution, coordination and preparedness to prevent and respond to pollution incidents; the work of the Committee must remain objective, balanced and free from selective or politically driven narratives;
- .2 the draft resolution proposed in document MEPC 84/2/8 reflected a one-sided approach, introduced contested political elements, and relied heavily on condemnatory language that was not supported by a comprehensive and technically verified assessment of all relevant factors;
- .3 MEPC was not the appropriate forum for attributing responsibility in complex situations and that its work should remain strictly technical, neutral and non-discriminatory to avoid detracting from the practical objective of reducing environmental harm;
- .4 when considering maritime safety and the protection of the marine environment of the region, the Committee should consider the underlying factors and root causes contributing to the current risks, including the unlawful use of force and related activities; and
- .5 the draft resolution contained in document MEPC 84/2/9 was intended to be a balanced, logical and neutral resolution to ensure the deliberations of the Committee remain grounded in reality, technically informed, and focus on constructive cooperation and pollution preparedness and response rather than attribution and condemnation.

2.17 As requested, the full text of the statement by the delegation of the Islamic Republic of Iran is set out in annex 29.

2.18 In the ensuing discussion, the delegations of Argentina, Australia, Bahrain, Canada, Cyprus (supported by the delegations of Monaco and Poland), Ecuador, Egypt, Israel, Japan, Kuwait, Morocco, New Zealand, Qatar, Saudi Arabia, Singapore, Ukraine, the United Kingdom, the United States and Yemen made statements expressing support for the draft resolution proposed by the United Arab Emirates in document MEPC 84/2/8. During the discussion, the Committee noted, inter alia, the following views expressed by these delegations:

- .1 the ongoing conflict and its negative impact on international shipping, seafarers, the marine environment, freedom of navigation and the global supply chain were a matter of grave concern;
- .2 freedom of navigation through the Strait of Hormuz was a fundamental principle of international law and must be respected by all States;
- .3 the safety and welfare of seafarers was of the utmost importance, and seafarers must not be adversely affected by geopolitical conflicts;
- .4 the Islamic Republic of Iran must cease its attacks and threats against commercial and merchant ships, critical port infrastructure and coastal civilian infrastructure;
- .5 the risks to the marine environment resulting from these attacks were unacceptable, as was the impact on regional livelihoods and water security, in addition to global impacts on food security, energy, and the economy; and
- .6 the actions of the Secretary-General and the Secretariat with regard to ensuring the safety of innocent seafarers, re-opening the Strait of Hormuz and establishing a safe maritime corridor were greatly appreciated.

2.19 As requested, the statements made by the delegations of Australia, Japan and Ukraine are set out in annex 29.

2.20 The delegations of China and the Russian Federation made statements expressing procedural concerns with the submission of documents MEPC 84/2/8, MEPC 84/2/9 and MEPC 84/2/10, namely that they had been submitted after the start of the meeting, which restricted the ability of delegations to consider carefully the text of politically sensitive draft resolutions and to seek input from their capitals. These delegations also made, inter alia, the following comments:

- .1 the efforts made by the Secretary-General and Secretariat with regard to evacuating stranded seafarers and establishing a safe maritime corridor were highly appreciated;
- .2 there was a need for a timely resolution to the conflict through appropriate diplomatic channels; and
- .3 the focus of IMO meetings should remain on its core purposes of ensuring maritime safety and security and the protection of the marine environment, rather than high-level political issues, including condemnation of individual countries.

2.21 As requested, the statement made by the delegation of the Russian Federation is set out in annex 29.

2.22 A number of other delegations expressed their concern regarding the ongoing attacks and appreciation for the efforts of the Secretary-General and the Secretariat, and supported the Committee taking decisions in line with C/ES.36. These delegations also expressed, inter alia, the following views:

- .1 maritime security, freedom of navigation, protection of the marine environment, and the safety and welfare of seafarers were fundamental

principles of international law, as reflected in UNCLOS, and should be upheld by all States;

- .2 that dialogue and diplomacy were of paramount importance for achieving de-escalation and that lasting resolution could not be reached through military means;
- .3 disruptions to key shipping routes had disproportionate consequences for small and remote maritime States, in particular, causing negative impacts on food security, energy, and their economies; and
- .4 practical operational measures should be supported, including enhanced information-sharing and safe maritime corridors.

2.23 As requested, the statements by the delegations of Oman and the Philippines are set out in annex 29.

2.24 Subsequently, the delegation of the Islamic Republic of Iran made an additional statement, expressing, inter alia;

- .1 its commitment to the protection of the marine environment and to constructive cooperation within the mandate of the Committee;
- .2 the view that the root causes of the conflict, namely attacks against the Islamic Republic of Iran, including naval blockade measures and restrictions on maritime traffic, were responsible for the current risks to maritime safety and the marine environment in the region; and
- .3 the view that any outcome of the committee should remain neutral, technically grounded and cooperation-oriented, with a focus on pollution preparedness, response cooperation and maritime safety.

2.25 As requested, the statement by the delegation of the Islamic Republic of Iran is set out in annex 29.

2.26 In light of the discussion, the Chair concluded that the will of the Committee was to:

- .1 note the outcome of C/ES.36, including its Declaration as set out in document C/ES.36/D;
- .2 adopt the draft resolution as set out in the annex to document MEPC 84/2/8; and
- .3 note that the proposed MEPC resolutions contained in documents MEPC 84/2/9 and MEPC 84/2/10 had not received sufficient support.

2.27 With regard to the adoption of the resolution set out in the annex to document MEPC 84/2/8, the delegation of the Islamic Republic of Iran stated that there was no consensus on the adoption of the draft resolution, appealed the Chair's ruling and requested a roll-call vote. Following the request, a roll-call vote was conducted in relation to upholding the conclusion of the Chair as set out in paragraph 2.26.2 above.

2.28 As required by rule 38 of the Rules of Procedure of the Committee, the vote cast by each Member is shown in annex 1. Fifty-nine affirmative and three negative votes were cast, with 32 abstentions. Thirty-eight Member States were not present at the meeting when the

vote took place. Sixty-two Member States were considered "present and voting", in accordance with rule 37.1 of the Rules of Procedure of the Committee, making the required simple majority for carrying the motion 32 votes. Consequently, the Committee adopted resolution MEPC.406(84) on *Actions to ensure the protection of the marine environment in the Arabian Sea, Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz, resulting from the unlawful activities of the Islamic Republic of Iran*, as set out in annex 2.

2.29 Following the adoption of resolution MEPC.406(84), the delegation of the Islamic Republic of Iran made a statement which, inter alia:

- .1 expressed concerns regarding the balance, neutrality and technical character of the resolution and regret that the Committee adopted text which, in the view of the Islamic Republic of Iran, contained selective attribution and condemnatory elements;
- .2 stated that the position of the Islamic Republic of Iran, as set out in documents MEPC 84/2/9 and MEPC 84/2/10, remained unchanged;
- .3 underlined that the adoption of the resolution could not be understood as affecting, prejudicing or diminishing the legal position of the Islamic Republic of Iran regarding the situation; and
- .4 reaffirmed its commitment to the protection of the marine environment, the safety of navigation, the welfare of seafarers, constructive cooperation within the mandate of the Committee, and its support for neutral, technical and non-discriminatory efforts to strengthen pollution preparedness and response, maritime safety, and regional cooperation.

2.30 As requested, the statement by the delegation of the Islamic Republic of Iran is set out in annex 29.

2.31 Subsequently, the delegations of China and the Russian Federation made statements reiterating their concerns regarding the procedural issues that had been raised earlier (see paragraph 2.20) and expressing the need for the discussions and outcomes on this matter to be reported accurately to avoid misleading the future work of the Organization.

2.32 The Committee noted the intervention by the Secretary-General, who reiterated the call for de-escalation, dialogue and multilateralism, and emphasized the Organization's responsibility to address the negative impacts of geopolitical tensions on seafarers and on the shipping sector, including the marine environment. He further highlighted that the Secretariat will work on enhancing efforts to build capacity in the region to be able to respond to accidents or casualties, including pollution incidents.

Urgent matters emanating from FAL 50

IMO Compendium

2.33 The Committee, having considered the outcome of FAL 50 concerning the revised version of the IMO Compendium, noted that FAL 50 approved FAL.5/Circ.56 on *IMO Compendium on Facilitation and Electronic Business*.

IMO Strategy on Maritime Digitalization

2.34 With regard to the IMO Strategy on Maritime Digitalization, the Committee noted that:

- .1 FAL 50 had approved, in principle, the IMO Strategy on Maritime Digitalization, as set out in annex 5 to document FAL 50/WP.6; and
- .2 in accordance with the work plan approved by FAL 50, MSC 111 would consider the IMO Strategy on Maritime Digitalization, for concurrent approval, and for its submission to MEPC 85 and LEG 114 for consideration and concurrent approval.

2.35 Subsequently, the Committee approved the work plan for the development of the IMO Strategy on Maritime Digitalization, as set out in annex 6 to document FAL 50/WP.6, in concurrence with FAL 50 and subject to a concurrent decision by MSC 111 and LEG 114.

2.36 Having noted that FAL 50 had re-established the Correspondence Group on the Development of the IMO Strategy on Maritime Digitalization¹, and that an Action Plan would be incorporated in the IMO Strategy on Maritime Digitalization to be adopted by the Assembly if appropriate, the Committee encouraged Member States and international organizations to join the Correspondence Group to provide input to the action plan.

Method of work

2.37 The Committee noted that the outcome of the consideration of FAL 50 regarding the Committees' method of work would be considered under agenda item 13 (Application of the Committees' method of work) (see paragraphs 13.4 to 13.5).

3 CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

3.1 The Committee was invited to consider and adopt proposed amendments to MARPOL Annex VI, which had been approved either by MEPC 82 or MEPC 83, concerning the:

- .1 clarification of entries and data reporting required by regulations 27 and 28;
- .2 designation of the North-East Atlantic as a new emission control area (ECA) for Nitrogen Oxides, Sulphur Oxides and Particulate Matter (regulations 13 and 14 and appendix VII of MARPOL Annex VI);
- .3 accessibility of the IMO Ship Fuel Oil Consumption Database and the review clause of the short-term GHG reduction measure (regulations 20, 25, 27 and 28); and
- .4 use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles.

¹

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3.2 The Committee noted that the text of the draft amendments had been circulated, in accordance with article 16(2)(a) of MARPOL, to all IMO Members and Parties to MARPOL by Circular Letter No.5085 of 24 October 2025.

Draft amendments to MARPOL Annex VI

Clarification of entries and data reporting; accessibility to the IMO Ship Fuel Oil Consumption Database (IMO DCS); review clause of the short-term GHG reduction measure; and the designation of the North-East Atlantic as a new ECA

3.3 The Committee considered draft amendments to MARPOL Annex VI (MEPC 84/3) as set out in the annex to document MEPC 84/3, concerning the:

- .1 clarification of entries and data reporting required by regulations 27 and 28;
- .2 designation of the North-East Atlantic as a new ECA for Nitrogen Oxides, Sulphur Oxides and Particulate Matter (regulations 13 and 14 and appendix VII of MARPOL Annex VI); and
- .3 accessibility of the IMO Ship Fuel Oil Consumption Database and the review clause of the short-term GHG reduction measure (regulations 20, 25, 27 and 28).

3.4 In this regard, the Committee considered document MEPC 84/3/2 (Norway), proposing modifications to the coordinates of the North-East Atlantic ECA, as contained in the annex to document MEPC 84/3, to align them with the coordinates of the adjacent Canadian Arctic ECA and the Norwegian Sea ECA. In introducing the document, the delegation of Norway proposed that, following consultations with the Secretariat, the text suggested to be added to the preamble to the accompanying resolution should not be taken forward by the Drafting Group.

3.5 A number of delegations expressed support for the adoption of the amendments, including the establishment of the ECA, as well as the further adjustments to the amendments as set out in document MEPC 84/3/1.

3.6 The delegation of the Russian Federation stated that it did not support the amendments to paragraph 12 of regulation 27 concerning Parties' access to a non-anonymized ship fuel oil consumption database as currently drafted, and proposed that the paragraph be deleted, or alternatively supplemented with text indicating that the sharing of data can only be done with the consent of the Flag State of the ship concerned.

3.7 In the discussion that followed, several delegations expressed support for the proposal by the Russian Federation to add supplementary text to paragraph 12, while others preferred to keep the text as proposed in the draft amendments, without further modifications. The Committee, therefore, instructed the Drafting Group to insert the supplementary text, as proposed by the Russian Federation, to the draft amendments in square brackets for further consideration by the Committee when reviewing the report of the Drafting Group.

3.8 Following consideration, the Committee agreed to the proposed further modifications to appendix VII of MARPOL Annex VI, as set out in document MEPC 84/3/2 and that the entry-into-force date of the amendments to MARPOL Annex VI would be 1 September 2027, and instructed the Drafting Group on Amendments to Mandatory Instruments to prepare the final text of the resolution, together with the amendments to MARPOL Annex VI, for the Committee's consideration and adoption.

Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles

3.9 The Committee considered draft amendments to MARPOL Annex VI concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles, as set out in the annex to document MEPC 84/3/1.

3.10 The Committee agreed that the entry-into-force date of the amendments to MARPOL Annex VI would be 1 September 2027, and instructed the Drafting Group on Amendments to Mandatory Instruments to prepare the final text of the resolution, together with the amendments to MARPOL Annex VI, for the Committee's consideration and adoption.

Establishment of the Drafting Group

3.11 The Committee established the Drafting Group on Amendments to Mandatory Instruments and instructed it, taking into account comments and decisions made in plenary, to:

- .1 prepare the final text of the draft amendments to MARPOL Annex VI, concerning:
 - .1 the clarification of entries and data reporting required by regulations 27 and 28; the designation of the North-East Atlantic as a new ECA for Nitrogen Oxides, Sulphur Oxides and Particulate Matter (regulations 13 and 14 and appendix VII of MARPOL Annex VI); and accessibility of the IMO Ship Fuel Oil Consumption Database (IMO DCS) and the review clause of the short-term GHG reduction measure (regulations 20, 25, 27 and 28), using document MEPC 84/3 as the basis and taking into account document MEPC 84/3/2; and
 - .2 the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles, using document MEPC 84/3/1 as the basis.

Report of the Drafting Group

3.12 Having considered the report of the Drafting Group (MEPC 84/WP.6), the Committee approved it in general and took action as indicated hereunder.

Clarification of entries and data reporting; accessibility to the IMO DCS; review clause of the short-term GHG reduction measure; and the designation of the North-East Atlantic as a new ECA

3.13 The Committee considered the outstanding issue with the text in square brackets in regulation 27, paragraph 12 (see paragraphs 3.6 and 3.7). In this context, the Committee considered a proposal by the Chair which suggested that:

- .1 the text of draft regulation 27.12 should remain unchanged;
- .2 a new regulation 27.13 be added, which should read "Notwithstanding paragraph 12 of this regulation, the Administration of a Party to the present Convention may notify the Secretary-General of the Organization that its express approval will be necessary before the data of ships entitled to fly its flag are included in the non-anonymized database"; and

- .3 the current draft regulations 27.13 to 27.16 should be renumbered as draft regulations 27.14 to 27.17 accordingly.

3.14 In the discussion that followed, the delegation of Cyprus, supported by the delegation of Germany, stated that, in accordance with the principle of reciprocity, a Party that would not allow access by other Parties to non-anonymized data of its fleet should not have access to data of other Parties' fleets in non-anonymized form, and that provisions in this regard should be developed for inclusion in the *2022 Guidelines for the development and management of the IMO ship fuel oil consumption database* (resolution MEPC.349(78)).

3.15 Following agreement on the text of regulation 27 as proposed by the Chair, the Committee considered the final text of the draft amendments to MARPOL Annex VI on the clarification of entries in data reporting required by regulations 27 and 28, the designation of the North-East Atlantic as an ECA for Sulphur Oxides, Particulate Matter and Nitrogen Oxides, the accessibility of the IMO DCS, and the review clause of the short-term GHG reduction measure, (MEPC 84/WP.6, annex 1), and adopted the amendments by resolution MEPC.407(84), as set out in annex 3.

3.16 In adopting resolution MEPC.407(84), the Committee determined, in accordance with articles 16(2)(f)(ii) and (iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 March 2027, unless prior to that date not less than one third of the Parties or Parties the combined merchant fleets of which constituted not less than 50% of the gross tonnage of the world's merchant fleet have communicated to the Organization their objection to the amendments, and shall enter into force on 1 September 2027, in accordance with article 16(2)(g)(ii) of MARPOL.

3.17 The delegation of the Russian Federation stated that in their opinion the establishment of the North-East Atlantic ECA contained a number of discrepancies with respect to the criteria for designation of such areas as contained in MARPOL Annex VI, appendix III. In their view, the fundamental differences in environmental characteristics and impacts of shipping activities in such a large area had not been adequately substantiated and the delegation therefore reserved their position on the adoption of the amendments on the designation of the North-East Atlantic as an ECA for Sulphur Oxides, Particulate Matter and Nitrogen Oxides.

3.18 With respect to the amendments to paragraphs 12 and 13 of regulation 27 of MARPOL Annex VI on accessibility of the IMO DCS, the delegation of the United States expressed concerns that a new subset of legally binding text had been developed after the Drafting Group had concluded its work, and that this text had been considered by the Committee without the required advance circulation notice. While noting that the development of guidance regarding the reciprocity of access, timing of notification of lack of express approval, and related matters could help mitigate procedural issues, the United States reserved its position on these regulations, and all further steps related to the adoption and acceptance processes related to these regulations.

Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles

3.19 The Committee considered the final text of the draft amendments to MARPOL Annex VI concerning the Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles (MEPC 84/WP.6, annex 2), and adopted the amendments by resolution MEPC.408(84), as set out in annex 4.

3.20 In adopting resolution MEPC.408(84), the Committee determined, in accordance with articles 16(2)(f)(ii) and (iii) of MARPOL, that the amendments shall be deemed to have been

accepted on 1 March 2027, unless prior to that date not less than one third of the Parties or Parties the combined merchant fleets of which constituted not less than 50% of the gross tonnage of the world's merchant fleet have communicated to the Organization their objection to the amendments, and shall enter into force on 1 September 2027, in accordance with article 16(2)(g)(ii) of MARPOL.

Instructions to the Secretariat

3.21 In adopting the aforementioned amendments, the Committee authorized the Secretariat, when preparing the authentic texts of the amendments, to make any editorial corrections that may be identified, as appropriate, including updating references to renumbered paragraphs, and to bring to the attention of the Committee any errors or omissions which require action by the Parties to MARPOL.

4 HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

4.1 The Committee recalled that MEPC 83 had envisaged the re-establishment of the Ballast Water Review Group (BWRG) at this session (MEPC 83/17, paragraph 14.30.2) and noted the proposed terms of reference for the Group, as set out in document MEPC 84/WP.2.

4.2 In the interest of time, the Committee agreed to refer documents submitted under this agenda item (see paragraph 4.3 below) to the BWRG for detailed consideration, in accordance with the respective terms of reference (MEPC 84/WP.2), with the exception of documents concerning the following matters:

- .1 approval of ballast water management systems (BWMS) that make use of Active Substances; and
- .2 information on the type approval of BWMS.

4.3 With regard to the documents and matters referred directly to the BWRG, the Committee noted that they were addressing the following issues:

- .1 matters related to the ongoing review of the BWM Convention and its associated instruments:
 - .1 finalization of the draft amendments to the BWM Convention, namely regulations and appendices in the annex to the Convention, as prepared by the Correspondence Group on Review of the BWM Convention, for approval by the Committee, considering also additional proposals (MEPC 84/4/2 (relevant parts), MEPC 84/4/6 (relevant parts) and MEPC 84/4/12);
 - .2 finalization of the draft revised Guidelines (G4), as prepared by the Correspondence Group, for adoption by the Committee (MEPC 84/4/2, relevant parts);
 - .3 topics arising from the report of the Correspondence Group that required in-person discussion to advance their resolution, and relevant comments, proposals and information, with a view to finalizing the draft amendments to the BWMS Code (MEPC 84/4/2 (relevant parts), MEPC 84/4/5, MEPC 84/4/8, MEPC 84/4/11 (relevant parts), MEPC 84/4/17, MEPC 84/4/18, MEPC 84/4/19,

MEPC 84/4/20, MEPC 84/4/21, MEPC 84/4/24, MEPC 84/INF.33 and MEPC 84/INF.34);

- .4 other proposals and information under the Convention review, with a view to informing and facilitating the further work of the Correspondence Group towards the revision and development of guidelines associated with the BWM Convention (MEPC 84/4/1, MEPC 84/4/6 (relevant parts), MEPC 84/4/7, MEPC 84/4/9, MEPC 84/4/11 (relevant parts), MEPC 84/4/13, MEPC 84/4/14, MEPC 84/4/15, MEPC 84/4/22 (relevant parts), MEPC 84/4/23, MEPC 84/INF.24, MEPC 84/INF.29 and MEPC 84/INF.30);
- .5 stocktaking of the progress of the Convention review and consideration of the way forward; and
- .6 terms of reference for the re-establishment of the Correspondence Group; and
- .2 other matters not related to the review of the BWM Convention:
 - .1 control of the discharge of disinfection by-products (DBPs) from BWMS (MEPC 84/4/11 (relevant parts), MEPC 84/INF.9 and MEPC 84/INF.28);
 - .2 proposed revisions of guidelines outside of the BWM Convention review (MEPC 84/4/4, MEPC 84/4/10, MEPC 84/4/22 (relevant parts) and MEPC 84/INF.32); and
 - .3 proposed unified interpretation to regulation D-3 of the BWM Convention (MEPC 84/4/16).

BWM Convention review

Draft amendments to the BWM Convention

4.4 With regard to the finalization and approval of the draft amendments to the BWM Convention, namely regulations and appendices in the annex to the Convention, as prepared by the Correspondence Group on Review of the BWM Convention, the Committee had for its consideration the following documents, which were referred to the BWRG:

- .1 MEPC 84/4/2 (Australia), containing the report of the Correspondence Group on Review of the BWM Convention re-established by MEPC 83, including an overview of the current progress and status of the objectives under the endorsed list of provisions and instruments for revision and/or development, and providing a package of draft amendments to the BWM Convention for the consideration of the Committee with a view to approval, as well as providing draft revised Guidelines (G4) for the consideration of the Committee with a view to adoption and highlighting a number of issues that would benefit from in-person discussion at this session to advance their resolution and future work after MEPC 84 with a view to finalizing the draft amendments to the BWMS Code (with the latter two matters addressed under paragraphs 4.5 and 4.6 below, respectively);

- .2 MEPC 84/4/6 (China), introducing proposed measures for safe management of the exceptional uptake of untreated ballast water during ship undocking, specifically proposing to amend regulation A-3 of the BWM Convention to formally legitimize this exceptional uptake, as well as to revise the *2024 Guidance on ballast water record-keeping and reporting* (BWM.2/Circ.80/Rev.1) to provide guidance on the management of such exceptional uptake of untreated ballast water (with the latter matter addressed under paragraph 4.7 below); and
- .3 MEPC 84/4/12 (Republic of Korea), commenting on document MEPC 84/4/2 regarding the draft amendment to regulation E-1 to establish a survey scheme and criteria for designating the BWMS installation date in the transition of a ship's ballast water management method from compliance with regulation D-4 to regulation D-2, and proposing the removal of the testing period (within 12 months prior to the transition) and to clarify the testing scheme in the amendment to regulation E-1.1.5.

Draft revised Guidelines (G4)

4.5 With regard to the finalization and adoption of the draft revised Guidelines (G4), as prepared by the Correspondence Group, the Committee had for its consideration the relevant parts of document MEPC 84/4/2 (see paragraph 4.4.1 above).

Correspondence Group topics requiring in-person discussion and related proposals

4.6 With regard to topics arising from the report of the Correspondence Group that required in-person discussion to advance their resolution with a view to finalizing the draft amendments to the BWMS Code, the Committee had for its consideration the following documents, which were referred to the BWRG:

- .1 MEPC 84/4/2 (relevant parts; see paragraph 4.4.1 above);
- .2 MEPC 84/4/5 (Global TestNet), providing draft text for consideration by the Committee to support the finalization of objective 30 of the BWM Convention review associated with the revision of the BWMS Code during this session through in-person discussion;
- .3 MEPC 84/4/8 (Norway), providing empirical data on dissolved organic carbon (DOC) characteristics and total residual oxidant (TRO) consumption in natural waters to support the Committee's work under objectives 29 and 32 of the BWM Convention review on harmonized challenge water criteria;
- .4 MEPC 84/4/11 (Australia et al.), providing proposals for amendments to the BWMS Code in combination with the continued gathering of information and data on the formation and range of DBPs and other relevant chemicals from BWMS that make use of Active Substances, as well as proposals for the review of the Procedure (G9) and an expanded scope for objectives 77 and 79 of the review of the BWM Convention, and to continue gathering information on the formation and range of DBPs produced by BWMS (with the latter two matters addressed under paragraphs 4.7 and 4.9 below, respectively);
- .5 MEPC 84/4/17 (BEMA), presenting the results of an evaluation of data available in information documents submitted to IMO on the type approval of BWMS between MEPC 74 and MEPC 83, to inform discussions anticipated

at this session regarding BWMS Code amendments as part of the BWM Convention review stage;

- .6 MEPC 84/4/18 (Global TestNet), discussing the feasibility of the inlet density criteria in proposed draft paragraph 2.35*novies* of the annex to the BWMS Code, and providing an analysis demonstrating that the proposed densities fall well outside reproducibly achievable conditions and cannot be attained on a reproducible basis under routine operational conditions;
- .7 MEPC 84/4/19 (BEMA), presenting comments relating to the conclusion of objective 25 of the BWM Convention review and the proposed amendments to the BWMS Code relating to this objective, and sharing concerns regarding the broad scope of the proposed amendments to inform discussions anticipated at this session regarding BWMS Code amendments as part of the BWM Convention review stage;
- .8 MEPC 84/4/20 (France), providing comments on the different topics highlighted by the Correspondence Group Coordinator and related submissions concerning proposals for introducing a new endurance test, taking into account document MEPC 84/4/5, with a view to advancing the discussion anticipated at this session regarding BWMS Code amendments as part of the BWM Convention review stage;
- .9 MEPC 84/4/21 (France and Global TestNet), providing comments and proposals on information to be documented for the new endurance test and where it is to be recorded, with a view to advancing the discussion anticipated at this session on objective 30 of the BWM Convention review;
- .10 MEPC 84/4/24 (Global TestNet), proposing reference levels for DOC, particulate organic carbon (POC) and total suspended solids (TSS) that would be technically reproducible and globally attainable within a range of demonstrated operational practicability in relation to strengthened inlet criteria (objective 29 of the BWM Convention review), based on a comprehensive review of recent IMO information documents for BWMS type approvals submitted by international test facilities;
- .11 MEPC 84/INF.33 (Global TestNet), presenting consolidated global land-based testing data to assess the feasibility of the inlet density criteria in proposed draft paragraph 2.35*novies* of the annex to the BWMS Code, in support of the consideration of document MEPC 84/4/18; and
- .12 MEPC 84/INF.34 (BEMA), presenting a summary of data available in information documents submitted to IMO on type approval of BWMS, specifically, data for organism concentrations and physical water quality parameters present in challenge water during type approval testing, in relation to current discussions regarding BWMS Code amendments as part of the BWM Convention review stage and in support of the consideration of document MEPC 84/4/17.

Revision and development of guidelines

4.7 With regard to other proposals and information under the Convention review, with a view to informing and facilitating the further work of the Correspondence Group towards the

revision and development of guidelines associated with the BWM Convention, the Committee had for its consideration the following documents, which were referred to the BWRG:

- .1 MEPC 84/4/1 (Australia), providing the results of a project which determined the levels of regulation D-2 compliance for 30 ships deballasting at Australian ports in 2025, along with a summary of levels of crew training and familiarization reported by the relevant crew on these same ships, and proposing the inclusion of the results of this project in the development of a number of objectives under the review of the BWM Convention, specifically objectives 56, 59, 60, 62, 68, 69 and 78;
- .2 MEPC 84/4/6 (relevant parts; see paragraph 4.4.2 above);
- .3 MEPC 84/4/7 (China), highlighting the importance of ballast water reception facilities in emergency response to BWMS failure, control of non-compliant ballast water discharge and addressing issues of challenging water quality (CWQ), and proposing to revise the *Guidelines for ballast water reception facilities* (G5) to incorporate technical requirements for the treatment of ballast water at a reception facility, as well as key factors to be considered when developing such technical requirements;
- .4 MEPC 84/4/9 (BIMCO et al.), reporting on the results of an industry survey on ballast water management operational realities and compliance challenges, highlighting persistent operational, environmental and enforcement issues, intended to inform the ongoing review of the guidelines associated with the BWM Convention under the experience-building phase;
- .5 MEPC 84/4/11 (relevant parts; see paragraph 4.6.4 above);
- .6 MEPC 84/4/13 (Republic of Korea et al.), providing a proposal to convert the *Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions* (resolution MEPC.387(81)) into a standard guidance, to streamline the reactive bypass and decontamination procedures, and to mitigate constraints arising from the designation of ballast water exchange (BWE) areas under the current Guidance;
- .7 MEPC 84/4/14 (Republic of Korea), providing a proposal to consider incorporating, in developing new guidance under objective 80 of the BWM Convention review, the testing requirements (necessary tests) for major modifications to BWMS that had been established and validated through the Republic of Korea's practical experience with various cases;
- .8 MEPC 84/4/15 (Australia et al.), providing a proposal to clarify the term "final total quantity" in the *2024 Guidance on ballast water record-keeping and reporting* (BWM.2/Circ.80/Rev.1) by defining it as the aggregated volume of ballast water remaining in all ballast water tanks on board and harmonizing the related terminology across all operational codes, with the aim to eliminate inconsistencies in current recording practices, reduce confusion during port State control inspections, and improve the clarity and uniformity of record-keeping requirements;
- .9 MEPC 84/4/22 (INTERTANKO), commenting on documents MEPC 84/4/1, MEPC 84/4/4, MEPC 84/4/9 and MEPC 84/4/13 regarding the review of resolution MEPC.387(81), advocating for converting the Interim CWQ Guidance into standard guidance and for using annex 1 to document MEPC 84/4/4 as the primary base document to ensure a

streamlined pre-arrival assessment and robust bypass justifications (with the latter matter addressed under paragraph 4.10 below); and

- .10 MEPC 84/INF.32 (INTERTANKO), providing an update on the progress of INTERTANKO's database on ports with CWQ, which provided regional trends and showed the continued issues with BWMS globally (considered also under paragraph 4.10 below).

Stocktaking, way forward and Correspondence Group terms of reference

4.8 In light of the current status of the BWM Convention review, in particular the inability to complete the amendments to the BWMS Code for approval by this session, the Committee noted that it had to take stock of the progress of the review process and consider the way forward with regard to the plan for the adoption and entry into force of the amendments to the Convention and Code, as well as the work on the revisions of guidelines and development of new guidelines. The Committee, having noted that no documents on the issue had been submitted, referred this matter to the BWRG for consideration, based on the report of the Correspondence Group and taking into account other relevant documents listed in the previous paragraphs.

Other matters referred directly to the BWRG

Control of the discharge of disinfection by-products from BWMS

4.9 With regard to the control of the discharge of DBPs from BWMS, the Committee had for its consideration the following documents, which were referred to the BWRG:

- .1 MEPC 84/4/11 (relevant parts; see paragraph 4.6.4 above);
- .2 MEPC 84/INF.9 (Global TestNet), presenting general information on DBP monitoring during type approval testing, commissioning testing and routine compliance monitoring, in response to discussions at MEPC 83 on DBPs from BWMS making use of Active Substances, and addressing the challenges of performing robust risk assessments during Basic and Final Approval due to the lack of available information existing from ecotoxicological studies; and
- .3 MEPC 84/INF.28 (Australia et al.), presenting a review of the current level of information related to DBPs produced by BWMS, a timeline of the development of relevant type approval processes, as well as the discussion of DBPs by the GESAMP-BWWG, a discussion of the DNV database of type approval documents, new DBP data collected by Australia and Canada, and a high-level review of the current general knowledge of DBPs produced by BWMS, highlighting areas that may be deficient, in support of document MEPC 84/4/11.

Revisions of guidelines outside of the BWM Convention review

4.10 With regard to proposed revisions of guidelines outside of the BWM Convention review, the Committee had for its consideration the following documents, which were referred to the BWRG:

- .1 MEPC 84/4/4 (Marshall Islands et al.), proposing amendments to resolution MEPC.387(81) on *Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions* based

on operational experience gained since its adoption, including revising the "operational demand" definition, clarifying BWE procedures, replacing existing sample flow charts with a simplified pre-arrival assessment, and incorporating risks associated with equipment damage or port disruption;

- .2 MEPC 84/4/10 (ICS et al.), identifying unintended and increasingly divergent interpretations of the *Guidance on contingency measures under the BWM Convention* (BWM.2/Circ.62), particularly paragraph 3.2, and proposing targeted amendments to BWM.2/Circ.62 to clarify its applicability, prevent indirect penalisation of compliant ships, and ensure that port reception or treatment facilities are not mandated as a contingency measure for ships fitted with BWMS;
- .3 MEPC 84/4/22 (relevant parts; see paragraph 4.7.9 above); and
- .4 MEPC 84/INF.32 (relevant parts; see paragraph 4.7.10 above).

Unified interpretation to regulation D-3 of the BWM Convention

4.11 With regard to the proposed unified interpretation to regulation D-3 of the BWM Convention, the Committee had for its consideration document MEPC 84/4/16 (India et al.), which was referred to the BWRG, providing a proposal for a unified interpretation to clarify the installation date provisions applicable to BWMS approved taking into account the 2016 Guidelines (G8) (resolution MEPC.279(70)), with a view to ensuring consistent implementation under the Convention, based on identified inconsistencies and interpretational difficulties between regulation D-3 and the BWMS Code regarding permitted installation dates, as well as recent port State control (PSC) observations under the Paris and Tokyo MoU concentrated inspection campaigns (CIC), which indicated that these inconsistencies had resulted in confusion within the industry.

Approval of BWMS that make use of Active Substances

4.12 Following consideration of the report of the forty-seventh meeting of the GESAMP-BWWG (MEPC 84/4/3), the Committee approved the report in general and concurred with the recommendation to grant Final Approval to the Blue Ocean Shield Electrolytic Chlorination (EC) ballast water management system submitted by Denmark in document MEPC 84/4.

4.13 The Committee invited the Administration of Denmark to verify that all the recommendations contained in the report of GESAMP-BWWG 47 (MEPC 84/4/3, annex 4) are fully addressed during the further development of the BWMS.

4.14 With regard to organizational matters relating to the approval of BWMS that make use of Active Substances, the Committee:

- .1 noted that the GESAMP-BWWG had initiated discussions on topics listed in the agenda for its tenth stocktaking workshop, however, owing to time constraints, the GESAMP-BWWG could not discuss all matters in detail and agreed to revisit them at a future opportunity and submit its report to a future session;

- .2 noted that the GESAMP-BWWG had considered new hazard information on the classification of certain Relevant Chemicals (acetaldehyde, 1,2-dichloropropane and 1,1,1-trichloroethane) for carcinogenicity, mutagenicity and reproductive toxicity (CMR), which had been updated in the GESAMP-BWWG Database of chemicals most commonly associated with treated ballast water, and that the revised classifications would be included in the aggregation calculation for derived minimal effect level (DMEL) in future applications; and
- .3 noted that the GESAMP-BWWG had emphasized the need to raise awareness concerning the increased levels of aggregated exposure to Relevant Chemicals with CMR properties, and had recommended that appropriate personal protective equipment (PPE) / respiratory protective equipment (RPE) be used, and that all required measures advised by the authorities be followed.

4.15 The Committee noted that the forty-eighth meeting of the GESAMP-BWWG had been scheduled for 15 to 19 June 2026 and that detailed information was specified in BWM.2/Circ.85.

4.16 Having considered document MEPC 84/4/25 (CSC), commenting on the report of GESAMP-BWWG 47 with a view to supporting the stocktaking within the GESAMP-BWWG, the Committee agreed that the GESAMP-BWWG might take into account the conclusions and recommendations in this document when it resumed its stocktaking discussions.

Type approval of BWMS

4.17 The Committee noted the information regarding the latest type-approved BWMS provided in the following documents:

- .1 MEPC 84/INF.12 (Denmark) on the type approval of the OceanGuard Sim ballast water management system;
- .2 MEPC 84/INF.13 (Norway) on the amendment of the type approval of the Optimarin Ballast System;
- .3 MEPC 84/INF.14 (Norway) on the type approval of the PureBallast 3.5 Ultra ballast water management system;
- .4 MEPC 84/INF.16 (Liberia) on the type approval of the BlueBallast II NK-O3 ballast water management system manufactured by NK Co., Ltd.;
- .5 MEPC 84/INF.17 (Norway) on the amended type approval of the Senza BWMS TG2 ballast water management system;
- .6 MEPC 84/INF.18 (Norway) on the amended type approval of the Cyeco BWMS ballast water management system; and
- .7 MEPC 84/INF.19 (Norway) on the amended type approval of the inTank BWTS ballast water management system.

Establishment of the BWRG

4.18 The Committee established the Ballast Water Review Group and instructed it, taking into consideration the comments and decisions made in plenary, to:

- .1 finalize the draft amendments to the BWM Convention for approval by the Committee, using annex 3 to document MEPC 84/4/2 as the basis and considering the additional proposals in documents MEPC 84/4/6 (relevant parts) and MEPC 84/4/12;
- .2 finalize the draft revised Guidelines (G4) for adoption by the Committee, using annex 4 to document MEPC 84/4/2 as the basis;
- .3 consider the topics set out in paragraphs 15 to 17 of document MEPC 84/4/2, as well as the proposals, comments and information in documents MEPC 84/4/5, MEPC 84/4/8, MEPC 84/4/11 (relevant parts), MEPC 84/4/17, MEPC 84/4/18, MEPC 84/4/19, MEPC 84/4/20, MEPC 84/4/21, MEPC 84/4/24, MEPC 84/INF.33 and MEPC 84/INF.34, with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention towards the finalization of the draft amendments to the BWMS Code;
- .4 consider the proposals and information in documents MEPC 84/4/1, MEPC 84/4/6 (relevant parts), MEPC 84/4/7, MEPC 84/4/9, MEPC 84/4/11 (relevant parts), MEPC 84/4/13, MEPC 84/4/14, MEPC 84/4/15, MEPC 84/4/22 (relevant parts), MEPC 84/4/23, MEPC 84/INF.24, MEPC 84/INF.29 and MEPC 84/INF.30, with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention towards the revision and development of guidelines associated with the BWM Convention;
- .5 consider the progress of the Convention review and the way forward for the completion of the review, taking into account the Convention Review Plan (BWM.2/Circ.79), and advise the Committee accordingly;
- .6 prepare draft terms of reference for the re-establishment of the Correspondence Group on Review of the BWM Convention;
- .7 consider the proposals in document MEPC 84/4/11 (relevant parts) regarding the control of the discharge of disinfection by-products from BWMS, taking into account the information in documents MEPC 84/INF.9 and MEPC 84/INF.28, and advise the Committee accordingly;
- .8 consider the proposals in documents MEPC 84/4/4, MEPC 84/4/10 and MEPC 84/4/22 (relevant parts), taking into account the information in document MEPC 84/INF.32, regarding proposed revisions of guidelines outside of the BWM Convention review, and advise the Committee accordingly; and
- .9 consider the draft unified interpretation to regulation D-3 of the BWM Convention proposed in document MEPC 84/4/16 and advise the Committee accordingly.

Report of the BWRG

4.19 Having considered the report of the BWRG (MEPC 84/WP.9), the Committee approved it in general and took action as outlined hereunder.

BWM Convention review***Amendments to the BWM Convention***

4.20 The Committee approved the draft amendments to the BWM Convention as set out in annex 1 to document MEPC 84/WP.9 and requested the Secretariat to prepare the consolidated revised annex to the BWM Convention with a view to its circulation for adoption at the next session, and in doing so to correct any minor editorial or typographical errors (see annex 5).

Revised Guidelines (G4)

4.21 The Committee adopted resolution MEPC.409(84) on *2026 Guidelines for ballast water management and development of Ballast Water Management Plans (G4)*, as set out in annex 6.

Correspondence Group topics requiring in-person discussion and related proposals

4.22 The Committee noted the targeted discussions and related outcomes in the BWRG with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention towards the finalization of the draft amendments to the BWMS Code, and instructed the Correspondence Group to take them into account in its relevant further work.

Revision and development of guidelines

4.23 The Committee also noted the targeted discussions and related outcomes in the BWRG with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention towards the revision and development of guidelines associated with the BWM Convention, and instructed the Correspondence Group to take them into account in its relevant work.

Updated list of provisions and instruments for revision and/or development

4.24 The Committee noted the progress and status of the objectives under the endorsed list of provisions and instruments for revision and/or development prior to this session, as set out in annex 2 to document MEPC 84/4/2. The Committee also noted the relevant discussions and outcomes in the BWRG with regard to adjustments or additions to the list in connection with the BWMS Code and guidelines.

4.25 In this regard, the Committee endorsed the updated list of provisions and instruments for revision and/or development under the Convention review stage of the experience-building phase associated with the BWM Convention, including the updated list and status of objectives, as set out in annex 3 to document MEPC 84/WP.9, to guide the further work of the Correspondence Group.

Stocktaking and way forward

4.26 The Committee recognized that the experience-building phase associated with the BWM Convention would conclude at the time of the entry into force of the amendments to the BWM Convention and BWMS Code, which would be determined at the time of the adoption of the amendments.

4.27 In addition, the Committee noted the discussions in the BWRG with regard to prioritization for the revisions of guidelines and development of new guidelines after this

session, and that this would be taken into account by the Correspondence Group in its further work.

Re-establishment of the Correspondence Group on Review of the BWM Convention

4.28 In light of the above, the Committee re-established the Correspondence Group on Review of the BWM Convention, under the coordination of Australia², with the following terms of reference:

- .1 based on the updated list of objectives set out in annex 3 to document MEPC 84/WP.9 and taking into account the relevant discussions reflected in documents MEPC 84/4/2 and MEPC 84/WP.9:
 - .1 complete the preparation of draft amendments to the BWMS Code;
 - .2 progress the preparation of draft amendments to guidelines, and the development of draft new guidelines, associated with the BWM Convention; and
 - .3 recommend a way forward for the finalization of the draft amendments to guidelines, and the development of draft new guidelines, associated with the BWM Convention;
- .2 submit a written progress report to MEPC 85; and
- .3 submit a written report to MEPC 86.

4.29 In this connection, the Committee authorized the relaxation of the deadline for submission of the Correspondence Group's progress report to MEPC 85 up to the nine-week submission deadline, in accordance with the provisions of paragraph 6.14 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.6).

4.30 The Committee encouraged interested Member States and international organizations to contact the Coordinator of the Correspondence Group, with a view to participating and contributing to its work.

Other matters

Control of the discharge of disinfection by-products from BWMS

4.31 The Committee invited Member States to submit information on relevant data sets pertaining to specific requirements regarding the discharge of DBPs in their jurisdiction.

²

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4.32 The Committee also invited interested Member States and international organizations to continue gathering information on the formation and range of DBPs produced by BWMS, including:

- .1 reviewing the compounds used to augment test water to determine their interrelationship with the formation of DBPs;
- .2 the production of DBPs in relation to the potential impacts of contingency measures used for malfunctioning BWMS and under CWQ conditions;
- .3 supporting the GESAMP-BWWG to ensure that the database of chemicals commonly found in discharging ballast water is kept up to date; and
- .4 reviewing the potential for the creation of a database for the deposition of type approval non-proprietary data as a safeguard against the loss of access to web pages and/or emails, as currently listed in type approval documents.

Revisions of guidelines outside of the BWM Convention review

4.33 The Committee noted the lack of support for the adoption of revised *Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions* at this session, and that interested Member States and international organizations might work together intersessionally with a view to submitting relevant proposals to a future session.

4.34 The Committee noted the lack of support for the adoption of revised *Guidance on contingency measures under the BWM Convention* at this session, and encouraged port States to work together with flag States and ships to identify the most appropriate contingency measure to address situations where the ship has been unable to manage its ballast water, taking into consideration all available options in the Guidance.

Unified interpretation to regulation D-3 of the BWM Convention

4.35 The Committee approved the unified interpretation to regulation D-3 of the BWM Convention, as set out in annex 7, and instructed the Secretariat to include it in a further revision of BWM.2/Circ.66 (i.e. BWM.2/Circ.66/Rev.6).

Future work

4.36 The Committee noted the request of the Group to re-establish the Review Group at MEPC 85, in accordance with the provisions of regulation D-5 of the BWM Convention, and in particular with a view to the finalization of draft amendments to the BWMS Code for approval at that session.

5 AIR POLLUTION PREVENTION

5.1 In the interest of time, the Committee agreed to refer the following documents concerning proposals and information related to nitrogen oxides (NO_x) emissions directly to the Working Group on Air Pollution and Energy Efficiency (APEE WG), for consideration (see paragraph 5.22):

- .1 MEPC 84/5 (Türkiye), proposing a definition for regulating NO_x emissions from combined-cycle gas turbine (CCGT) electricity generation on ships, explaining that the current regulation 13 of MARPOL Annex VI was

unsuitable for CCGT systems; noting that NO_x per unit work should be calculated using total electricity produced rather than shaft work; clarifying that all NO_x from the ship should be included in the numerator and total electricity from all producers in the denominator; proposing that CCGT systems comply with the Tier III limit of 2 gNO_x/kWh across loads of 40-100% using inlet air at 15°C as the reference; and recommending certification using gas turbine test-bed NO_x measurements combined with electricity generation data from both the gas turbine and onboard steam turbine, while also allowing an alternative option based on ship-derived NO_x and power generation data such as during sea trials; and

- .2 MEPC 84/10/2 (IACS), providing comments to paragraph 2.15 of document MEPC 84/10 and annex 4 to document PPR 13/18/Add.1 to promote unified implementation of the draft amendments to the NO_x Technical Code 2008 concerning certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels.

Implementation of the global 0.50% sulphur limit and the use of EGCS

5.2 The Committee noted the information in document MEPC 84/INF.37 (Secretariat), summarizing reported equivalent means of compliance under regulation 4.2 of MARPOL Annex VI in the GISIS MARPOL Annex VI module and the outcomes of the sulphur monitoring for 2025, and describing updates to the GISIS MARPOL Annex VI module.

5.3 The Committee recalled that MEPC 83 had agreed to extend the target completion year of output 1.23 on "Evaluation and harmonization of rules and guidance on the discharge of discharge water from exhaust gas cleaning systems (EGCS) into the aquatic environment, including conditions and areas" to 2026.

5.4 Having considered the outcome of PPR 13 related to this matter (MEPC 84/10, paragraphs 2.11 to 2.14), the Committee invited Member States to submit information on local/regional restrictions/conditions on the discharge water from EGCS using the new dedicated tab in the MARPOL Annex VI module of GISIS (PPR 13/18, paragraph 7.6). In this regard, the Committee noted document MEPC 84/10/1 (BIMCO), emphasizing the importance of Member States notifying the Organization of all local regulations on EGCS discharge water, including restrictions only applied within the jurisdiction of ports or terminals, using the new dedicated tab on "EGCS Discharge Water Provisions" in the GISIS MARPOL Annex VI module.

5.5 With regard to the GESAMP Task Team on EGCS (MEPC 84/10, paragraph 2.12), the Committee:

- .1 noted that the Task Team had been re-established to enable discussions on methodology and exploratory data analysis to commence via remote collaboration pending financial contributions that would enable in-person meetings;
- .2 noted that, since no additional financial contributions had been received since the endorsement of the Task Team's terms of reference by MEPC 83, the members of the Task Team had been limited to meeting virtually, while at least one in-person meeting would be required for the Team to complete its work and submit its final report to PPR 14; and

- .3 encouraged interested Member States and international organizations to consider providing financial contributions to the GESAMP Trust Fund to support the work of the Task Team, taking into account the cost projections outlined in paragraph 9 of document PPR 13/7/1 (Secretariat).

5.6 The Committee noted with appreciation the pledged contribution by the United Kingdom (£40,000) in support of the work of the GESAMP Task Team on EGCS.

5.7 With regard to the identification and development, as appropriate, of regulatory measures and instruments on the release of discharge water from EGCS into the marine environment (MEPC 84/10, paragraph 2.13), the Committee:

- .1 noted that the PPR Sub-Committee had considered a proposal to amend regulation 4 of MARPOL Annex VI to allow coastal States to request additional associated protective measures to restrict EGCS discharges in Particularly Sensitive Sea Areas (PSSAs), along with relevant commenting and information documents submitted to PPR 13 as well as document MEPC 83/10/3 (FOEI et al.);
- .2 concurred with the Sub-Committee's recommendation to invite Member States considering applications for the designation of PSSAs to assess the relevance of an EGCS-related associated protective measure (APM), when formulating and submitting a PSSA proposal; and
- .3 noted that the Sub-Committee had invited interested Member States and international organizations to consult intersessionally, with a view to submitting new concrete proposals on appropriate measures to control discharges of EGCS discharge water to PPR 14, taking into account comments and concerns expressed at PPR 13.

5.8 In the ensuing discussion, several delegations saw merits in the further consideration of document MEPC 84/10/4 (WWF and Pacific Environment), inviting input on a technology-neutral, goal-based approach to EGCS discharges by using fuel-based compliance as a benchmark. Some of these delegations expressed the view that the proposal aligned with the objectives of MARPOL and would also support Member States in meeting their obligations under article 195 of UNCLOS. Some delegations invited the co-sponsors, as well as interested Member States and international organizations, to submit a more elaborate proposal to a future session of the PPR Sub-Committee.

5.9 Several other delegations expressed the view that the statement made in document MEPC 84/10/4 that ships equipped with EGCS produce higher particulate matter (PM) and Black Carbon emissions than ships using low-sulphur fuel had not been substantiated, and therefore in the absence of specific emission standards for these substances, PM and Black Carbon should not, in the view of these delegations, be used as a benchmark for assessing EGCS performance. Some of these delegations, in recalling that EGCS continued to be widely used in international shipping, expressed the view that the environmental concerns related to EGCS discharge water should be addressed through the well-established MARPOL process so as to avoid fragmentation and ensure a stable and credible international regulatory framework. Some delegations, in emphasizing that further consideration of regulatory measures should be based on scientific evidence and thorough impact assessment, supported the continuation of the work of the GESAMP Task Team on EGCS.

5.10 Following consideration, the Committee referred document MEPC 84/10/4 (WWF and Pacific Environment) to PPR 14 for consideration.

5.11 The Committee noted that, with regard to document MEPC 83/5/1 (Canada), the Sub-Committee had agreed that any Member State wishing to further pursue the evaluation of the efficacy of EGCS in reducing particulate matter emissions compared to low-sulphur fuel should submit a proposal for a new output, or a proposal to revise the scope of output 1.23, to a future session of the Committee.

5.12 In view of the above, the Committee agreed to extend the target completion date of output 1.23 to 2027.

Reduction of the impact on the Arctic of Black Carbon emissions from international shipping

5.13 The Committee recalled that MEPC 83 had agreed to extend the target completion date for the output on "Reduction of the impact on the Arctic of Black Carbon emissions from international shipping" to 2027, to allow additional time for the further development of the "polar fuels" concept.

5.14 Having considered the outcome of PPR 13 related to this matter (MEPC 84/10, paragraph 2.10), the Committee noted that the Sub-Committee had continued its consideration of the polar fuels concept on the basis of documents submitted to PPR 13 and had invited interested Member States and international organizations to submit updated or new proposals in that regard to PPR 14, which would take into account comments made at PPR 13, in particular regarding consistency with existing provisions in MARPOL Annex VI regulating fuel oil quality, as well as existing measures, such as the prohibition of the carriage and use of heavy fuel oil in the Arctic (regulation 43A of MARPOL Annex I) and the North American, Canadian Arctic and Norwegian Sea Emission Control Areas.

5.15 The delegation of Saudi Arabia, in recalling the divergent views expressed on the matter during PPR 13, did not support any characterization of the outcome of PPR 13 as a mandate for the Committee to advance towards the development of a mandatory polar fuel standard at this session. The full statement is set out in annex 29.

5.16 Several delegations, in supporting document MEPC 84/10/3 (FOEI et al.), commenting on the latest polar fuel concept discussion and highlighting ongoing research and a number of recent initiatives focused on reducing Black Carbon emissions from a variety of sources because of the impact on climate, on the environment and communities and on the Arctic, urged the Organization to take further action to reduce the impact on the Arctic of Black Carbon emissions from international shipping. The observer from FOEI, in highlighting recent climate events, urged the Organization to address the impact of international shipping on Arctic wildlife and communities, as well as on climate-vulnerable communities across the world. As requested, the full statement is set out in annex 29.

5.17 Following consideration, the Committee agreed to refer document MEPC 84/10/3 (FOEI et al.) to PPR 14 for consideration.

Matters related to NO_x emissions

5.18 Having considered the outcome of PPR 13 related to NO_x emissions (MEPC 84/10, paragraph 2.24), the Committee approved the unified interpretation of regulation 13.2.3 of MARPOL Annex VI, as well as the revised unified interpretation of regulation 13.2.2, as set out in annex 8, and requested the Secretariat to amend the *Unified interpretations to MARPOL Annex VI* (MEPC.1/Circ.795/Rev.9), and disseminate the consolidated version by means of MEPC.1/Circ.795/Rev.10.

Matters related to volatile organic compounds

5.19 Having considered the outcome of PPR 13 related to volatile organic compounds (VOCs) (MEPC 84/10, paragraph 2.28), the Committee approved the draft amendments to MARPOL Annex VI on installation of pressure-vacuum devices on tankers carrying crude oil, as set out in annex 9, and requested the Secretary-General to circulate them in accordance with MARPOL article 16(2), with a view to adoption at MEPC 85.

Matters related to incinerators

5.20 Having considered the outcome of PPR 13 related to incinerators (MEPC 84/10, paragraph 2.23), the Committee approved the revised unified interpretation of regulation 16.9 of MARPOL Annex VI, as set out in annex 10, and requested the Secretariat to disseminate it by means of MEPC.1/Circ.795/Rev.10.

5.21 The Committee noted document MEPC 84/INF.38 (Canada), presenting information on a study on the availability of emission factors for shipboard incinerators, including their current use and existing international requirements; explaining the regulatory framework under MARPOL Annex V and MARPOL Annex VI; noting limited data on emissions from solid and liquid waste incineration; clarifying that existing emission factors were largely based on land-based analogues; and recommending further research to develop accurate emission factors for shipboard incinerators.

Establishment of the Working Group on Air Pollution and Energy Efficiency

5.22 The Committee established the APEE Working Group, and instructed it, taking into account comments and decisions made in plenary, to:

- .1 consider document MEPC 84/5 (Türkiye), and advise the Committee accordingly; and
- .2 finalize the draft amendments to the NO_x Technical Code 2008, concerning certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels, as set out in annex 4 to document PPR 13/18/Add.1, taking into account document MEPC 84/10/2 (IACS), with a view to approval at this session.

Report of the Working Group

5.23 Having considered the relevant part of the report of the APEE Working Group (MEPC 84/WP.7, paragraphs 4 to 11), the Committee approved it in general and took action as outlined hereunder.

NO_x emissions from combined-cycle gas turbine (CCGT) electricity generation

5.24 The Committee noted that there had not been sufficient support in the Working Group for the proposal in document MEPC 84/5 to regulate NO_x emissions from combined-cycle gas turbine (CCGT) electricity generation on ships, and that any proposal to expand the current scope of regulation 13 of MARPOL Annex VI would require a new output.

Draft amendments to the NO_x Technical Code 2008

5.25 The Committee approved the draft amendments to the NO_x Technical Code 2008 on certification of engines that operate on non-carbon-containing fuel or mixtures of

carbon-containing and non-carbon-containing fuels, as set out in annex 11, and requested the Secretary-General to circulate them in accordance with article 16(2) of MARPOL, with a view to adoption at MEPC 85.

6 ENERGY EFFICIENCY OF SHIPS

6.1 In the interest of time, the Committee agreed to refer the following documents concerning proposals and information related to the IMO Data Collection System (IMO DCS), Energy Efficiency Design Index (EEDI) and Energy Efficiency Existing Ship Index (EEXI) frameworks, phase 2 of the review of the short-term GHG reduction measure, measurement and verification of non-CO₂ GHG emissions and onboard carbon capture and storage, and relevant outcome of SDC 12, directly to the Air Pollution and Energy Efficiency (APEE) Working Group established under agenda item 5 (see paragraph 5.22), for detailed consideration (see paragraph 6.10):

- .1 MEPC 84/6 (IMLA), providing performance assessment results for the EEDI based on a representative sample of container ships explaining statistical findings on the influence of deadweight tonnage, main engine power, ship dimensions and reference speed; noting that the degree of additional reduction decreased at each phase, suggesting that economic trade-offs may have shifted performance from over-compliance towards nominal compliance; and suggesting application of the analytical framework to other ship types and energy efficiency indices such as the carbon intensity indicator (CII);
- .2 MEPC 84/6/3 (Secretariat), presenting recalculated CII reference line parameters and rating boundaries for cruise passenger ships using the proposed hours-based cgHRS metric; explaining the regression methodology applied to verified 2019 IMO DCS data; providing updated parameters and normalized *dd* vectors for use in the reference line and rating boundary formulation; and analysing 2023 and 2024 data to compare rating distributions under "capacity gross hours in a year" (cgHRS) and "capacity gross ton distance" (cgDIST);
- .3 MEPC 84/6/4 (Brazil et al.), proposing draft amendments to resolution MEPC.395(82) on the *2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)* to introduce the Energy Consumption Index (ECI) as an additional performance-based method for verifying fuel consumption under the IMO DCS; explaining that the ECI correlates reported fuel quantities with operational parameters such as specific fuel consumption, engine power and operating hours to assess consistency; and outlining in particular the relevance of ECI for identifying deviations beyond 5% from the certified emission intensity (EI) indicating inconsistency between reported fuel consumption and operational profile;
- .4 MEPC 84/6/5 (Cook Islands et al.), emphasizing the significant impact of adverse weather on a ship's fuel consumption and CII rating; explaining that global metocean variability leads to substantial differences in operational conditions not reflected in current reference lines; demonstrating through hydrodynamic data and a ro-ro cargo ship case study that seasonal weather could cause up to a 45% variation in attained CII; noting that adverse weather was not addressed in existing correction factors; and recommending that phase 2 of the CII review would allocate time to consider an adverse-weather voyage adjustment;

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- .5 MEPC 84/6/6 (Norway), containing the report of the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage; proposing draft 2026 guidelines for test-bed and onboard measurements of methane (CH₄) and nitrous oxide (N₂O) emissions from marine diesel engines, draft engine load monitoring (ELM) guidelines and draft continuous emission monitoring systems (CEMS) guidelines with a view to finalization at this session; providing an overview of ongoing progress in implementing the *Work plan for the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS)*; and proposing to re-establish the Correspondence Group to address items identified as requiring further consideration;
- .6 MEPC 84/6/7 (IACS), proposing amendments to the *2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database* (resolution MEPC.349(78)) to strengthen anonymization provisions in the Guidelines and ensure consistency with draft amendments to regulation 27 of MARPOL Annex VI; clarifying that the "Submitter" field should be anonymized to avoid indirect ship identification; replacing "flag" with "Administration" for alignment with MARPOL terminology; and updating provisions to explicitly allow access to all reported data for the preceding calendar years by any organization duly authorized by an Administration;
- .7 MEPC 84/6/8 (ICS et al.), examining how actions taken after a legitimate ballast water management system (BWMS) bypass may affect ships' carbon-intensity performance under MARPOL Annex VI; emphasizing that additional steaming, deviation and pumping would increase fuel use and may negatively impact attained CII values; highlighting the need to assess interactions between the Ballast Water Management Convention, the carbon intensity/energy efficiency framework and the draft IMO Net-Zero Framework; and proposing that the relevant MEPC working groups examine these interactions while further analysis is undertaken;
- .8 MEPC 84/6/9 (China), proposing a method of sea trials for correcting the propulsion coefficient of the wind-assisted propulsion ships to improve the reliability of attained EEDI calculations; applicable at the EEDI verification stage; detailing procedures for paired sea-trial runs under constant propulsion or constant speed settings; and introducing two approaches for deriving corrected effective propulsion power matrices based on the sea trial method;
- .9 MEPC 84/6/10 (China), proposing revisions to the *2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database* (resolution MEPC.349(78)) to strengthen anonymization rules and clarify data access arrangements; highlighting security risks arising from expanded IMO DCS data accessibility and the potential re-identification of ships; recommending the establishment of a multi-tier cybersecurity framework within GISIS, including stricter public-user controls and enhanced protection measures for non-anonymized data; and proposing to clarify relevant terms in regulation 27 of MARPOL Annex VI with regard to IMO DCS data disclosure;
- .10 MEPC 84/6/11 (China), proposing refinements to fuel category references and the carbon conversion factor (C_f) calculation under the CII rating

mechanism by updating the correspondence between ISO 8217 fuel grades and the fuel categories referenced in the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.364(79)); addressing inconsistencies in the current "energy-weighted" method for biofuel blends in MEPC.1/Circ.905 and recommending a mass-weighted approach; defining the C_f determination pathway for bio-distillate fuel (DF) and residual biofuel (RF) grades when the biogenic component is not certified; and proposing composition-based C_f calculation for LPG (propane-butane mixture);

- .11 MEPC 84/6/12 (China), proposing amendments to the *Guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines* (resolution MEPC.402(83)) defining the applicable fuel scope for methane emission factor (C_{fCH_4}) and methane slip rate ($C_{slip-CH_4}$) to prevent misapplication across fuel types; proposing to clarify the definition of "fuel flow" in the $C_{slip-CH_4}$ calculation by specifying that only methane-containing fuel (excluding pilot fuel) should be included; and introducing corresponding revisions to ensure consistent accounting for dual-fuel engines;
- .12 MEPC 84/6/13 (ICS), summarizing the 2024 results of the voluntary ICS CII Data Collection System established to support the Committee's review of the CII rating mechanism; presenting key findings from 212 submissions, including ship type distribution, methods used for fuel oil consumption measurement, and confirmed CII ratings; comparing ICS reported trends with IMO reported global fleet data; and identifying concerns related to short voyages, port waiting time, adverse weather impacts and the use of maximum deadweight as a proxy for cargo capacity;
- .13 MEPC 84/6/14 (IACS), proposing amendments to the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.364(79)) to address dual-fuel engines using two liquid fuels, particularly methanol and ethanol, clarifying the treatment of maximum continuous rating (MCR) values, P_{ME} and specific fuel consumption (SFC) determinations; and proposing an approach to defining density and filling rate values for alternative fuels;
- .14 MEPC 84/6/15 (RINA), examining interactions between the CII and the draft IMO Net-Zero Framework; explaining that the CII was originally designed as a tank-to-wake (TtW) energy-efficiency metric based on fuel consumption per transport work, while the draft IMO Net-Zero Framework introduced a well-to-wake (WtW) fuel-based compliance system; noting that overlap between the two systems could weaken incentives for operational energy efficiency improvements; analysing how different CII metric options would interact with fuel switching and efficiency measures; and recommending that the Committee should first clarify the intended purpose of the short-term measures and ensure that any future CII metric maintains a clear, transparent relationship between fuel consumption, transport work and performance outcomes;
- .15 MEPC 84/6/16 (Republic of Korea), presenting six options for developing new CII metrics using integrated IMO DCS and GHG fuel intensity (GFI) data; explaining how distinguishing between "under way" and "not under way" conditions may improve the precision of operational efficiency assessment;

- outlining approaches based on emissions or energy consumption, including options that exclude onshore power supply; and identifying key considerations for metric development, including treatment of non-under-way fuel use, use of GFI data, potential well-to-wake (WtW) scope, energy-based numerators, and strengthened SEEMP audit and corrective-action plans (CAPs);
- .16 MEPC 84/6/17 (Brazil et al.), proposing amendments to the CII Guidelines, G1 and the 2024 SEEMP Guidelines to prevent unintended impacts on CII calculations arising from enhanced granularity in the IMO DCS; clarifying that supply-based transport work should continue to be used as the proxy for transport work until completion of the phase 2 of the review; and specifying that total distance travelled for CII purposes should continue to aggregate both "under way" and "not under way" distances to maintain methodological consistency and avoid inequitable impacts across ship types;
- .17 MEPC 84/6/18 (INTERFERRY), proposing a definition of hybrid propulsion for use in the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.364(79)); explaining that the absence of a definition of hybrid propulsion in regulation 2 of MARPOL Annex VI prevented consistent treatment of hybrid systems and inhibited the uptake of alternative technologies; outlining two options for defining hybrid propulsion, either by requiring non-conventional propulsion to provide a minimum proportion of the maximum continuous rating (MCR) or a minimum proportion of the reference speed (V_{ref}); and recommending that one option be selected to clarify when hybrid propulsion applies for EEDI calculation;
- .18 MEPC 84/6/19 (EUROMOT), proposing amendments to the *2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines)* (resolution MEPC.391(81)) and the *Guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines* (resolution MEPC.402(83)) to ensure that methane-slip emission factors properly account for fuel-gas composition; noting that LNG fuel composition content varied widely and significantly affects measured C_{slip} ; recommending the deletion of the footnote in paragraph 10.5 of the LCA Guidelines stating that verification and certification methodologies would need further work to be established for C_{fCH_4} , C_{fN_2O} and C_{slip} emission factors; and presenting three technical options: continuing with existing guidelines without any amendments, eliminating the effect of test gas composition by calculating the C_{slip} as a methane emission percentage of mass of methane in the fuel, and correcting measured C_{slip} to a reference gas composition;
- .19 MEPC 84/6/20 (RINA), providing further details on the SEEMP-based approach proposed in document ISWG-APEE 1/2/7 (United Kingdom et al.); clarifying the need for strengthened and more frequent internal reviews and continuous CII improvement linked to the ship's attained CII, requiring an energy efficiency implementation log (EEL) to support self-evaluation and external accountability; proposing revised structures for periodic verification and company audits, including annual audits for companies with ships rated D or E; describing proposed reforms to the SEEMP enforcement, focusing on strengthening processes and accountability; and highlighting timelines towards potential entry into force of the strengthened SEEMP approach by 2029;

- .20 MEPC 84/6/21 (RINA), presenting updates to the draft amendments to MARPOL Annex VI originally proposed in document ISWG-APEE 1/2/7 resulting from further consultation, and aimed at further strengthening the oversight of the SEEMP and facilitating further discussion on the development of the enhanced SEEMP framework;
- .21 MEPC 84/6/22 (CSC and EDF), urging the Committee to expedite phase 2 of the CII review; explaining that maintaining the full-scope CII was necessary to address market failures that limited the uptake of technical and operational efficiency measures; noting that narrowing the CII to underway emissions would weaken incentives for system-wide efficiency; clarifying limitations of an enhanced SEEMP as an enforcement tool; and recommending strengthened implementation of the CII, including publication of both full-scope and underway indicators, establishment of a dedicated workstream to consider options for enhancing enforcement of the CII, and conversion of the CII metric to an energy-based unit (GJ/tnm) to avoid overlap with future GHG intensity measures;
- .22 MEPC 84/6/23 (EUROMOT), proposing amendments to resolution MEPC.402(83) on the *Guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines*; addressing identified gaps and ambiguities in current measurement provisions and aligning them with current best practices; clarifying that formulas in paragraph 5.11 should be replaced with the calculation methods in ISO 8178-4:2020 to address different calibration procedures of flame ionization detector (FID); recommending acceptance of a dual flame ionization detector configuration as an alternative to a single detector with a non-methane cutter; and proposing alignment of non-methane-cutter efficiency verification intervals with ISO 8178-1;
- .23 MEPC 84/6/24 (INTERTANKO), providing comments on document MEPC 84/6/6 (Norway); outlining user experience from a full-scale onboard carbon capture and storage (OCCS) installation and supporting a goal-based regulatory approach focused on verified delivery of captured CO₂ ashore; discussing various elements related to this matter, including: explaining that capture-efficiency thresholds and energy-performance criteria should not be approval conditions; noting that OCCS energy use was already reflected in fuel-consumption reporting; recommending not imposing mandatory purity thresholds in the OCCS Guidelines, and that purity verification occur at offloading through a Carbon Delivery Note; and clarifying that any concept involving discharge to sea would require evaluation under the London Convention and London Protocol with appropriate scientific input;
- .24 MEPC 84/6/25 (China), providing comments on document MEPC 84/6/6 (Norway); proposing that for LNG-fuelled marine engines operating in gas mode, 90% of measured total hydrocarbons (THC) be used as the proxy for methane emissions (rather than 100%); recommending clarification of the dual-pathway principle for obtaining CH₄/N₂O emission factors (default factor method vs. measured factor method) and the functional relationship among the CH₄/N₂O emissions measurements, engine load monitoring (ELM) and continuous emission monitoring system (CEMS) guidelines; and calling for deletion of the 1 g/kWh crankcase default value, allowing instead technical justification based on comparable test-bed or study data;

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- .25 MEPC 84/6/26 (China), providing comments on document MEPC 84/6/6 (Norway); proposing to accelerate the development of the regulatory framework for onboard carbon capture and storage (OCCS); recommending a technology-neutral "reporting-verification-prevention" mechanism for OCCS emissions and by-products, diversified disposal pathways including onshore sequestration, and clarification of London Convention/London Protocol applicability; suggesting that e_{cc} accounting be moved to the 2024 LCA Guidelines, with the OCCS Guidelines focused on technical verification and data monitoring; recommending direct-measurement (scheme B); and specifying that OCCS data could be integrated with the IMO DCS/GFI reporting mechanism to avoid duplicate reporting;
- .26 MEPC 84/6/27 (CSC), providing comments on document MEPC 84/6/6 (Norway); emphasizing the need for robust measurement, reporting and verification of OCCS performance; proposing that certification prioritizes granular performance-data recording covering capture rates, additional energy demand, and CO₂ volumes handled; noting that OCCS would only reduce tank-to-wake (TtW) emissions and that well-to-wake (WtW) abatement was significantly lower; cautioning against the use of default factors for reported OCCS performance over real-life data collection; recommending the development of standardized downstream verification for transport and permanent sequestration; and stressing that any disposal or discharge considerations should align with the London Convention and London Protocol to avoid environmentally harmful practices;
- .27 MEPC 84/11/2 (Secretariat), paragraph 2.9, inviting the Committee to approve a draft MEPC circular on the technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage, as developed by the SDC Sub-Committee;
- .28 MEPC 84/INF.8 (China), presenting a real-world demonstration of the full "capture, transport, storage and mineralization" chain for onboard carbon capture; describing the **EVER TOP's** operational OCCS system, covering absorption, compression, liquefaction, storage, and ship-to-ship transfer and detailing a June 2025 unloading operation in Shanghai involving transfer of 25.44 tonnes of liquid CO₂ to a CO₂ carrier; outlining subsequent transport by truck and mineralization into construction materials; and providing quantified data on captured CO₂, leakage, fuel use and mineralization performance;
- .29 MEPC 84/INF.23 (INTERTANKO), presenting survey findings on the uptake of energy-saving devices (ESDs), operational efficiency measures, alternative fuels and emission-abatement technologies across 1,522 tanker and gas carrier ships; noting that approximately 98% of surveyed ships had implemented at least one measure; highlighting the widespread use of mature optimization practices such as exhaust-gas boilers, weather routing, hull and propeller maintenance, and machinery tuning; clarifying that adoption of energy-harvesting systems and alternative fuels remained limited; and emphasizing the relevance of these findings to ongoing IMO work on energy efficiency and GHG reduction under MARPOL Annex VI;
- .30 MEPC 84/INF.25 (RINA), presenting a study updating document MEPC 80/7 (RINA) by recalculating OCCS energy consumption for a 15,000 TEU

container ship; clarifying that waste heat recovery using a high-pressure exhaust gas recirculation solution and high-pressure exhaust boiler was assessed; explaining that achievable carbon capture rates depend on available waste heat and fuel type; noting resulting net CO₂ reductions of 48% for low-sulphur fuel oil, 75% for LNG and 50% for methanol with approximately 11 to 12% additional energy demand; and recommending further study of engine tuning, solvent development and the establishment of a life cycle assessment framework for OCCS;

- .31 MEPC 84/INF.26 (France), reporting lessons learned from the first three years of CII implementation, explaining France's approach to maintaining high ambition through targeted delegation to recognized organizations (ROs), emphasizing continuous improvement, qualitative assessment, and strict validation of corrective action plans (CAP); outlining structured CAP review procedures, challenges in CAP quality, and the need for updated annual plans; describing SEEMP part III audit practices aligned with ISM audits, noting unclear regulatory expectations and the need for clearer guidance; and highlighting that rigorous enforcement combined with dialogue supported effective CII implementation; and
- .32 MEPC 84/INF.31 (CLIA), outlining a study evaluating direct CO₂ emissions measurement as an alternative reporting method under the IMO DCS; explaining that continuous emissions monitoring systems had been installed on two cruise ships and compared against fuel-consumption-based CO₂ calculations; noting that directly measured CO₂ values were 4.06% and 2.40% lower than calculated values and that the equipment met relevant precision, accuracy and verification criteria; and presenting carbon-balance analysis demonstrating consistency with established methodologies.

6.2 The delegation of the Cook Islands, in referring to document MEPC 84/6/5, expressed concerns regarding the lack of consideration of adverse weather conditions faced by ships in the CII framework and urged that this issue be prioritized in the CII review. The delegation emphasized the particular relevance of addressing this issue for ships operating on fixed routes or serving remote island States like the Cook Islands, where adverse weather conditions were unavoidable, and where the weather-related delays could affect the availability of essential goods and services.

Reports on the 2024 fuel oil consumption data submitted to the IMO DCS

6.3 Having considered document MEPC 84/6/1 (Secretariat), providing the report of the fuel oil consumption data for 2024, the Committee:

- .1 approved, in principle, the summary of the fuel oil consumption data submitted to the IMO DCS for 2024 (MEPC 84/6/1, annex);
- .2 noted the ongoing improvements to the reporting process in the IMO DCS module in GISIS;
- .3 approved, in principle, the reporting on carbon intensity developments on the basis of supply-based measurements, using Annual Efficiency Ratio (AER) and capacity gross ton distance (cgDIST) indicators (MEPC 84/6/1, annex, table 3);

- .4 approved, in principle, the reporting of CII values (MEPC 84/6/1, annex, table 4); and
- .5 noted that in the absence of cargo-related data to calculate transport work, the Secretariat had submitted document MEPC 84/6/2 reporting on the demand-based carbon intensity of international shipping using model-based estimates for the period from 2019 to 2024 (MEPC 84/6/1, annex, paragraph 36).

6.4 The Committee requested the Secretariat to continue to maintain the IMO DCS and associated annual fuel consumption reporting, and to continue to explore possible improvements to the reporting process and the GISIS module.

Report on 2024 monitoring on carbon intensity and efficiency of the fleet

6.5 The Committee recalled that the *2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)* (resolution MEPC.338(76)) requested the Organization to monitor developments in annual carbon intensity improvement, using both demand- and supply-based measurements, in parallel with the annual analysis of the fuel consumption data reported to the IMO DCS.

6.6 Having considered document MEPC 84/6/2 (Secretariat), the Committee noted the carbon intensity developments of the shipping fleet from 2019 to 2024, as set out in paragraphs 18 and 19, and the report on the carbon intensity of the fleet for 2024, as set out in the annex to the document.

6.7 The Committee requested the Secretariat to continue monitoring the carbon intensity of the existing fleet based on supply-based and demand-based measurements, and to report the outcomes to the Committee.

Information on EEDI and EEXI

6.8 The Committee noted documents MEPC 84/INF.2 and MEPC 84/INF.2/Add.1 (Secretariat), providing the latest summary of data and graphical representations of the information in the EEDI database as of 11 June and 2 December 2025, respectively.

6.9 The Committee also noted document MEPC 84/INF.22 (Secretariat), providing a summary of reported uses of a power reserve in 2024 by ships fitted with a shaft/engine power limitation system to comply with the EEXI requirements.

Instructions to the APEE Working Group

6.10 The Committee instructed the APEE Working Group, established under agenda item 5 (see paragraph 5.22), taking into account comments and decisions made in plenary, to:

- .1 consider the proposals and information related to the IMO Data Collection System (IMO DCS) in documents MEPC 84/6/4 (Brazil et al.), MEPC 84/6/7 (IACS), MEPC 84/6/10 (China) and MEPC 84/INF.31 (CLIA), and advise the Committee accordingly;
- .2 consider the proposals and information related to the EEDI and EEXI frameworks in documents MEPC 84/6 (IMLA), MEPC 84/6/9 (China), MEPC 84/6/14 (IACS) and MEPC 84/6/18 (INTERFERRY), and advise the Committee accordingly;

- .3 consider the proposals and information related to phase 2 of the review of the short-term GHG reduction measure in documents MEPC 84/6/3 (Secretariat), MEPC 84/6/5 (Cook Islands et al.), MEPC 84/6/8 (ICS et al.), MEPC 84/6/11 (China), MEPC 84/6/13 (ICS), MEPC 84/6/15 (RINA), MEPC 84/6/16 (Republic of Korea), MEPC 84/6/17 (Brazil et al.), MEPC 84/6/20 and MEPC 84/6/21 (RINA); MEPC 84/6/22 (CSC and EDF); MEPC 84/INF.23 (INTERTANKO) and MEPC 84/INF.26 (France), and advise the Committee accordingly;
- .4 with regard to measurement and verification of non-CO₂ GHG emissions and onboard carbon capture and storage (OCCS):
 - .1 consider and finalize the draft 2026 guidelines for test-bed and onboard measurements of CH₄ and/or N₂O emissions from marine diesel engines, as set out in annex 1 to document MEPC 84/6/6 (Norway), taking into account documents MEPC 84/6/12 (China), MEPC 84/6/19 (EUROMOT), MEPC 84/6/23 (EUROMOT) and MEPC 84/6/25 (China), with a view to adoption at this session;
 - .2 consider and finalize the draft guidelines for engine load monitoring (ELM) and calculation of emission values (ELM guidelines), as set out in annex 2 to document MEPC 84/6/6 (Norway), with a view to adoption at this session;
 - .3 consider and finalize the draft guidelines for continuous emission monitoring systems (CEMS guidelines), as set out in annex 3 to document MEPC 84/6/6 (Norway), with a view to adoption at this session;
 - .4 consider the proposals and information related to OCCS in documents MEPC 84/6/6 (Norway), MEPC 84/6/24 (INTERTANKO), MEPC 84/6/26 (China), MEPC 84/6/27 (CSC), MEPC 84/INF.8 (China) and MEPC 84/INF.25 (RINA); and advise the Committee accordingly; and
 - .5 consider the re-establishment of the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage, taking into account the draft revised terms of reference set out in paragraph 174 of document MEPC 84/6/6 (Norway), and progress made during this session; and advise the Committee accordingly;
- .5 consider the draft MEPC circular on the technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage (MEPC 84/11/2, paragraph 2.9) and advise the Committee accordingly.

Report of the Working Group

6.11 Having considered the relevant part of the report of the APEE Working Group (MEPC 84/WP.7, paragraphs 12 to 114), the Committee approved it in general and took action as outlined hereunder.

Matters relating to the IMO DCS

6.12 The Committee, having noted the Working Group's discussion on proposed amendments to the DCS database management guidelines, agreed to defer the consideration of documents MEPC 84/6/7 and MEPC 84/6/10 to MEPC 85. The Committee also invited the Secretariat to conduct a preliminary assessment of the potential implications of the data security and access control requirements proposed in document MEPC 84/6/10 in terms of IT development and support, also taking into account the ongoing review of GISIS.

6.13 The Committee noted that there had not been sufficient support in the Working Group for incorporating the proposed Energy Consumption Index (ECI) set out in document MEPC 84/6/4 in the IMO framework at this stage.

Matters relating to EEDI and EEXI

6.14 Regarding document MEPC 84/6/9 proposing a correction method for the effective propulsive power matrix of wind-assisted propulsion ships based on sea trial to improve the reliability of attained EEDI calculations, the Committee invited interested Member States and international organizations to liaise with the delegation of China to further update the proposal.

6.15 Having considered proposals in document MEPC 84/6/14 concerning dual fuel engines using two liquid fuels, particularly methanol and ethanol, in the EEDI framework, the Committee adopted:

- .1 resolution MEPC.410(84) on Amendments to the *2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for new ships*, as set out in annex 12; and
- .2 resolution MEPC.411(84) on the *2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)*, as set out in annex 13, and instructed the Secretariat to prepare a consolidated version to be included in the final report of the Committee.

6.16 Regarding document MEPC 84/6/18 proposing to address hybrid propulsion for use in the EEDI framework, the Committee invited interested Member States and international organizations to liaise with the observer from INTERFERRY and submit a refined proposal to a future session, taking into account the comments made.

Phase 2 of the review of the short-term GHG reduction measure

6.17 Having considered proposals in document MEPC 84/6/17 regarding clarification of CII calculation obligations in the context of enhanced IMO DCS granularity reporting, the Committee adopted:

- .1 resolution MEPC.412(84) on Amendments to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)*, as set out in annex 14; and
- .2 resolution MEPC.413(84) on Amendments to the *2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (2024 SEEMP Guidelines)*, as set out in annex 15, and requested the Secretariat to issue a consolidated text of the guidelines, as amended, for dissemination as MEPC.1/Circ.925.

6.18 Having considered document MEPC 84/6/3, presenting recalculated CII reference line parameters and rating boundaries for cruise passenger ships using the proposed cgHRS metric, the Committee:

- .1 noted that the Working Group had not been in a position to finalize this item at this session, and consequentially had agreed to adjust the *Work plan on phase 2 of the review of the short-term GHG reduction measure* with a view to finalization of the development of the cgHRS metric at a future session; and
- .2 invited interested Member States and international organizations to work together on the development of the cgHRS metric and submit an updated proposal to a future session.

6.19 The observer from CLIA, supported by CESA, thanked the Secretariat for the recalculation of the CII reference line parameters and rating boundaries for cruise passenger ships using the proposed cgHRS metric, as set out in document MEPC 84/6/3, and confirmed full support for the results. The observers expressed disappointment with the fact that the Working Group and Committee were not in a position to finalize the cgHRS metric at this session, in accordance with the work plan for phase 2 of the review as approved by the Committee at MEPC 83. The observers welcomed the opportunity to provide clarity to reinforce and finalize the metric in the short-term, noting the unique nature of cruise passenger ships and the importance of timely finalization and identification of an appropriate timeline for implementation. The observers further emphasized the data-driven nature of the metric and the cruise sector's commitment to reflecting the actual efficiency of cruise passenger ships consistent with the intent of the IMO GHG Strategy. As requested, the full statement is set out in annex 29.

6.20 The Committee invited interested Member States and international organizations to submit proposals to MEPC 85 on the further consideration of the development of other CII metric(s).

6.21 The delegation of the Cook Islands, supported by the delegation of the United Arab Emirates, requested clarifications regarding paragraph 59 of the report of the Working Group (MEPC 84/WP.7). Regarding the justification of the need for a CII correction factor to address adverse weather conditions affecting ships, the delegation stressed that the immediate justification lay in the ongoing work under agenda item 7 on reducing GHG emissions; namely how climate change worsened weather conditions through more severe, more frequent, adverse weather patterns, which some countries were already suffering from. The delegation also questioned the statements in the Working Group report that if there were a correction factor, it would disincentivize optimizing a ship's design and better weather routing, which in their view was contradictory to the realities faced by the shipping sector and the responsibilities of the ship master.

6.22 Having noted the Working Group's discussion on the development of the enhanced SEEMP framework, the Committee:

- .1 noted that the Group had not been in a position to finalize this item at this session and consequentially had agreed to adjust the work plan with a view to finalization of the development of the enhanced SEEMP framework at MEPC 86; and
- .2 invited interested Member States and international organizations to liaise with the observer from RINA to refine the proposal set out in documents MEPC 84/6/20 and MEPC 84/6/21, and submit information and

proposals to a future session, including draft amendments to MARPOL Annex VI and relevant guidelines, taking into account comments made in the Working Group.

6.23 The Committee noted the Working Group's discussion on proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework, and noted that the Working Group had agreed to keep this issue under consideration, pending further clarification of the mid-term measure.

6.24 Having considered proposals in document MEPC 84/6/11, the Committee:

- .1 approved MEPC.1/Circ.905/Rev.1 on *Revised interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI*, and agreed to the application date of 1 January 2027; and
- .2 invited interested Member States and international organizations to submit proposals addressing fuel category references in the EEDI Calculation Guidelines to a future session, taking into account the comments made in the Working Group.

Matters related to measurements of methane (CH₄) and nitrous oxide (N₂O) emissions

6.25 With regard to measurements of methane (CH₄) and nitrous oxide (N₂O) emissions, the Committee adopted:

- .1 resolution MEPC.414(84) on the *2026 Guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines*, as set out in annex 16;
- .2 resolution MEPC.415(84) on the *Guidelines for engine load monitoring (ELM) and calculation of emission values (ELM Guidelines)*; as set out in annex 17; and
- .3 resolution MEPC.416(84) on the *Guidelines for continuous emission monitoring systems (CEMS) used to quantify methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines*; as set out in annex 18.

6.26 The Committee agreed that without prejudice to any future mandatory frameworks, actual TtW emission values for methane (CH₄) and/or nitrous oxide (N₂O) emissions may be quantified, on a voluntary basis, using the following approaches:

- .1 engine load monitoring, using the ELM Guidelines, in conjunction with the *2026 Guidelines for test-bed and onboard measurements of CH₄ and/or N₂O emissions from marine diesel engines*; and/or
- .2 continuous emissions measurement system, using the CEMS Guidelines.

6.27 The Committee encouraged interested Member States and international organizations to conduct voluntary measurements and studies using the aforementioned approaches, and share information on their implementation at a future session.

Matters relating to Onboard Carbon Capture and Storage (OCCS)

6.28 With regard to Onboard Carbon Capture and Storage (OCCS), the Committee:

- .1 invited interested parties to submit a document to the relevant bodies, including LC/LP, for evaluation of any OCCS concept with direct or indirect disposal of CO₂ into the sea from a ship, using the scientific expertise of the relevant GESAMP Working Group as appropriate; and
- .2 approved the *Revised work plan for the development of a regulatory framework for the use of OCCS*, as set out in annex 19.

Re-establishment of the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage

6.29 The Committee re-established the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage, under the coordination of Norway³, and instructed it to:

- " .1 further develop the framework for the measurement and verification of actual tank-to-wake methane (CH₄) and/or nitrous oxide (N₂O) emission factors and *C_{slip}* value for marine diesel engines;
- .2 consider how this framework can support the application of the 2024 LCA Guidelines;
- .3 develop a regulatory framework for the use of onboard carbon capture and storage using the Work plan for the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS), taking into account documents MEPC 84/6/6, MEPC 84/6/24, MEPC 84/6/26, MEPC 84/6/27, MEPC 84/7/18, MEPC 84/INF.8 and MEPC 84/INF.25;
- .4 develop specific methodological guidance on OCCS accounting, verification, and certification, using documents ISWG-GHG 21/3/16 and ISWG-GHG 21/3/17 as a basis, building upon the existing OCCS framework in the LCA Guidelines; and
- .5 submit a written report to MEPC 86."

7 REDUCTION OF GHG EMISSIONS FROM SHIPS**Outcomes of ISWG-GHG 20 and 21**

7.1 The Committee noted that the twentieth and twenty-first meetings of the Intersessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from ships (ISWG-GHG 20 and ISWG-GHG 21) had been held, respectively, from 20 to 24 October 2025

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and from 20 to 24 April 2026, and that their reports had been submitted as documents MEPC 84/7/14 and MEPC 84/WP.5, respectively.

7.2 The Committee noted the additional information provided orally by the Chair of the Group, Mr. Sveinung Oftedal (Norway), and expressed appreciation to all participating delegations for their constructive work during the intersessional meetings.

Outcome of ISWG-GHG 20

7.3 Acknowledging that the discussions during ISWG-GHG 20 had been superseded by the discussions and progress made at ISWG-GHG 21, the Committee noted the outcome and actions requested by ISWG-GHG 20, as reported in document MEPC 84/7/14, and approved the report in general, and in particular:

- .1 noted the progress made, including views expressed and comments made on the development of new and/or revision of existing guidelines, provisions, guidance and other documents, as appropriate, to support the implementation of the IMO Net-Zero Framework, subject to and without prejudice to the adoption of amendments on the IMO Net-Zero Framework;
- .2 noted the progress made, including views expressed and comments made on the follow-up work on the further development of the IMO Life Cycle GHG Assessment (LCA) Framework; and
- .3 noted the progress made by the Group on the development of the terms of reference for the Fifth IMO GHG Study, including a revised version of the draft terms of reference for its further work, to be considered as "work in progress" and to be used as a basis for further work (MEPC 84/7/14, paragraph 152 and annex 1).

Outcome of ISWG-GHG 21

Development of new and/or revision of existing guidelines, provisions, guidance and other documents, as appropriate, supporting the uniform and effective implementation of the draft IMO Net-Zero Framework

7.4 The Committee noted that ISWG-GHG 21 had considered, in addition to relevant documents submitted to that meeting, the following documents submitted to MEPC 84 regarding the development of new and/or revision of existing guidelines, provisions, guidance and other documents to support the uniform and effective implementation of the draft IMO Net-Zero Framework:

- .1 MEPC 84/7/19 (Secretariat), providing an update on the initial preparatory work initiated by the Secretariat to ensure the timely establishment of the IMO GFI Registry;
- .2 MEPC 84/7/21 (ISO and ITTC), presenting a standardized procedure for speed trial measurement of wind assisted ships to quantify wind propulsion energy contributions for inclusion in the attained GHG fuel intensity (GFI) formula; recalling the amended GFI approach proposed in document MEPC 82/7/9 (IWSA) converting measured propulsion power savings into fuel equivalent energy; outlining the ITTC Procedure 7.5040102 on *Sea trials for assessing the power saving from wind assisted propulsion* (2024) establishing ON-OFF sea trial testing to determine wind propulsion power

contribution across multiple wind directions, with results used to validate continuous performance models; highlighting ongoing updates by the 31st ITTC Committee to refine uncertainty treatment; and reporting parallel work within ISO (ISO/NP 26204) to develop an international guideline harmonized with ITTC methods;

- .3 MEPC 84/7/22 (ITTC), presenting a predictive modelling procedure for estimating power saving benefits from wind-assisted propulsion systems for use in the attained GFI formula; outlining the ITTC Guideline 7.5-02-03-01.9 *Predicting the Power Saving of Wind Powered Ships* (2024), which provided a tiered methodology, from Level 0 to Level IV, combining digital simulation and model testing to quantify wind propulsion energy savings with increasing accuracy; defining the key performance indicator, the power saving potential (PSP), as the difference between yearly average propulsion power without and with wind propulsion systems on a given route; noting ongoing work by the 31st ITTC Committee to update the guideline by 2027 with improved uncertainty treatment; and highlighting parallel development of ISO/NP 26287 to establish an international standard for evaluating wind propulsion energy saving effects;
- .4 MEPC 84/7/24 (Türkiye), proposing that when developing the IMO Net-Zero Fund's governing provisions, allocation approaches for relevant revenue disbursement purposes consider Member States' fleet exposure based on ownership/control, in addition to other criteria, rather than relying primarily on flag-based indicators;
- .5 MEPC 84/7/31 (Türkiye), proposing that the guidelines on the IMO GFI Registry consider a tiered annual administration fee structure based on gross tonnage, in order to enhance proportionality and avoid disproportionate burdens on smaller ships, including ships operated by entities in developing States and ships operating primarily around national coastlines but occasionally trading internationally, while maintaining predictability, administrative simplicity and cost recovery;
- .6 MEPC 84/7/35 (Brazil), providing information aiming to contribute to the economic rationale underlying the methodology to be employed in actions designed to reward the use of zero or near-zero GHG emission technologies and fuels (ZNZs); stressing that cost-gap rewards were economically fragile and potentially distorting, that multipliers similarly distort marginal incentives; supporting, instead, a reward design anchored to verified emissions reductions; and emphasizing that the objective of the draft IMO Net-Zero Framework was not to incentivize the adoption of specific fuel pathways but to achieve emissions-reduction at minimum social cost;
- .7 MEPC 84/7/44 (Democratic Republic of Congo et al.), commenting on document MEPC 84/INF.10 (Secretariat) and providing proposals for the IMO Net-Zero Fund revenue disbursement system; suggesting that the allocation of resources for ZNZ rewards should consider the amount of emissions avoided and be guided by a formula-based application system with verification and reporting procedures for transparency, that the allocation of resources under the just and equitable transition stream should be guided by a structured methodology ensuring predictability, equity, and flexibility, that the Fund governing provisions should define eligible recipients and access modalities, including direct access, accredited implementing

entities, and calls for proposals, as determined by the Governing Board, and proposing guidance on the annual report of the Governing Board to the Committee;

- .8 MEPC 84/7/50 (Democratic Republic of Congo et al.), commenting on document MEPC 84/INF.10 (Secretariat) and providing proposals for the composition of the IMO Net-Zero Fund Governing Board; highlighting the need for timely adoption of governing provisions under draft regulation 40 of MARPOL Annex VI; proposing a 25-member Governing Board appointed by MEPC with balanced geographic and gender representation, defined terms of membership, and observer participation, to ensure transparent and equitable management of revenues supporting reduction of GHG emissions from ships; and
- .9 MEPC 84/INF.10 (Secretariat), providing information on a comparative analysis of governance practices across ten intergovernmental and multilateral funds; reviewing the composition, election modalities and terms of governing boards, observer participation rules, chairing arrangements, decision-making procedures, quorum requirements, eligibility and access modalities, financial instruments, and resource-allocation systems; and identifying common patterns such as consensus-based decision-making, constituency-based board representation, and reliance on accredited entities for fund access, while noting divergences including board size, voting structures, and financing tools.

7.5 In considering document MEPC 84/WP.5 regarding the development of new and/or revision of existing guidelines, provisions, guidance and other documents, as appropriate, supporting the uniform and effective implementation of the draft IMO Net-Zero Framework, subject and without prejudice to the adoption of amendments on the IMO Net-Zero Framework, the Committee approved the report in general, noted the Group's discussion in general, and in particular:

- .1 noted the texts prepared by the Group for draft GFI calculation guidelines, draft amendments to the *2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity*, and a draft guidance on how to monitor, report and verify the energy derived from wind propulsion systems (WPS), to be used as basis for further work on the development of the GFI calculation, verification and reporting guidelines/guidance (annexes 1, 2 and 3 to MEPC 84/WP.5);
- .2 noted the text prepared by the Group to be used as a basis for the further development of the guidelines on requirements and procedures for recognition of sustainable fuel certification schemes and reporting of certification activities (SFCS guidelines), including draft terms of reference for the SFCS assessment group (annex 4 to MEPC 84/WP.5);
- .3 invited the Secretariat to provide to a future session more information on the possible costs involved in the establishment and operation of an IMO GFI Registry, and to continue further work on developing the functional requirements of the IMO GFI Registry, taking into account interoperability with existing reporting requirements to the IMO DCS, cyber security, data governance and geographical inclusivity aspects;

- .4 invited interested Member States and international organizations to continue to work intersessionally on the further development of the guidelines on ZNZ rewards and methodology to determine such rewards, using the document prepared by several interested delegations as a basis;
- .5 noted the Group's discussions in relation to the proposed IMO Net-Zero Fund, including its governing provisions and possible disbursement of revenue, as well as possible measures to address food security; and
- .6 noted the interest of several delegations in working intersessionally on the further development of governing provisions, using the eight sub-headings identified in document MEPC 84/INF.10 as a base structure for further work.

7.6 The Committee further noted that ISWG-GHG 21 had agreed on the need to continue its consideration of the development of relevant guidelines supporting the uniform and effective implementation of IMO's mid-term GHG reduction measures.

Further consideration of the development of the IMO LCA framework

7.7 The Committee noted that ISWG-GHG 21 had considered, in addition to relevant documents submitted to that meeting, the following documents submitted to MEPC 84 regarding the further consideration of the development of the IMO LCA framework:

- .1 MEPC 84/7/2 (IMLA), proposing a simplified classification of marine fuels to support consistent interpretation of clean fuel terminology under the draft IMO Net-Zero Framework; stating that varied definitions of alternative, sustainable and zero or near-zero fuels generated confusion; explaining that in accordance with the LCA Guidelines and the criteria for sustainable fuels, marine fuels could be categorized as grey, blue, or green, based on feedstock type, conversion process and carbon capture and storage application;
- .2 MEPC 84/7/18 (China), presenting considerations on the mineralization of onboard captured CO₂ as a permanent storage approach; describing China's closed loop demonstration of "Capture-Transportation-Storage-Mineralization," in which CO₂ captured onboard is mineralized into stable calcium carbonate, with full chain CO₂ flows (capture, transport, leakage, mineralization) recorded and quantified; arguing that mineralization products are stable, non leaking, and suitable for downstream uses (e.g. cement production), thereby achieving an effect equivalent to permanent storage; and proposing that mineralization be explicitly recognized as an acceptable permanent storage pathway in future revisions of the 2024 LCA Guidelines and in the development of the OCCS regulatory framework, including testing, inspection and certification procedures;
- .3 MEPC 84/7/26 (INTERTANKO), stating that bio-LNG could function as a transitional methane-based marine fuel within the existing 2024 LCA Guidelines; clarifying that bio-LNG was chemically identical to fossil LNG and could be used in LNG-capable ships without technical modification; noting that its assessment relied on established LCA principles, including recognized chain-of-custody systems and treatment of avoided methane emissions from biogenic feedstocks such as manure and organic waste; explaining that these methodological elements would allow bio-LNG pathways to be transparently accounted for without changes to the regulatory

architecture; and stressing that bio-LNG might support near-term emission-reduction efforts while maintaining flexibility for future fuel transitions;

- .4 MEPC 84/7/27 (INTERTANKO), presenting an analysis of the sensitivity of LNG carrier compliance to various proposed default well-to-tank (WtT) emission factors for fossil LNG; assessing the impact of different WtT values on attained GFI and compliance outcomes over the period 2028-2035; showing that relatively small differences in the applied WtT assumptions would lead to materially different compliance outcomes and associated economic impacts, particularly in the early years of implementation; and highlighting the relevance of carefully considering upstream emission assumptions for ship types with constrained operational flexibility;
- .5 MEPC 84/7/29 (INTERTANKO), providing operational experience from tanker operators regarding the commercial use of sustainable biofuels including FAME blends up to B40 and limited use of B100; indicating that these fuels were technically compatible with existing marine fuel systems and could be integrated without fundamental engine redesign of major retrofits; providing scale context relative to global marine fuel demand; and highlighting practical considerations related to fuel management and sustainability certification;
- .6 MEPC 84/7/40 (China), commenting on document MEPC 84/7/15 (Secretariat) containing the report of the second meeting of GESAMP-LCA WG and proposing clarifications to the development of default emission values and methodological rules under the 2024 LCA Guidelines; clarifying concerns regarding the absence of interim formulas for CCS and OCCS parameters, the need for caution in defining system boundaries for OCCS, and the importance of including OCCS pathways within the default-value framework; explaining that embodied emissions of renewable electricity should not be introduced selectively and that additional requirements for renewable electricity risk creating barriers for developing countries; and recommending maintaining current system boundaries, avoiding premature restrictions on renewable electricity use, and establishing a hierarchical approach for electricity carbon-footprint factors prioritizing energy attribute certificates (AECs), regional or national grid factors and recognized public databases;
- .7 MEPC 84/7/42 (Pacific Environment et al.), commenting on document MEPC 84/7/16 (Secretariat) and proposing that indirect land-use-change (ILUC) risk assessment for marine biofuel feedstocks be based on a global, quantitative methodology; clarifying that the criteria outlined by GESAMP-LCA WG address direct land-use change (DLUC) but did not capture market-mediated ILUC effects; explaining that established frameworks such as the EU Renewable Energy Directive and ICAO's CORSIA framework used quantitative thresholds and regular reviews to identify high-ILUC-risk feedstocks; noting that global expansion patterns, displacement of other land uses and evolving demand trends required periodic reassessment; and recommending that the 2024 LCA Guidelines should incorporate global ILUC impact assessment, threshold-based quantitative criteria and a review clause;
- .8 MEPC 84/7/43 (Pacific Environment et al.), commenting on document MEPC 84/7/16 (Secretariat) and proposing that the default well-to-tank (WtT) emission factor for fossil LNG be set using a conservative, globally

representative approach; clarifying that measurement-based studies show systematic underestimation of upstream methane emissions and that supplier-specific or region-specific values risk embedding structural bias; explaining limitations in several submitted emission factors and noting alternative benchmark values from peer-reviewed literature; and recommending that GESAMP-LCA WG adopt a precautionary methodology consistent with the 2024 LCA Guidelines;

- .9 MEPC 84/7/46 (Pacific Environment et al.), commenting on document MEPC 84/7/16 (Secretariat) and proposing that GESAMP-LCA WG develop a global indirect land-use-change (ILUC) risk framework; clarifying concerns that the Group's proposed high-ILUC risk definition would not align with the 2024 LCA Guidelines; explaining that ILUC arose from global displacement of food and feed crops and required assessment at the global level; noting that quantitative metrics used in other regulatory systems could support classification; and recommending that the Working Group classify feedstocks into high-, medium- and low-ILUC risk categories without project-level exceptions unless robust additionality criteria were met;
- .10 MEPC 84/7/47 (Pacific Environment et al.), commenting on document MEPC 84/7/16 (Secretariat) and proposing that the Organization would continue using a single conservative global well-to-tank (WtT) default GHG emission factor for fossil LNG; clarifying concerns with methodological refinements such as market-mix values, regional values or value ranges due to risks of underestimation, regulatory arbitrage and inconsistency with the 2024 LCA Guidelines; explaining that methane leakage variability and prohibition on using actual emission factors for fossil pathways support maintaining a single conservative value; recommending that the Committee instruct the GESAMP-LCA WG to work toward a single global default value for all fossil pathways; and
- .11 MEPC 84/7/48 (Pacific Environment), commenting on document MEPC 84/7/16 (Secretariat) and proposing strengthening of the mass-balance chain-of-custody model by clarifying balance-period stringency and traceability requirements; explaining that short balance periods and no-deficit stock rules were needed to prevent temporal arbitrage; noting that identity-preservation or hard mass balance should apply to high-risk feedstocks; and recommending early specification of these parameters to ensure environmental integrity and credible sustainability claims.

7.8 The Committee also noted that ISWG-GHG 21 had considered relevant parts of the reports of the second and third meetings of GESAMP-LCA WG, as set out in paragraphs 6.2, 6.4, and 6.9 to 6.13 of document MEPC 84/7/15 (Secretariat), and paragraphs 6.2, 6.7, and 6.11 to 6.14 of document MEPC 84/7/16 (Secretariat), respectively (see paragraphs 99 to 219 in MEPC 84/WP.5), related to methodological aspects of the LCA Framework, while the outcomes of the review of proposed default emissions factors by GESAMP-LCA WG were considered by the Committee (see paragraphs 7.10 to 7.15).

7.9 In considering document MEPC 84/WP.5 regarding the further consideration of the development of the IMO Life Cycle GHG Assessment (LCA) framework, the Committee noted the Group's discussion in general and in particular:

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- .1 expressed its appreciation to the work carried out by GESAMP-LCA Working Group in providing scientific and technical advice on issues related to the implementation of the LCA Guidelines, and to the Secretariat for supporting the work of the GESAMP-LCA Working Group; and
 - .2 with regard to "avoided emissions" (e_{fecu} parameter), agreed to refer document ISWG-GHG 21/3/8 to GESAMP-LCA WG for assessment of its compatibility with the attributional approach in the LCA Guidelines and of its implications for system boundaries;
 - .3 with regard to "embodied emissions", endorsed that:
 - .1 GESAMP-LCA WG should refrain from requiring the inclusion of a justification on why embodied emissions were not included in a submission; and
 - .2 at this stage, embodied emissions beyond a cut-off criteria to be described in the submission may, on a voluntary basis, be reported to GESAMP-LCA WG separately, for information purposes;
 - .4 with regard to ships using cargo as fuel, invited GESAMP-LCA WG to further consider possible approaches in the LCA calculation methodology, in particular the use of default emission values or correction factors as proposed in document ISWG-GHG 21/3/5, the possible adjustment of the e_{td} parameter to exclude shipping emissions as proposed in ISWG-GHG 21/3/19 to avoid double-counting, or any other option to address emissions from ships using cargo as fuel to be developed by GESAMP-LCA WG;
 - .5 with regard to OCCS emissions accounting:
 - .1 agreed to develop specific methodological guidance on OCCS emissions accounting, using documents ISWG-GHG 21/3/16 and ISWG-GHG 21/3/17 as a basis, building upon the existing OCCS framework in the LCA Guidelines; and
 - .2 with regard to further advancing the work on OCCS emission accounting:
 - .1 invited GESAMP-LCA WG to continue its work on defining the system boundaries for OCCS; and
 - .2 agreed to include in the terms of reference of the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage, if re-established by MEPC 84, the following item:

"develop specific methodological guidance on OCCS accounting, verification and certification, using documents ISWG-GHG 21/3/16 and ISWG-GHG 21/3/17 as a basis, building upon the existing OCCS framework in the LCA Guidelines."

- .6 with regard to the effect of the fuel composition on the determination of methane slip value:
 - .1 noted that the Group was not in a position to recommend a preferred way forward; and
 - .2 invited the Working Group on Air Pollution and Energy Efficiency established at MEPC 84, when considering the proposed amendments to the CH₄/N₂O measurement guidelines set out in document MEPC 84/6/19, to also consider possible implications on the 2024 LCA Guidelines, and advise the Committee accordingly;
- .7 with regard to the accounting methodology for carbon capture and utilization (CCU), invited GESAMP-LCA WG to continue its work on the development of an accounting methodology for CCU, taking into account relevant frameworks, such as IPCC Guidelines and ICAO/CORSIA frameworks;
- .8 with regard to sustainability themes/aspects:
 - .1 endorsed GESAMP-LCA WG's recommendations on sustainability theme/aspect 4 (DLUC) and agreed to incorporate them in a future revision of the 2024 LCA Guidelines;
 - .2 noted that having considered the proposed approaches to sustainability themes/aspects set out in documents ISWG-GHG 21/3/11 and ISWG-GHG 21/3/13, the Group was not in a position to agree on the proposals, and invited interested delegations to continue to work on this issue; and
 - .3 noted the Group's support in general for the ILUC risk-based classification approach developed by GESAMP-LCA WG so far, and requested GESAMP-LCA WG to submit a detailed report on the matter to MEPC 85;
- .9 with regard to other social and economic themes/aspects, noted the divergent views within the Group on how to advance other social and economic themes/aspects, and noted that, having considered the proposal to re-establish the correspondence group to further consider social and economic sustainability themes/aspects, the Group was not in a position to conclude on the matter at this session;
- .10 with regard to specifying the "country of origin" in the list of default emission factors, invited interested Member States and international organizations to submit a proposal on how to incorporate the country of origin in the list of default factors, and assess the possible implications on the use of default emission values, taking into account the various views expressed at this session;
- .11 with regard to the proposed data quality assessment (DQA) approach, agreed that for now, submissions to GESAMP-LCA WG should continue on the basis of the Methodology developed by GESAMP-LCA WG (MEPC.1/Circ.916), and requested GESAMP-LCA WG to consider whether elements of document ISWG-GHG 21/3/3 could benefit its work, and advise the Committee accordingly;

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- .12 with regard to the GESAMP-LCA WG working arrangements and prioritization, having expressed its appreciation to the work of GESAMP-LCA WG, agreed to invite the Secretariat to liaise with GESAMP-LCA WG on the prioritization of its work taking into account the discussions of the Group;
- .13 with regard to the development of a common understanding of "representativeness" and "conservativeness", and determination of emission values for fossil fuel pathways, noted the broad support for the proposed understanding of representativeness and conservativeness developed by GESAMP-LCA WG and to:
- .1 endorsed, for now, GESAMP-LCA WG's approach in order to allow GESAMP-LCA WG to continue its work;
 - .2 invited GESAMP-LCA WG to further refine its methodology taking into account the views expressed and documents submitted to this session;
 - .3 noted that considering the divergent views expressed regarding the determination of WtT emission values for fossil fuel pathways, the Group was not in a position to amend the 2024 LCA Guidelines at this stage, and noted that this issue may be revisited in the future; and
 - .4 recommended that GESAMP-LCA WG considered using statistical approaches, such as weighted averages or measures of central tendency, as outlined in document ISWG-GHG 21/3/7, to determine global default WtT emission factors for relevant fossil fuel pathways, and to report the outcome of its deliberations to MEPC 85;
- .14 with regard to ISO methodologies and frameworks, noted that there was need for standardization and harmonization of the IMO LCA methodology for determining of actual emission factors, but that divergent views were expressed in the Group on the possible implications of the inclusion of, or reference to, ISO standards in the LCA Guidelines; and invited the co-sponsors of document ISWG-GHG 21/3/9 to further refine their proposal, and submit it to a future session;
- .15 with regard to the certification of the GHG intensity of electricity, noted the Group's interest in better reflecting the actual GHG intensity of electricity in the LCA Guidelines, and invited interested Member States and international organization to further work intersessionally on this matter, and share lessons from existing contractual mechanisms and associated certification aspects, with a view to determining eligibility criteria, to a future session;
- .16 with regard to chain of custody models:
- .1 agreed that section 5.6 of the draft SFCS Guidelines was a good basis for further work and noted that further development was needed in various areas such as consistency with existing standards, enforcement functions, and balance between environmental integrity, practicability and inclusivity; and invited interested delegations to continue to work informally on the further

development of the SFCS guidelines with a view to submit draft guidelines to MEPC 85; and

- .2 invited the Secretariat to consider how to accommodate an expert workshop or a technical seminar on chain of custody models before MEPC 85, taking into account document ISWG-GHG 21/3/1, also taking into account the overall intersessional workload;
- .17 with regard to information on specific fuel types and fuel pathway codes:
 - .1 agreed to include the following new fuel pathway codes in appendix 1 of the draft revised LCA Guidelines:
 - .1 intermediate crop corn-based ethanol (EtOH_b_FR_intcorn_r_CHP); and
 - .2 LNG with upstream carbon capture and storage (CCS);
 - .2 agreed to include a new fuel pathway code in appendix 1 to the draft revised LCA Guidelines for ethanol (sugarcane-based) and noted that GESAMP-LCA WG had considered that further work on fuel pathway categorization was necessary before a specific fuel pathway code could be recommended at this stage (MEPC 84/7/15, annex, paragraph 5.7.2).

7.10 With regard to the determination of emission values for fossil fuel pathways and actions taken by the Committee (see paragraph 7.9.13 above), the delegation of Saudi Arabia recalled that the GESAMP-LCA WG in its third meeting (MEPC 84/7/16, annex, paragraphs 5.3.4 to 5.3.6) had acknowledged that regional variability, data limitations, and methodological divergence had prevented the identification of a single representative and conservative default WtW emissions factor and thereto had requested guidance from the Committee; the delegation also referred to document ISWG-GHG 21/3/15 (Kuwait et al.), noting that the current exclusion of actual values for purely fossil fuel pathways had resulted in a methodological inconsistency within the LCA framework. Accordingly, the delegation called on the Committee to allow the use of verified actual WtW values across all fuel pathways to address the uncertainties identified by GESAMP-LCA WG and ensure pathway-specific assessment.

Finalization of the draft terms of reference for the Fifth IMO GHG Study

7.11 Regarding the finalization of the draft terms of reference for the Fifth IMO GHG Study, the Committee noted that due to time constraints, ISWG-GHG 21 was not able to consider the draft terms of reference for the Fifth IMO GHG Study, and subsequently instructed the Working Group on Reduction of Greenhouse Gas Emissions from International Shipping (GHG Working Group), to finalize the draft terms of reference for the Fifth IMO GHG Study, using annex 1 to document MEPC 84/7/14 as the basis.

Consideration of the scientific review and recommendation, as appropriate, of proposed default emission factors by GESAMP-LCA WG

7.12 The Committee recalled that MEPC 81 had agreed to establish a GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG), for which the terms

of reference foresee, inter alia, the scientific review of well-to-tank (WtT) and tank-to-wake (TtW) default emission factors.

7.13 The Committee noted that the second and third meetings of the GESAMP-LCA WG had been held, respectively, from 30 June to 4 July 2025 and from 3 to 7 November 2025, that their reports had been submitted as documents MEPC 84/7/15 and MEPC 84/7/16, and that parts of these reports related to methodological aspects of the LCA framework had been considered by ISWG-GHG 21 (see paragraph 7.8).

7.14 The Committee noted that since MEPC 83, a total of forty-eight (48) proposals for default emission factors for well-to-tank (WtT) and twenty-nine (29) proposals for default emission factors for tank-to-wake (TtW), relating to ethanol, liquefied natural gas (methane), ammonia and renewable diesel (HVO), had been submitted to GESAMP-LCA WG for review, as contained in the documents listed below submitted to this session. The Committee further noted that the proposals put forward in the following documents had already been considered by GESAMP-LCA WG at its second and/or third sessions, or are currently under consideration by the Group:

- .1 MEPC 84/7 (Brazil), presenting for review by the GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) well-to-tank (WtT) and tank-to-wake (TtW) default GHG emission factors for intermediate crop corn-based ethanol production pathway for Brazil, submitted for scientific review by GESAMP-LCA WG; and proposing the adoption of a new fuel pathway code (EtOH_b_FR_intcrop_rCHP) and associated default values for incorporation into the 2024 LCA Guidelines;
- .2 MEPC 84/7/1 (Norway), proposing for review by GESAMP-LCA WG well-to-tank (WtT) and tank-to-wake (TtW) default GHG emission factors for LNG and ammonia fuel pathways for scientific review by GESAMP-LCA WG; presenting WtT values for fossil LNG and multiple ammonia production routes; proposing new additional LNG energy converter categories; and providing indicative TtW values for ammonia;
- .3 MEPC 84/7/3 (France), proposing for review by GESAMP-LCA WG well-to-tank (WtT) proposed default GHG emission factors for fossil LNG, bio-LNG and e-LNG; presenting values derived from life-cycle analyses undertaken by Bureau Veritas and CMA-CGM; and proposing three new LNG fuel pathway codes for biogenic and synthetic LNG production routes;
- .4 MEPC 84/7/4 (United Kingdom), proposing for review by GESAMP-LCA WG well-to-tank (WtT) and tank-to-wake (TtW) default GHG emission factors for ammonia as a marine fuel; providing WtT values for ammonia produced via renewable-electricity, steam methane reforming with carbon capture and storage (CCS), and a newly proposed autothermal reforming (ATR) pathway with CCS; and proposing indicative TtW emission factors for ammonia energy converters;
- .5 MEPC 84/7/5 (Finland), submitting for review by GESAMP-LCA WG well-to-tank (WtT) proposed default GHG emission factors for renewable diesel (HVO) produced from waste and residue feedstocks; and providing three WtT values derived respectively from the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) LCA methodology, the EU Renewable Energy Directive Annex V methodology, and the

Greenhouse gases, Regulated Emissions, and Energy use in Technologies (GREET) model;

- .6 MEPC 84/7/6 (Brazil), presenting for review by GESAMP-LCA WG well-to-tank (WtT) and tank-to-wake (TtW) default GHG emission factors for ethanol produced from sugarcane juice or residual molasses from sugar production, developed using RenovaCalc, GREET and International Sustainability and Carbon Certification (ISCC)-CORSIA methodologies; outlining Brazil's production context and the representativeness of audited agricultural and industrial data;
- .7 MEPC 84/7/10 (Brazil), proposing for review by GESAMP-LCA WG well-to-tank (WtT) and tank-to-wake (TtW) default GHG emission factors for biodiesel (fatty acid methyl ester - FAME) from beef tallow produced in Brazil; clarifying the national production context, pathway definition and life-cycle-assessment parameters; explaining that values were derived using GREET, ISCC and RenovaCalc models; and recommending the creation of a fuel pathway code for this biodiesel;
- .8 MEPC 84/7/11 (Norway and Republic of Korea), proposing for review by GESAMP-LCA WG well-to-tank (WtT) default GHG emission factors for LNG (methane); and outlining that the values were derived from independent LCA work conducted by Rystad Energy for SEA-LNG;
- .9 MEPC 84/7/12 (Denmark), presenting for review by GESAMP-LCA WG well-to-tank (WtT) default GHG emission factors for fossil LNG, liquefied biomethane and e-ammonia, and tank-to-wake (TtW) default GHG emission factors for liquefied biomethane and e-ammonia; and describing the underlying methodology, including literature benchmarking, data quality assessment, and using conservativeness adjustments based on the "Monte Carlo" assessment; and
- .10 MEPC 84/7/13 (Japan), presenting for review by GESAMP-LCA WG well-to-tank (WtT) default GHG emission factors for LNG and e-methane; outlining Japan's non-confidential inputs derived from independent LCA studies for fossil LNG (LNG_f_SLP_gm) and e-methane (LNG_fCO2_rH2_M_gm).

7.15 The Committee noted that several additional proposals contained in the following documents submitted to this session were yet to be reviewed by GESAMP-LCA WG, provided that the interested Member States would also submit them in accordance with the *Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG* (MEPC.1/Circ.916):

- .1 MEPC 84/7/17 (Türkiye), presenting a methodology for calculating well-to-tank (WtT), tank-to-wake (TtW) and well-to-wake (WtW) GHG emission factors for the onboard production of blue hydrogen from LNG via autothermal reforming (ATR) with "pre combustion carbon capture" (Pre-CCS); outlining the absence of an existing pathway in the 2024 LCA Guidelines for onboard ATR CCS systems and proposing a new pathway code (REF_f_ATR_CCS_oe); describing the system boundary for Pre CCS, including reforming, CO₂ capture, onboard liquefaction and temporary storage; applying representative performance assumptions; and presenting for review by GESAMP-LCA WG a proposed TtW default emission factor for

the example ATR CCS configuration; combining this with existing WtT values for fossil LNG to derive indicative WtW values;

- .2 MEPC 84/7/20 (Indonesia), presenting for review by GESAMP-LCA WG proposed well-to-tank (WtT), tank-to-wake (TtW) and well-to-wake (WtW) default GHG emission factors for fatty acid methyl ester (FAME) produced from palm oil in Indonesia; clarifying the production pathway from plantation through crude palm oil mill processing, refining and transesterification; and explaining the life-cycle-assessment system boundary and presenting two case studies reflecting open-pond and closed-pond methane-management practices;
- .3 MEPC 84/7/23 (Solomon Islands), proposing for review by GESAMP-LCA WG an updated tank-to-wake (TtW) methane-slip (C_{slip}) default emission factor for LNG Otto engines based on the Fugitive and Unburned Methane Emissions from Ships (FUMES) measurement campaign, which used drone, helicopter and onboard Fourier Transform Infrared (FTIR) data to quantify real-world methane slip; reporting that low-pressure dual-fuel (LPDF) 4-stroke engines showed an average 6.0% methane slip, significantly higher than the current 3.5% default, with 77% of measured cases exceeding the existing value; and noting strong agreement between drone plume measurements and in-stack data;
- .4 MEPC 84/INF.11 (Indonesia), providing supplementary non-confidential information supporting document MEPC 84/7/20 (Indonesia) on proposed default well-to-tank (WtT), tank-to-wake (TtW) and well-to-wake (WtW) GHG emission factors for FAME from palm oil; outlining input data, models and assumptions used for WtT and TtW calculations, including Indonesian grid factors, LCA databases, engine test data and methodological references from the 2024 LCA Guidelines; and presenting additional analysis on direct land-use change (DLUC) and sustainability themes, showing that eligible Indonesian palm oil plantations exhibit net negative DLUC emissions and that a majority of national crude palm oil (CPO) production meets sustainability criteria for marine fuel pathways; and
- .5 MEPC 84/INF.15 (Türkiye), presenting supplementary technical information on the development of a pre-combustion OCCS system for large LNG gas carriers; clarifying the integration of an autothermal reformer and pressure swing adsorption with a combined-cycle gas turbine powertrain to produce hydrogen-rich reformat and capture CO_2 ; explaining system-level considerations including fuel flexibility, operational stability, storage of liquefied CO_2 and compatibility with existing liquefied natural gas carrier arrangements; noting expected reductions in nitrogen oxides and methane slip and potential for more than 80% CO_2 reduction compared with heavy fuel oil; and recommending the concept as a compact and modular approach aligned with the 2024 LCA Guidelines.

7.16 Following consideration of the report of the second meeting of GESAMP-LCA WG (MEPC 84/7/15), the Committee approved the report in general and, in particular, took action, as follows:

- .1 invited Member States to follow the recommendations of GESAMP-LCA WG when submitting proposals for default emission factors, as set out in paragraph 5 of document MEPC 84/7/15;

- .2 noted the Group's recommendation to set the initial default WtT emission factor for the fuel pathway code EtOH_b_FR_intcorn_r_CHP at 20.8 gCO₂eq/MJ, and further noted that the Group's final recommendation for a global default value remained pending the Committee's endorsement of the Group's uniform understanding of "representativeness" and "conservativeness" for the assessment of WtT default emission factors. The Committee agreed to incorporate the recommended initial default value into the forthcoming set of amendments to the 2024 LCA Guidelines;
- .3 noted that the review of the proposed WtT emission factors for liquefied natural gas (methane) and ammonia submitted by Norway (MEPC 84/7/1), as well as the proposed TtW emission factors for ethanol, liquefied natural gas (methane) and ammonia submitted by Brazil (MEPC 84/7) and Norway (MEPC 84/7/1), could not be completed at the second meeting. The Committee further noted that the Group had invited the submitters to provide additional data to support the review process, taking into account its recommendations. The Committee also noted that the submitters subsequently provided such additional information, which was forwarded to the Group for consideration at its third or a future meeting, and that the supporting information provided, together with the outcomes of its review as appropriate, is reflected in the Group's third report (MEPC 84/7/16); and
- .4 noted the Group's invitation to the proponents of documents MEPC 83/7/10 (Malaysia et al.), MEPC 83/7/27, MEPC 83/7/31 and MEPC 83/7/32 (United States), which contained proposed default emission factors, to submit these proposals to the Group in accordance with its Methodology, taking into account its recommendations.

7.17 Following consideration of the report of the third meeting of GESAMP-LCA WG (MEPC 84/7/16), the Committee approved the report in general and, in particular, took action, as follows:

- .1 invited Member States to follow the further recommendations of GESAMP-LCA WG when submitting proposals for default emission factors, as set out in paragraphs 5.2.5 to 5.2.12 of the report attached to document MEPC 84/7/16;
- .2 noted that the review of the proposed WtT emission factors for liquefied natural gas (methane), renewable diesel (HVO), ammonia and ethanol (sugarcane based), submitted by Brazil (MEPC 84/7/6 to MEPC 84/7/10), Denmark (MEPC 84/7/12), Finland (MEPC 84/7/5), France (MEPC 84/7/3), Japan (MEPC 84/7/13), Norway and the Republic of Korea (MEPC 84/7/11), and the United Kingdom (MEPC 84/7/4), as well as the proposed TtW emission factors for liquefied natural gas (methane) and ammonia, submitted by Denmark (MEPC 84/7/12), Norway (MEPC 84/7/1) and the United Kingdom (MEPC 84/7/4), could not be completed at the third meeting. The Committee further noted that the Group had invited the submitters to provide additional data to support the review process, taking into account its recommendations. The Committee also noted that the submitters subsequently provided such additional information, which had been forwarded to the Group for consideration at its fourth or a future meeting, and that the supporting information provided, together with the outcomes of its review as appropriate, would be reflected in a future report of the Group; and

- .3 invited Member States to propose additional TtW emission factors from different energy converters and representative analyses or studies for liquefied natural gas (methane) and ammonia, and to submit them to the Group to facilitate the completion of the review.

Future meetings of GESAMP-LCA WG

7.18 The Committee noted that the fourth meeting of GESAMP-LCA WG had been scheduled for 29 June to 3 July 2026 and that detailed information regarding the meeting had been specified in Circular Letter No. 5121.

7.19 The Committee recalled the proposals contained in documents MEPC 84/7/17 and MEPC 84/INF.15 (Türkiye), MEPC 84/7/20 and MEPC 84/INF.11 (Indonesia), and MEPC 84/7/23 (Solomon Islands), containing further proposed default emission factors for consideration by GESAMP-LCA WG, and invited the interested Member States to submit them in accordance with the *Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG* (MEPC.1/Circ.916) and following the Group's recommendations when submitting proposals for default emission factors.

Updates on the IMO GHG TC Trust Fund and Voluntary Multi-Donor Trust Fund

7.20 The Committee recalled that MEPC 74 had established the IMO GHG-TC Trust Fund to support the implementation of the 2023 IMO GHG Strategy; and that C 128 had established the Voluntary Multi-Donor Trust Fund to assist developing countries, in particular SIDS and LDCs, in attending MEPC meetings and other meetings related to GHG matters.

7.21 The Committee noted an update by the Secretariat concerning the voluntary financial contributions and pledges made to the GHG TC-Trust Fund since MEPC 83, from Brazil, Denmark, France, Germany, Hong Kong (China), Malaysia, Türkiye, United Arab Emirates, United Kingdom, SGMF and EDF; and that the funds had been primarily used to support the work of GESAMP-LCA WG, and the organization of technical workshops held in Kenya and South Africa in 2025.

7.22 The Committee also noted an update by the Secretariat on the use of the Voluntary Multi-Donor Trust Fund, and in particular that, since its establishment in March 2023, the Fund had sponsored the attendance to GHG-related meetings of 193 participants from 53 countries, including the participation of delegates from 32 countries to this session and ISWG-GHG 21, representing an approximate cost of \$360,000.

7.23 The Committee further noted that since MEPC 83, the Fund had received financial contributions from China, Denmark, Germany, Netherlands (Kingdom of the), Peru, the Philippines, the United Arab Emirates and the United Kingdom to the Voluntary Multi-Donor Trust Fund, totalling approximately \$460,000; that the Fund's balance stood at approximately \$200,000; and that, in view of the substantial increase in travel costs globally, the Fund was likely to face a shortfall of around \$250,000 to support delegates' attendance at GHG-related meetings scheduled for later this year.

7.24 The Committee expressed appreciation to the donors of the GHG-TC Trust Fund and the Voluntary Multi-Donor Trust Fund, and noted with appreciation the pledge made to both funds from the United Kingdom, of respectively £80,000 and £50,000. The Committee further reiterated its invitation to Member States and international organizations to consider making contributions to the Funds, in view of the increasing number of GHG-related meetings being organized, as well as the work of the GESAMP-LCA WG and the forthcoming conduct of the Fifth IMO GHG Study.

7.25 Specifically with regard to the GESAMP-LCA WG, the Committee reiterated its invitations to Member States submitting proposed default emission factors to make a voluntary financial contribution of at least \$10,000 per submission to the GHG-TC Trust Fund, based on the recovery of costs incurred by the Organization in respect of the services provided by GESAMP-LCA WG.

Outcomes of the thirtieth United Nations Climate Change Conference (COP 30)

7.26 The Committee noted a statement by the UNFCCC Secretariat, as set out in annex 29, providing a summary of the outcome of COP 30, held in Belém, Brazil, from 10 to 21 November 2025.

7.27 The Committee also noted document MEPC 84/INF.4 (Secretariat), providing detailed information on the Secretariat's participation in COP 30; together with additional information provided orally by the Secretariat on their cooperation with the UNFCCC Secretariat, as well as their participation in relevant UNFCCC bodies and meetings. As requested, the full statement of the observer from UNFCCC is set out in annex 29.

7.28 Following consideration, the Committee requested the Secretariat to continue its well-established cooperation with the UNFCCC Secretariat and its attendance at relevant UNFCCC meetings, as appropriate, and to bring updates on the Organization's work on the reduction of GHG emissions to the attention of appropriate UNFCCC bodies and meetings.

Relevant updates on GHG reduction activities, climate change, alternative fuels and technologies

7.29 With regard to relevant updates on GHG reduction activities, climate change, alternative fuels and technologies, the Committee noted the following documents:

- .1 MEPC 84/7/2 (IMLA), proposing a classification of marine fuels to facilitate the general understanding of clean marine fuels in industry-wide applications;
- .2 MEPC 84/7/25 (Norway) providing latest information on climate change impacts and proposing that the Secretariat liaises with the World Meteorological Organization (WMO), IPCC and other relevant organizations to provide for regular updates on the status of climate and the impacts thereof, and that the first update be presented to MEPC 85;
- .3 MEPC 84/7/33 (INTERTANKO), containing an update of the current contribution of international shipping to global anthropogenic CO₂ emissions, and possible fuel pathways to reduce those emissions in line with the 2023 IMO GHG Strategy;
- .4 MEPC 84/INF.3 (Secretariat), containing the report of the Technical Seminar on Onboard Carbon Capture and Storage Systems (OCCS), organized by the IMO Future Fuels and Technology Project in September 2025; and
- .5 MEPC 84/INF.6 (Secretariat), containing the report of the Technical Seminar on Marine Biofuels organized by the IMO Future Fuels and Technology Project in February 2026.

Establishment of the Working Group on Reduction of GHG Emissions from Ships

7.30 The Committee established the Working Group, and instructed it, taking into account comments, proposals and decisions made in plenary, to finalize the draft terms of reference for the Fifth IMO GHG Study, using annex 1 to document MEPC 84/7/14 as the basis, taking also into account documents ISWG-GHG 21/3/20 and ISWG-GHG 21/4.

Further development of mid-term GHG reduction measures

7.31 The Committee recalled that MEPC 83 had approved draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework, with a view to adoption at MEPC/ES.2, and that MEPC/ES.2 had agreed to adjourn the session for a period of one year. This enabled further efforts to forge a broader consensus on the draft IMO Net-Zero Framework/mid-term GHG reduction measures, reconcile remaining differences and respond to the concerns of Member States, including any necessary adjustments and further development of supporting measures.

7.32 The Committee had for its consideration the following 11 documents:

- .1 MEPC 84/7/28 (Fiji et al.), explaining that the one-year adjournment was decided at MEPC/ES.2 threatened the timelines contained in the *2023 IMO GHG Strategy on reduction of GHG emissions from ships* (2023 IMO GHG Strategy) and its reduction pathways; highlighting that the current IMO Net-Zero Framework was a fragile compromise that, despite falling short of the 1.5°C alignment, was the only politically viable option which could support a timely decarbonization whilst delivering sufficient revenues to fund a just and equitable energy transition; and calling for an urgent strengthening of the CII to mitigate emissions growth in the interim;
- .2 MEPC 84/7/30 (Algeria et al.), setting out a series of guiding principles for an IMO Net Zero Framework that could enable consensus; highlighting the need for a consensus-based, technology-neutral, and equitable approach; and outlining the principles aimed at safeguarding international trade, food and energy security, and the stability of global maritime transport, while enabling the shipping sector to contribute effectively to the achievement of net-zero emissions by or around the mid-century;
- .3 MEPC 84/7/32 (United Arab Emirates), providing comments on document MEPC 84/INF.10 (Secretariat); emphasizing the technical nature of the Organization, recalling the process followed to establish a mandatory fund (IOPC Funds), and outlining the differences between funds listed under regulation 6.7 of IMO Financial Regulations and the proposed IMO Net-Zero Fund; stressing that the establishment of the IMO Net-Zero Fund should entail the development of an independent convention/agreement, rather than making amendments to a technical instrument such as MARPOL Annex VI; and inviting the Organization to focus, at this stage, on the development or adjustment of a technical measure, namely, the GFI framework;
- .4 MEPC 84/7/34 (Mexico and Solomon Islands), outlining the further progress that has been made to mature the implementation of the IMO Net-Zero Framework and the continued commitment to constructively resolve further issues in the context of the Framework; highlighting the ability of the Framework to: 1) deliver feasible GHG emissions reduction, 2) address any disproportionately negative impacts on States and support a just and equitable transition, and 3) be adopted and implemented in a smooth and timely manner in 2026; and recommending the Committee's second

Extraordinary Session be resumed in connection with MEPC 85, with a view to completing the adoption of the Framework;

- .5 MEPC 84/7/36 (Fiji et al.), supporting document MEPC 84/7/28 (Fiji et al.) and containing potential contingency amendments to the draft IMO Net-Zero Framework in the event that the draft IMO Net-Zero Framework was not adopted "as is";
- .6 MEPC 84/7/37 (Brazil), presenting Brazil's views on possible approaches to building trust and preparing for the adoption, by consensus, during MEPC 85, of the mid-term measures designed to fulfil the 2023 IMO GHG Strategy; outlining steps aiming to provide Member States with elements to initiate a constructive discussion, avoiding the repetition of previous positions and familiar dynamics, and fostering progress towards the adoption of IMO measures in 2026; and calling on all Member States to participate in the effort in good faith;
- .7 MEPC 84/7/38 (Argentina et al.), outlining concerns raised regarding the current formulation of the draft IMO Net-Zero Framework and proposing a revised, pragmatic and consensus-building approach to defining and adjusting the trajectory of the GFI target; and proposing a method linking GFI adjustments to the demonstrated market uptake of low-carbon marine fuels, introducing clear, evidence-based technical boundaries and criteria related to affordability, availability and scalability;
- .8 MEPC 84/7/39 (Solomon Islands), commenting on document MEPC 84/7/38 (Argentina et al.); explaining that the IMO Net-Zero Framework was the best available negotiated framework that could put international shipping on a trajectory to respond as Member States had all agreed to in the 2023 IMO GHG Strategy; and stressing that it was not realistic to expect a new round of negotiations to deliver consensus for a GHG regulation that would correspond to the suggestions outlined in document MEPC 84/7/38;
- .9 MEPC 84/7/41 (United States), providing comments on the proposals in document MEPC 84/7/30 (Algeria et al.) and presenting policy positions that should guide any possible international regulation to reduce GHG shipping emissions, emphasizing affordability, availability, and scalability of fuels; specifically emphasizing that any framework should avoid economic penalties or levies, carbon taxes, or multilateral funds that would burden the shipping industry and its consumers, that regulations should not disadvantage any fuel types, including conventional fuels, LNG, nuclear, biomass-based fuels, or other marine propulsion technologies, and should welcome an "energy-all" approach, that any framework should ensure reliability for existing fleets and avoid disruption to global trade, with emissions reduction targets based on current market conditions rather than arbitrary end-state goals, that regional schemes such as the European Union Emissions Trading System (EU ETS) should be phased out to avoid duplicative frameworks; and given the significance of any global emissions agreement, emphasizing that any GHG emissions regulation should use the explicit acceptance procedure for entry into force;
- .10 MEPC 84/7/45 (Pacific Environment), explaining that all States face binding legal obligations under numerous international legal instruments to reduce GHG emissions to a 1.5°C-aligned level, to protect and preserve the marine

environment, and to fulfil their climate finance commitments; that adoption of the draft IMO Net-Zero Framework would assist States in discharging their international legal obligations; that even if States did not adopt the draft IMO Net-Zero Framework, they would remain bound to act to achieve these obligations; that failure to do so might have significant legal consequences; and that the draft IMO Net-Zero Framework would offer all States an opportunity to move towards fulfilling these commitments in an efficient and coordinated manner; and

- .11 MEPC 84/7/49 (Japan), commenting on document MEPC 84/7/14 (Secretariat) with the aim to provide a potential basis for discussion among Member States; and presenting some ideas that may address the concerns raised at MEPC/ES.2, including removal of the "global carbon tax" scheme and revision of GFI targets.

7.33 Following an invitation by the Chair, delegations were invited to express their views on "how to address remaining concerns and issues with the draft IMO Net-Zero Framework" and on "the preferred way forward on how to ensure making concrete progress in addressing those concerns, in view of adoption of IMO mid-term measures without any further delay".

7.34 In the ensuing discussion, during which many delegations took the floor, all delegations that spoke expressed their continued commitment to seeking a broader consensus on IMO's mid-term measures.

7.35 Several delegations, in also referring to documents MEPC 84/7/28, MEPC 84/7/34, MEPC 84/7/36, MEPC 84/7/37, MEPC 84/7/39, MEPC 84/7/45 and MEPC 84/7/50, emphasized the need to maintain the integrity of the 2023 IMO GHG Strategy and ensure the full alignment of any mid-term measure with its objectives. These delegations stressed that environmental credibility, practical feasibility, and a just and equitable transition, should remain central in the development of the measures, and reiterated the importance of multilateral cooperation, inclusiveness, and science-based decision-making. In this respect, these delegations underlined that the IMO Net-Zero Framework reflects a carefully negotiated balance and remained the only politically viable pathway aligned with the ambition and goals of the 2023 IMO GHG Strategy and the 1.5°C objective of the Paris Agreement.

7.36 Several delegations stressed that the IMO Net-Zero Framework constitutes an indivisible package comprising both technical and economic elements, and that maintaining this balance was essential for a just and equitable transition. These delegations urged the adoption of the IMO Net-Zero Framework at the resumed session of MEPC/ES.2, without reopening its main structure, highlighting that any further delay could undermine the collective commitments, increase freight costs and discourage investment, noting that remaining concerns could be addressed as part of the development of the implementing guidelines, particularly regarding the IMO Net-Zero Fund operationalization and ensuring its equitable governance.

7.37 These delegations emphasized that the IMO Net-Zero Framework provided the necessary regulatory guarantees to support the transition in a balanced manner through its flexible compliance mechanisms, allowing for multiple fuel pathways, and targeted support to address disproportionately negative impacts. These delegations supported using the draft amendments to MARPOL Annex VI, as approved by the drafting group established at MEPC/ES.2, as a basis for further discussion.

7.38 Several delegations, noting the significant progress made on the development of all implementing instruments of the framework during ISWG-GHG 20 and 21, expressed openness to continued dialogue and constructive engagement, notably to further develop the draft guidelines supporting the uniform and effective implementation of the various provisions of the IMO Net-Zero Framework as a means to address any outstanding concerns.

7.39 Several delegations, in referring to documents MEPC 84/7/30 and MEPC 84/7/41, underlined that the draft IMO Net-Zero Framework did not achieve the level of consensus required for adoption, which was critical to ensure its smooth and effective implementation in line with the goals of the 2023 IMO GHG Strategy. These delegations called for alternative proposals that would address the core concerns raised in previous discussions in order to reach an outcome acceptable to all Member States, while reaffirming their support for a single international regulatory framework to avoid further regulatory fragmentation and legal uncertainty.

7.40 These delegations stressed that the IMO Net-Zero Framework lacked sufficient clarity; would lead to increased shipping costs, potentially compromising the food security and economic stability of States highly dependent on shipping for the transport of essential goods and access to external markets; and would require the world fleet to take up alternative fuels that were not yet commercially available at scale, bear excessive infrastructure costs, not reflecting the existing lack of shipyard capacity, and risk creating regulatory obligations that ships could not comply with.

7.41 In considering alternatives to the current draft of the IMO Net-Zero Framework, several of these delegations emphasized the need for practicability and viability of any potential outcome, referring also to the guiding principles proposed in document MEPC 84/7/30 to further guide the Committee's work, stressing in particular that the measures should be consensus-based, address the concerns of all Member States, and leave no one behind. These delegations further stressed that any measure should, inter alia, avoid arbitrarily determined quantitative elements, which should instead be established through objective evidence-based assessments, including conducting additional comprehensive impact assessments; not exacerbate inequalities or lead to disproportionate benefits; account for differing stages of development in line with the principle of Common But Differentiated Responsibilities and Respective Capabilities (CBDR-RC); and operationalize the full assessment and management of socio-economic impacts.

7.42 Several of these delegations objected to a carbon tax, or similar economic element, emphasizing the potential impacts on freight rates and food and energy security, specifically affecting trade in developing countries, notably those situated far from their main export markets, exporting mainly agricultural commodities with low unit value, and transferring the burden to end-consumers. Some of these delegations stressed the potential adverse effects related to the lack of certainty on the disbursement of revenues from the IMO Net-Zero Fund, as well as the lack of guarantees concerning the representation of developing countries on the Fund's Governing Board.

7.43 Several delegations supported the establishment of additional ISWG-GHG meetings ahead of MEPC 85 to further identify and address remaining concerns, including possible adjustments to the IMO Net-Zero Framework, in a transparent and cooperative manner, provided these would have broad support, be in line with the 2023 IMO GHG Strategy, and aim at enabling timely adoption of the framework at the resumed MEPC/ES.2 session. Several delegations stressed in this respect that any measure should be entered into force through the tacit acceptance procedure, in line with IMO's long-term practices.

7.44 Several delegations supported the holding of additional ISWG-GHG meetings between MEPC 84 and 85 with the objective of forging broader consensus and considering alternative proposals, using document MEPC 84/7/38 as a basis, as it relies on affordability, availability and scalability criteria to adjust the GFI trajectory, provides a more pragmatic and realistic solution reflecting an economic and operational reality, addresses the flaws of the IMO Net-Zero Framework, and was guided by the principles set out in documents MEPC 84/7/30 and MEPC 84/7/41 in the design of an alternative outcome.

7.45 Some delegations, in noting that the documents submitted to this session did not include draft text of proposed amendments, suggested inviting interested delegations to submit concrete amendments that could lead to consensus for consideration by the ISWG-GHG.

7.46 Several delegations expressed concerns regarding the proposals in documents MEPC 84/7/30, MEPC 84/7/38 and MEPC 84/7/41, stressing they would not deliver sufficient GHG emissions reduction, failing to incentivize the uptake of zero or near-zero GHG emission fuels, and underlining that the economic element, i.e. the remedial units and the IMO Net Zero Fund, was an indispensable element to provide predictable financial support and ensure inclusiveness for all States, in particular SIDS and LDCs. These delegations stressed that the draft amendments on the IMO Net-Zero Framework should remain the basis for any further discussions.

7.47 Several delegations supported the proposed way forward set out in document MEPC 84/7/49 as a realistic, environmentally ambitious and implementable approach, to be used as a potential basis for further discussion with the objective of reaching convergence.

7.48 Several other delegations, while seeing merit in certain aspects of the proposals in document MEPC 84/7/49, were of the view that relying on voluntary contributions or lacking predictable funding would risk excluding vulnerable States and undermine the effectiveness of the framework.

7.49 Several delegations stressed that the Organization remains the only appropriate body to develop a regulatory framework to address GHG emissions from international shipping, and stressed the importance of maintaining a single global regulatory framework to avoid fragmentation and regional measures to ensure a global level playing field and avoid increasing inequalities, particularly in developing States.

7.50 In referring to how to address remaining concerns, several delegations expressed the views that the measures should be based on verified data reflecting the availability, accessibility and scalability of alternative fuels, in order to avoid cost and compliance difficulties; be inclusive of all fuel pathways and technology-neutral; avoid distortion in international trade by providing a global level playing field; and retain a clear enforcement mechanism with clear incentives and penalties.

7.51 Several delegations urged the importance of supporting the maritime workforce in this transition by developing appropriate safety and training requirements, as well as the importance of providing adequate support to developing States in the context, including through the IMO Net-Zero Fund.

7.52 Several delegations emphasized the need to rapidly adopt mid-term measures to send a clear signal to the shipping sector to support and encourage investments in decarbonized solutions, provide stability and visibility in the global shipping market, and avoid further regulatory fragmentation leading to double imposition.

7.53 Regarding how to address disproportionately negative impacts, several of these delegations emphasized the need to clearly operationalize the CBDR-RC principle by allowing for more implementation flexibility, such as taking into account regional/national circumstances or introducing grandfathering clauses for developing countries, in particular for SIDS and LDCs; promoting adequate mechanisms for international cooperation, technical assistance, technology transfer and capacity-building, in favour of developing States.

7.54 Several delegations emphasized the importance of the IMO Net-Zero Fund as the most effective means to address disproportionately negative impacts as well as food security. They called for the rapid operationalization of the IMO Net-Zero Fund, in particular the revenue disbursement mechanism, to ensure equitable access to the Fund's revenue, and establish an equitable, fair and representative governance structure.

7.55 Should an IMO Net-Zero Fund be established, several delegations expressed the view that the disbursement of revenues should be limited and targeted within the shipping sector to support its transition to net-zero GHG emissions; channelled solely to developing States, in particular SIDS and LDCs; and not compensate for the responsibility of developed countries to compensate for climate finance under the UNFCCC framework.

7.56 Several delegations, in also referring to document MEPC 84/7/32, reiterated that should the IMO Net-Zero Fund be established, a new dedicated treaty would be required. Several delegations emphasized that the application of the explicit acceptance procedure should be followed if the adoption of an economic element is envisaged.

7.57 With regard to the holding of additional ISWG-GHG sessions between MEPC 84 and MEPC 85, to further discuss the proposed way forward and forge further consensus, several delegations emphasized the need to continue supporting the participation of developing countries, in particular SIDS and LDCs, in these meetings through the Voluntary Multi-Donor Trust Fund, to ensure inclusiveness in the decision-making process.

7.58 The delegation of the Cook Islands, while supporting the IMO Net-Zero Framework, expressed the view that revenue generation instead of emissions reduction had increasingly dominated discussions; however, if an economic measure was to form part of a final package, it must serve one purpose only: the maritime sector's transition to net-zero emissions by 2050 and the addressing of disproportionate negative impacts of these measures on vulnerable States, notably SIDS and LDCs; the establishment of such a Fund would require a separate treaty with funds remaining within the shipping sector. The delegation further stressed the need to address DNIs holistically, and recalled that existing emission reduction measures already in place put developing countries at a disadvantage, such as the lack of a weather correction factor in CII calculations, which penalize SIDS and LDCs. This failure to account for the adverse weather conditions and sea states encountered by ships operating in their regions jeopardizes a just and equitable transition. As requested, the full statement is set out in annex 29.

7.59 Following consideration, the Committee:

- .1 noted the discussion and the views expressed on how to best address the outstanding concerns related to the IMO Net-Zero Framework at this session;
- .2 noted the continued commitment to work together towards convergence on a global measure;

- .3 agreed to strengthen intersessional arrangements to facilitate focused discussions, and to further consider possible terms of reference for ISWG-GHG meetings and dates under agenda item 14; and
- .4 invited all delegations to continue to work intersessionally towards broader convergence on a global measure.

7.60 As requested, the statements by the delegations of the Bahamas, Cyprus, the Cook Islands, the Democratic Republic of Congo, Denmark, Fiji, Mexico, Palau, Panama, the Russian Federation, Tanzania, Thailand, the United Arab Emirates and Vanuatu are set out in annex 29.

Report of the Working Group

7.61 Having considered the report of the Working Group (MEPC 84/WP.8), the Committee approved it in general and took action as outlined below.

Finalization of the draft terms of reference for the Fifth IMO GHG Study

7.62 The Committee approved the terms of reference for the Fifth IMO GHG Study, as set out in annex 20.

7.63 The Committee noted the interest of several delegations in the regional disaggregation of emissions, and invited interested delegations to consider submitting proposals on this matter to a future session. The Committee also noted the interest of several delegations in developing a framework enabling regular updates of the IMO GHG Studies by the Secretariat.

7.64 The Committee requested the Secretariat to issue a circular letter inviting the nominations of experts in emissions modelling for the Steering Committee to be established to oversee the conduct of the Fifth IMO GHG Study, and to initiate the procurement process of the Fifth IMO GHG Study, noting the indicative timelines set out in document MEPC 83/7/2 (Secretariat).

7.65 Finally, the Committee noted with appreciation the contributions by Denmark, the United Arab Emirates and the United Kingdom already made to the IMO GHG TC Trust Fund for the purpose of financing the conduct of the Fifth IMO GHG Study, while also noting that additional funds would be required to cover the total estimated cost of the Study; and for that purpose invited delegations to consider making further financial contributions to the GHG TC Trust Fund.

Intersessional work on the reduction of GHG emissions from ships

7.66 Further to the interest expressed in relation to chain of custody models (see paragraph 7.9.16.2), the Committee requested the Secretariat to organize a one-day GHG Expert Workshop (GHG-EW 7), ahead of ISWG-GHG 22 (see paragraph 7.67) on chain of custody models to facilitate the understanding of such models allowing for fuel supply chain traceability requirements under the IMO LCA framework, and to invite nominated experts to present their views on such models during the workshop.

7.67 Following consideration the Committee agreed, subject to endorsement by the Council at its 137th session, to the holding of two ISWG-GHG meetings, ISWG-GHG 22 and 23, ahead of MEPC 85, with the following terms of reference for both sessions (see paragraph 14.27):

The Group is instructed, taking into account documents submitted to MEPC 84 and 85, previous sessions of ISWG-GHG, as well as documents submitted to ISWG-GHG 22 and 23, as applicable, to:

- .1 consider proposals, including those contained in the documents referred to above, on how to address concerns with the draft amendments to MARPOL Annex VI on the Net-Zero Framework, in line with the 2023 IMO GHG Strategy;
- .2 further consider draft guidelines supporting the uniform and effective implementation of IMO's mid-term measures;
- .3 further consider the development of the IMO Life Cycle GHG Assessment (LCA) framework; and
- .4 submit a written report to MEPC 85.

7.68 Following a clarification by the Chair, the Committee agreed that the first item (.1) in the terms of reference above would not prevent any Member States from submitting other proposals related to IMO mid-term measures for consideration by the ISWG-GHG.

7.69 As requested, the statement by the delegation of Liberia in relation to the Committee's discussions on the terms of reference is set out in annex 29.

8 FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

Outcome of PPR 13

8.1 The Committee had for its consideration document MEPC 84/10, paragraphs 2.16 to 2.19, containing the actions regarding marine plastic litter from ships requested of it by PPR 13.

Review of the Strategy to address marine plastic litter from ships

8.2 The Committee recalled that MEPC 83 had instructed PPR 13 to conduct a review of the *Strategy to Address Marine Plastic Litter from Ships*, with a view to combining the revised Strategy and 2025 Action Plan in a single resolution, taking into account documents MEPC 83/8 and MEPC 83/8/1 (United Arab Emirates), as well as the updated grouping of short-, mid-, long-term and continuous actions.

8.3 The Committee noted that PPR 13 had agreed to the draft 2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships (2026 Strategy and the Action Plan), along with the MEPC resolution, with a view to adoption at MEPC 84.

8.4 Subsequently, the Committee adopted resolution MEPC.417(84) on the *2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships*, as set out in annex 21.

8.5 In this connection, the Committee noted the information contained in document MEPC 84/8/8 (FOEI and CSC), commenting on the outcome of PPR 13 with respect to the 2026 Strategy and the Action Plan, and highlighting that in order to achieve zero plastic discharges from ships in line with the 2026 Strategy and Action Plan, action to progress the measures must commence immediately.

Reducing the environmental risk associated with the maritime transport of plastic pellets

8.6 With regard to the potential shipment of plastic pellets in bulk, the Committee noted that PPR 13, having noted general support for the proposal in document PPR 13/11/7 (Norway) regarding potential amendments to the IMSBC Code to prevent the shipment of plastic pellets in bulk, had agreed to forward the document to the CCC Sub-Committee for further consideration.

8.7 With regard to the reduction of the environmental risk associated with the maritime transport of plastic pellets at sea in freight containers, the Committee recalled that MEPC 82 had instructed the PPR Sub-Committee to conduct an analysis of the potential mandatory instruments that could be amended and the associated implications, and agreed that the outcome of the analysis and the Sub-Committee's recommendation should be submitted to a future MEPC session, with a view to the Committee making a policy decision on the preferred mandatory instrument to be amended.

8.8 In this context, the Committee had for its consideration the recommendation of the PPR Sub-Committee with regard to the preferred mandatory instrument(s) to be amended for mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers:

- .1 namely, a new Code to be made mandatory through MARPOL Annex III, SOLAS, or both; and
- .2 the *Recommendations for the carriage of plastic pellets by sea in freight containers* (MEPC.1/Circ.909) should be used as the basis for the content of the Code.

8.9 The Committee also had for its consideration the following five documents:

- .1 MEPC 84/8/2 (Saudi Arabia and United Arab Emirates), presenting context relevant to the potential mandatory instrument on whether a new code should be developed under SOLAS or MARPOL Annex III; outlining key facts from the experience of Member States and international organizations on the implementation of the *Recommendations for the carriage of plastic pellets by sea in freight containers* (MEPC.1/Circ.909); and proposing that a new code be made mandatory under the SOLAS Convention;
- .2 MEPC 84/8/3 (Saudi Arabia and United Arab Emirates), outlining key facts from the experience of Member States and international organizations on the implementation of the *Recommendations for the carriage of plastic pellets by sea in freight containers* (MEPC.1/Circ.909) and proposing to have an impact assessment on the proposed measure;
- .3 MEPC 84/8/4 (FOEI, et al.), expressing support for a dedicated plastics code under MARPOL Annex III as the preferred instrument to effectively reduce the environmental risk associated with the maritime transport of plastic pellets, as MARPOL establishes and enforces environmental protection obligations;
- .4 MEPC 84/8/7 (Russian Federation), commenting on the outcome of the discussion at PPR 13 on the issue of development of potential mandatory measures to reduce the environmental risk of plastic pellets transported by

sea in freight cargo containers and expressing support for a new code made mandatory under both MARPOL Annex III and SOLAS as the most pragmatic solution; and

- .5 MEPC 84/8/9 (Canada), commenting on the recommendation to MEPC on the preferred mandatory instrument to be amended for mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers, including, inter alia, expressing support for a new code made mandatory under both MARPOL Annex III and SOLAS, as this approach would address both the source of accidental discharges while providing a path towards reducing the environmental impacts.

8.10 In the ensuing discussion, the Committee noted broad support for the recommendation of PPR 13 regarding the development of a dedicated plastics code using the *Recommendations for the carriage of plastic pellets by sea in freight containers* (MEPC.1/Circ.909) as the basis for the content of the Code. However, the Committee noted diverging views with regard to the instrument under which the proposed code could be made mandatory.

8.11 In this context, many delegations expressed support for making a new code for plastic pellets mandatory through MARPOL Annex III, highlighting that this issue was primarily related to the protection of the marine environment and that MARPOL, as the international framework designed to eliminate and minimize pollution from ships, would therefore be more appropriate than SOLAS.

8.12 Many other delegations, however, expressed support for the proposed code being made mandatory through SOLAS in order to address the risks of pellet spills arising from the logistical aspects of cargo handling on board ships, including the loss of containers at sea. Some of these delegations expressed the view that the proposed code should not be limited to plastic pellets and could be extended to other cargoes with similar characteristics.

8.13 Some delegations, recalling that the recommendation from PPR 13 had included an option for the proposed code to be made mandatory under both MARPOL Annex III and SOLAS, expressed support for this approach, given that pellet spills represent an issue with both environmental and cargo carriage concerns. These delegations expressed the view that, therefore, regulations under the proposed code made mandatory under MARPOL Annex III outside the scope of the IMDG Code, together with amendments to SOLAS to ensure specific cargo handling requirements, would best address the environmental risks associated with the maritime transport of plastic pellets.

8.14 In this connection, several other delegations, while expressing support for MARPOL Annex III, also expressed the view that making the proposed code mandatory under both MARPOL Annex III and SOLAS, would be an acceptable way forward. One delegation, having expressed support for making the proposed code mandatory under both MARPOL Annex III and SOLAS, provided that pellets were not deemed to be a harmful substance under MARPOL Annex III, expressed the view that using only SOLAS would be an acceptable alternative.

8.15 Several of the delegations that expressed support for making the proposed code mandatory under SOLAS highlighted that the Working Group on Marine Plastic Litter at PPR 13 had noted broad support for the idea that any measures to be developed would reflect that plastic pellets were not considered a harmful substance, as defined by the existing criteria in the appendix to MARPOL Annex III, or dangerous goods (PPR 13/WP.7, paragraph 17). In this connection, these delegations expressed the view that MARPOL Annex III would not be an appropriate instrument under which to make the proposed code mandatory.

8.16 Some of these delegations also expressed concern regarding the potential need to expand the scope of MARPOL Annex III beyond those cargoes identified as marine pollutants in the IMDG Code or which meet the criteria in the appendix of MARPOL Annex III. In this context, these delegations highlighted that potential legal and technical inconsistencies could arise from a change to the definition of "harmful substances" in MARPOL Annex III.

8.17 In this regard, some delegations, in expressing support for the proposed code being made mandatory under MARPOL Annex III or both MARPOL Annex III and SOLAS, acknowledged the need for consequential amendments to MARPOL Annex III to ensure that plastic pellets fell outside the definition of harmful substances subject to the IMDG Code. One delegation recalled that the proposal contained in the annex to document PPR 11/13/1 addressed this approach, which could be further refined in additional text proposals for the mandatory instrument.

8.18 With regard to the timeframe for the development of mandatory measures, many delegations emphasized the urgent need for action and supported instructing the PPR Sub-Committee to begin developing the draft text of the proposed code. Several of these delegations highlighted the long-lasting environmental impact and persistent nature of plastic pellet pollution and complex clean-up operations.

8.19 A few delegations, however, expressed the view that, rather than proceeding with mandatory regulations, the Committee should gain additional experience with MEPC.1/Circ.909 while continuing discussions on how best to achieve an effective and balanced risk-based approach. These delegations expressed the view that a decision on the instrument and developing regulations would be premature at this stage.

8.20 The delegations of the United Arab Emirates and the Russian Federation expressed the view that, because the CCC Sub-Committee had been instructed to consider document PPR 13/11/7 (Norway) on potential amendments to the IMSBC Code to prevent the shipment of plastic pellets in bulk, further deliberations on matters concerning plastic pellets should be deferred until the relevant outcome of CCC was available.

8.21 With regard to the proposal in document MEPC 84/8/3 for an impact assessment to be conducted prior to proceeding with the development of a new mandatory code, many delegations expressed the view that, in light of the work already undertaken, the proposed assessment was not necessary prior to the Sub-Committee starting work on the text of the proposed code and would add undue delay to the development of mandatory measures. These delegations highlighted, inter alia, that:

- .1 the experience gained with regard to the implementation of MEPC.1/Circ.909 since its issuance two years ago, and the number of relevant documents submitted to the PPR Sub-Committee, provided sufficient practical experience regarding the measures in the Circular; and
- .2 the analysis of potential mandatory instruments that could be amended and the associated implications was completed by PPR 13, as instructed by MEPC 82, included consideration of the advantages and limitations of each approach, including impacts on supply chains and intermodal transport.

8.22 Other delegations expressed the view that a comprehensive and structured impact assessment was necessary to provide an evidence-based evaluation of potential measures to avoid unintended consequences on supply chains and to ensure informed decision-making by the Committee.

8.23 As requested, the relevant statement made by the observer from the World Shipping Council is set out in annex 29.

8.24 In relation to the proposed impact assessment, the Committee recalled that:

- .1 section 4 of annex 2 of the *Organization and method of work of the Committees* (MSC-MEPC.1/Circ.5/Rev.6) sets out procedures for assessing the implications of capacity-building requirements when developing new, or amending existing, mandatory instruments at the following stages:
 - .1 proposals for new outputs;
 - .2 the finalization stage of new or amended instruments; and
 - .3 at the adoption stage of new or amended instruments;
- .2 MEPC 82 had agreed to instruct PPR 12 to develop text for a specific action concerning the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers as part of its review of the Action Plan, and therefore, no initial assessment of capacity-building implications had been undertaken.

8.25 Subsequently, the Committee instructed the PPR Sub-Committee to:

- .1 undertake an initial assessment of capacity-building implications using the checklist in appendix 1 of annex 2 to MSC-MEPC.1/Circ.5/Rev.6, which should be supplemented by the form in appendix 2 if necessary; and
- .2 review and finalize the initial assessment of capacity-building implications at the finalization stage, taking into account relevant contributions provided by the industry and non-governmental organizations, and prepare the check/monitoring sheet set out in annex 2 to MSC.1/Circ.1500, as revised.

8.26 Having noted that the agreement to develop a new mandatory code using MEPC.1/Circ.909 as a basis represented a significant point of consensus and substantial progress on this matter, the Committee also noted that the contents of the proposed code were unlikely to change based on the mandating instrument. Consequently, the Committee agreed to make an informed final decision on whether the proposed code would be made mandatory through MARPOL Annex III, SOLAS, or both, following the finalization of the contents of the code.

8.27 In this context, the delegation of Saudi Arabia expressed the view that a proposal for a new Annex to MARPOL for small granular materials could provide an alternative approach for mandating the proposed code. Subsequently, the Committee noted that, should delegations wish to make proposals in this regard, they should do so to a future session of the PPR Sub-Committee and detail how such an approach would fulfil the agreement of the Committee to mandate a code within a similar timeframe as that envisaged for the amendments to an existing MARPOL Annex and/or SOLAS.

8.28 In light of the discussion, the Committee agreed to instruct the PPR Sub-Committee to:

- .1 develop and finalize the draft text of the proposed mandatory code containing provisions to reduce the environmental risks of plastic pellets transported by sea in freight containers based on MEPC.1/Circ.909;

- .2 develop the draft consequential amendments to MARPOL Annex III and SOLAS to incorporate the proposed code; and
- .3 submit the finalized draft text of the proposed code and the draft consequential amendments to a future MEPC session, to allow the Committee to make a final decision on the instrument(s) under which the proposed code would be made mandatory at that time, with a view to approval by MEPC, MSC, or concurrent approval by both Committees, as appropriate.

8.29 The Committee also agreed to:

- .1 forward documents MEPC 84/8/2, MEPC 84/8/3, MEPC 84/8/4, MEPC 84/8/7 and MEPC 84/8/9 to PPR 14 to be taken into account when developing the text for the envisaged new Code and the consequential amendments to MARPOL Annex III and SOLAS;
- .2 invite interested delegations to submit proposals for draft text for the proposed code, consequential amendments to MARPOL Annex III and/or SOLAS, and the initial assessment of capacity-building implications using the checklist in appendix 1 of annex 2 to MSC-MEPC.1/Circ.5/Rev.6 to PPR 14; and
- .3 invite MSC to note the instructions to the PPR Sub-Committee in this regard.

Marking of fishing gear

8.30 With regard to fishing gear marking, the Committee had for its consideration:

- .1 the draft MEPC circular on Implementation of fishing gear marking systems prepared by PPR 13; and
- .2 document MEPC 84/8/6 (FAO), providing an update on related work conducted by FAO to support implementation of fishing gear marking systems and the Voluntary Guidelines on the Marking of Fishing Gear.

8.31 Following consideration, the Committee:

- .1 approved MEPC.1/Circ.923 on *Implementation of fishing gear marking systems*; and
- .2 noted the information provided by FAO in document MEPC 84/8/6 on its work to support the implementation of fishing gear marking systems.

Other matters relating to marine plastic litter from ships

Information gathering survey on waste produced by ships during their normal operations

8.32 The Committee had for its consideration document MEPC 84/8/1 (Antigua and Barbuda et al.), proposing that an information gathering survey be conducted to establish baseline data on the onboard management of waste generated by ships during their normal operations to support the IMO Study on marine plastic litter from ships.

8.33 In the ensuing discussion, the Committee noted broad support for generating baseline data on waste generated by ships through a survey in order to inform future measures using a robust and consistent dataset. The Committee also noted, however, concerns regarding the

collection of data through information-gathering surveys conducted during port State control (PSC) inspections. In this regard, some delegations expressed the view that PSC compliance mechanisms and voluntary data-gathering should remain distinct and that administering a survey in the context of an enforcement inspection could influence the answers provided and lead to unreliable data. Some delegations also expressed concerns regarding the time constraints and pressures faced by PSC officers during inspections and highlighted that an additional burden on officers could lead to compromised data due to differences across regions and officers.

8.34 Recognizing the importance of comprehensive data collection, many delegations proposed alternative mechanisms that could ensure consistent and reliable data. These proposals included voluntary surveys conducted by flag States or relevant industry organizations, as well as using existing data sources such as waste reporting certificates. Some delegations also proposed careful consideration of the wording of the questions to ensure confidentiality and reliable responses.

8.35 In light of the discussion, the Committee invited the co-sponsors to submit a refined proposal to MEPC 85, taking into account the comments made at this session.

Reporting of lost fishing gear

8.36 With regard to the reporting of lost fishing gear, the Committee had for its consideration the following two documents submitted to this session:

- .1 MEPC 84/8 (Australia), proposing that Member States commence the reporting of data on lost or discharged fishing gear on a voluntary basis through annual MARPOL reporting; and
- .2 MEPC 84/8/5 (FOEI and CSC), commenting on the Organization's work on fishing gear matters and providing recommendations for the next steps for work on abandoned, lost and otherwise discarded fishing gear (ALDFG) under the Committee and the PPR Sub-committee.

8.37 Some delegations expressed the view that work in the PPR Sub-Committee should prioritize the development of a goal-based fishing gear marking requirement based on the proposal contained in document PPR 13/11/6 (Austria et al.).

8.38 Following consideration, the Committee agreed to forward documents MEPC 84/8 and MEPC 84/8/5 to PPR 14 for further consideration.

9 EXPERIENCE-BUILDING PHASE FOR THE REDUCTION OF UNDERWATER RADIATED NOISE FROM SHIPPING

Background

9.1 The Committee recalled that MEPC 82 had:

- .1 approved the *Action plan for the reduction of underwater noise from commercial shipping* (URN Action Plan) (MEPC 82/17/Add.1, annex 8);
- .2 agreed to continue with the three-year experience-building phase (EBP) for the application of *Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life* (MEPC.1/Circ.906/Rev.1) (Revised URN Guidelines);

- .3 approved the *Guidance on the Experience-Building Phase (EBP) for the Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life (MEPC.1/Circ.906/Rev.1)* (MEPC 82/17, annex 9);
- .4 agreed to include output 1.16 "Experience-building phase for the reduction of underwater radiated noise from shipping" in the provisional agendas of SDC 11 and SDC 12, for consideration of technical matters, and the provisional agendas of MEPC 83, MEPC 84 and MEPC 85 to accommodate high-level direction or policy decisions; and
- .5 noted that the three-year duration of the EBP might need to be revisited in the future for a possible extension of up to two years, and requested SDC 12 to provide a recommendation in that regard to MEPC 84 or MEPC 85, as appropriate, based on the programme of meetings for 2026.

9.2 The Committee also recalled that, at its previous session, it had noted the discussions at SDC 11 on URN from ships, notably on the development of an EBP monitoring framework, the scoping and objective of new URN studies, and the establishment of a URN Correspondence Group that was expected to report to SDC 12.

Outcome of SDC 12

9.3 The Committee had for its consideration document MEPC 84/11/2 (Secretariat), paragraphs 2.3 to 2.10, containing the actions regarding the reduction of URN from shipping requested by SDC 12, together with the following documents:

- .1 MEPC 84/9 (FOEI), providing an overview of a recent report on IMO stakeholder perspectives and case studies on reducing URN and outlining the need for a just and equitable approach, combining ship-based performance standards with area-based management measures, and mandatory measures for the effectiveness of URN mitigation and reductions; and
- .2 MEPC 84/9/1 (Canada et al.), proposing that the Organization initiate the URN Action Plan item E(1): IMO policy road map; and inviting delegations to submit proposals to MEPC 85 to advance this work.

9.4 The Committee noted the overall progress made by SDC 12 with regard to output 1.16 (Experience-building phase for the reduction of underwater radiated noise from shipping) and the two documents submitted to this session under this agenda item. In this regard, the Committee noted general support for:

- .1 extending the EBP to 2028, as recommended by SDC 12, to gain additional experience in the application of the Revised URN Guidelines and to ensure continuity between technical developments and high-level policy decisions;
- .2 finalizing the draft MEPC circular on the Technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage developed by SDC 12, to align decarbonization efforts with URN mitigation; and
- .3 an IMO-commissioned study on URN emissions and the associated draft terms of reference developed by SDC 12, in order to develop targets for reducing URN and a better understanding of its impacts.

9.5 In this connection, some delegations encouraged the exploration of cost-effective approaches to the study, including leveraging existing research infrastructure and regional initiatives such as the NAVIs SONus (NAVISON) project. Additionally, some delegations expressed their willingness to support the study through the provision of financial and/or in-kind support.

9.6 Many delegations expressed the view that mitigating the negative effects of URN required global and regional coordination and cooperation, given the transboundary nature of the issue, and stressed the importance of capacity-building. In this connection, a number of delegations expressed appreciation for IMO's GloNoise Partnership Project, which formed part of the wider efforts by the Organization to address the impacts of URN on marine life, in collaboration with UNDP and the Global Environment Facility (GEF).

9.7 With regard to document MEPC 84/9/1 (Canada et al.), proposing to initiate the URN Action Plan item E(1): IMO policy road map, many delegations expressed the view that commencing this work at MEPC 85 would, inter alia:

- .1 act as a high-impact strategic tool and be a priority for aligning the Organization's actions;
- .2 define a clear vision regarding mid-term and long-term priorities; and
- .3 signal the intentions of the Organization on this matter to the maritime sector.

9.8 Other delegations, while supporting the continued work of the Organization on URN under the URN Action Plan and the EBP, did not support initiating work on a policy road map before the EBP had been completed, and expressed the view that gaining additional experience and completing all identified short-term items during the extension of the EBP should be prioritized over future policy considerations. These delegations also expressed concerns that included, inter alia:

- .1 the importance of ensuring that any future policies remained practical and proportionate without imposing undue burden;
- .2 the need to address targeted capacity building to ensure an equitable approach;
- .3 potential trade-offs between improving energy efficiency and reducing URN; and
- .4 the accessibility of baseline measures of URN, given the high costs of equipment and the ability of existing equipment to meet relevant ISO standards and/or class society requirements.

9.9 In this context, one delegation stressed that any work on URN policy should be appropriately justified and carried out in accordance with the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.6).

9.10 Having noted the progress achieved so far during the EBP, its key outputs, lessons learned and identified gaps in relation to the effective application and uptake of the Revised URN Guidelines, as outlined in paragraphs 5 to 6 of document SDC 12/WP.6, and in light of the views expressed, the Committee agreed, in principle, to a two-year extension of the EBP (to the end of 2028) to address the remaining gaps, needs and barriers, and requested the Secretary-General to review the assessment of the technical, administrative and financial

implications of the anticipated work on URN for the Secretariat (MEPC 82/9/1), with a view to advising MEPC 85 of any updates as necessary.

9.11 In addition, the Committee agreed, in principle and with a view to confirming its agreement at MEPC 85, to an IMO-commissioned study on URN emissions and the associated draft terms of reference set out in annex 3 to document SDC 12/WP.6, recognizing the need to identify and secure the necessary financial resources. In this regard and considering that the draft terms of reference provided for alignment with certain aspects of the Fifth IMO GHG Study, the Committee noted that the Secretariat was undertaking a thorough analysis of the resource and cost implications for submission to MEPC 85, in order to carry out a comprehensive assessment and take into account the possible timeline for the Fifth IMO GHG Study, the details of which would become clearer after MEPC 84. As part of the assessment, the Secretariat would identify the additional funding and resources required for an IMO-commissioned study on URN emissions, the timeline and applicable procedures, and possible pathways to support the study. Confirmation at MEPC 85 of the Committee's agreement would be subject to its consideration of the Secretariat's analysis, along with information on the projected timeline of the Fifth IMO GHG Study.

9.12 With regard to proposals to initiate work on a URN policy roadmap, the Committee invited interested Member States and international organizations to submit further proposals and comments to MEPC 85 on the most appropriate way forward, taking into account the list of technical matters relevant to future policy considerations of the Committee on how to reduce URN from shipping during the two-year extension of the EBP (SDC 12/WP.6, annex 2); documents MEPC 84/9 and MEPC 84/9/1; documents SDC 12/8/3 (CSC) and SDC 12/8/4 (Japan and ICS), which SDC 12 had invited the Committee to consider as they touched on policy matters; and the information in document SDC 12/INF.8 regarding the outcomes of the 2025 Workshop on the relationship between ship energy efficiency and URN.

9.13 Accordingly, the Committee agreed that output 1.16 on "Experience-building phase for the reduction of underwater radiated noise from shipping" was to be included in the provisional agenda of SDC 13.

Instructions to the APEE Working Group

9.14 The Committee instructed the Air Pollution and Energy Efficiency (APEE) Working Group established under agenda item 5 (see paragraph 5.22), taking into account comments and decisions made in plenary, to review and finalize the draft MEPC circular on the technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage set out in annex 7 to document SDC 12/18, with a view to approval at this session.

Report of the Working Group

9.15 Having considered the relevant part of the report of the APEE Working Group (MEPC 84/WP.7, paragraphs 115 to 117), the Committee approved MEPC.1/Circ.924 on *Technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage*.

10 POLLUTION PREVENTION AND RESPONSE

Outcome of PPR 13

General

10.1 The Committee recalled that the Sub-Committee on Pollution Prevention and Response (PPR) had held its thirteenth session from 9 to 13 February 2026 and that the report of that session had been issued as documents PPR 13/18 and PPR 13/18/Add.1.

10.2 The Committee also recalled that of the action requested of it in paragraph 2 of document MEPC 84/10 (Secretariat), some items and related documents had been considered under other agenda items as follows:

- .1 paragraphs 2.10 to 2.15, 2.23, 2.24, and 2.28, relating to air pollution prevention, along with documents MEPC 84/10/1 (BIMCO), MEPC 84/10/2 (IACS), MEPC 84/10/3 (FOEI et al.) and MEPC 84/10/4 (WWF and Pacific Environment) had been considered under agenda item 5 (Air pollution prevention) (see paragraphs 5.4 to 5.21);
- .2 paragraphs 2.16 to 2.18, concerning marine plastic litter, had been considered under agenda item 8 (Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships) (see paragraphs 8.1 to 8.29); and
- .3 paragraphs 2.25 to 2.26, relating to the work programme of the Sub-Committee, had been considered under agenda item 14 (Work programme of the Committee and subsidiary bodies) (see paragraphs 14.17 to 14.18, and 14.28).

10.3 Having approved the report of PPR 13 in general, the Committee took action on all remaining requests by the Sub-Committee as described below.

Safety and pollution hazards of chemicals in bulk

10.4 The Committee noted that the report of GESAMP/EHS 62, together with the revised GESAMP Composite List, had been disseminated as PPR.1/Circ.15, and that the outcome of GESAMP/EHS 62 had been noted by the Sub-Committee.

10.5 The Committee concurred with the issuance of MEPC.2/Circ.31 on *Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code* (published on 1 December 2025), which reflected the evaluation and re-evaluation of products (including re-evaluations under the review called for by PPR.1/Circ.10 on *Resubmission of products listed in Lists 2 and 3 of the MEPC.2 circular on Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code*) and cleaning additives, as appropriate, carried out in 2025 by ESPH 31, and their respective inclusion in lists 1, 2, 3, 5 and 10 of the MEPC.2/Circular.

10.6 The Committee noted the completion of the review of products in Lists 2 and 3 of the MEPC.2 circular prescribed by PPR.1/Circ.10, and approved PPR.1/Circ.10/Rev.1 advising relevant stakeholders accordingly and providing, as an annex, a list of all products that had been removed from Lists 2 and 3 of the MEPC.2 circular as part of the review.

10.7 In this context, the Committee concurred with the conditions set out in paragraphs 6.10 and 6.11 of the report of ESPH 31 (PPR 13/3) under which reporting countries could re-establish tripartite agreements which had expired on 31 December 2025 for products that had not been

reassessed under the review called for by PPR.1/Circ.10 due to administrative, logistical, communication or other difficulties, with a view to facilitating the short-term shipment of such products.

10.8 The Committee also concurred with the evaluation of products and cleaning additives carried out during PPR 13 (PPR 13/WP.3, annexes 1 and 2 respectively) and their inclusion in annexes 1 and 10 of MEPC.2/Circ.32 (due to be issued in December 2026).

10.9 Subsequently, the Committee agreed to draft amendments to the IBC Code being prepared by the Sub-Committee to incorporate entries in List 1 of the MEPC.2 circular, which were valid for all countries and had no expiry date.

Control and management of ships' biofouling

10.10 With regard to output 7.16 on "Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species", the Committee concurred with the Sub-Committee's recommendation that the legally binding framework should take the form of a standalone instrument, having noted that the relevant documents and discussion at PPR 13 (see PPR 13/18, paragraph 5.7) indicated support for the view that the benefits of a standalone instrument outweighed those of an amendment to an existing instrument.

10.11 In this context, the Committee approved the terms of reference for output 7.16, as set out in annex 22, having noted that the only change made by PPR 13 to the terms of reference approved in principle by MEPC 83 had been to reflect the title and circular number of the *Guidance on in-water cleaning of ships' biofouling* (MEPC.1/Circ.918).

Review of the IBTS Guidelines and amendments to MARPOL Annex I

10.12 The Committee approved the draft amendments to MARPOL Annex I, as set out in annex 23, namely new regulation 12B on oily bilge water holding tanks and oily bilge water service tanks for ships fitted with an integrated bilge water treatment system, and amendments to appendix II – Form of the IOPP Certificate and supplements and appendix III – Form of the Oil Record Book, and requested the Secretary-General to circulate them in accordance with article 16(2) of MARPOL, with a view to adoption at MEPC 85.

10.13 In addition, the Committee approved, in principle, the draft 2026 Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS) and the draft revised Guidance for recording of operations in the Oil Record Book part I – machinery space operations (all ships), together with the accompanying draft MEPC circulars (PPR 13/18/Add.1, annexes 9 and 10, respectively), with a view to final approval by MEPC 85 in conjunction with the adoption of the draft amendments to MARPOL Annex I.

Carriage of cargo oil in the slop tank(s) of an oil tanker

10.14 The Committee noted that PPR 13, having considered document MEPC 81/15/4 (India) which sought clarification regarding the carriage of cargo oil in the slop tank(s) of oil tankers, had agreed that, given the absence of any specific requirements in MARPOL Annex I addressing the carriage of oil cargo in slop tanks, interested Member States should aim to develop a common understanding on this matter and consider proposing a draft unified interpretation or submitting a proposal to the Committee for a new output to amend MARPOL Annex I if they deemed it appropriate.

11 REPORTS OF OTHER SUB-COMMITTEES

Outcome of III 11

11.1 The Committee approved, in general, the report of the eleventh session of the Sub-Committee on Implementation of IMO Instruments (III) (III 11/16 and III 11/16/Add.1), and took action as indicated in paragraphs 11.2 to 11.12.

Marine casualties – lessons learned, analysis and derived statistics

11.2 The Committee endorsed, subject to a concurrent decision by MSC, the issuance of:

- .1 III.3/Circ.14 on *Lessons learned from marine casualties*; and
- .2 III.3/Circ.15 on *Casualty Analysis and Statistics – observations on reports of investigation into casualties*.

Review of the marine casualties and incidents taxonomy

11.3 The Committee noted that the Sub-Committee had invited interested Member States to submit proposals to the Committees for a new output on a review of the marine casualties and incidents taxonomy in accordance with the provisions of the document on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.6).

Development of a port State control overarching database

11.4 Having noted the discussion during III 11 with regard to a proposed project for the development of a port State control (PSC) overarching database with Web service as the evolution of the PSC module in the Global Integrated Shipping Information System (GISIS) (III 11/16, paragraphs 5.12 to 5.14), the Committee agreed on the need for the proposed evolution of the GISIS PSC module to a PSC overarching database with Web service based on the strategic goals and benefits for all the stakeholders and the maritime sector at large, and requested the Secretariat to develop a project document in that regard, subject to a concurrent decision by MSC, for consideration by the Committees and the Council.

Assembly resolutions prepared by III 11

11.5 The Committee noted that, as authorized by MSC 109 and MEPC 83, III 11 had prepared draft Assembly resolutions, which had been subsequently adopted by A 34 as listed below:

- .1 *Procedures for port State control, 2025* (resolution A.1206(34));
- .2 *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2025* (resolution A.1207(34)); and
- .3 *2025 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)* (resolution A.1208(34)).

Model Course 3.09 on Port State Control

11.6 The Committee noted that the Sub-Committee's work on output (6.2) "Validated model training courses" had been completed following the validation by III 11 of the draft revised Model Course 3.09 on Port State Control.

HSSC-related matters

11.7 The Committee noted the Sub-Committee's agreement that, in light of the Hong Kong Convention's entry into force, survey guidelines for the Convention needed to be developed, taking into account the *2012 Guidelines for the survey and certification of ships under the Hong Kong Convention* (resolution MEPC.222(64)), and incorporated into the Survey Guidelines under the HSSC. Having also noted that III 11 had invited interested Member States and international organizations to submit proposals to the next session of the Sub-Committee for its consideration, the Committee endorsed the proposed way forward.

11.8 The Committee noted the outcome of the discussion at III 11 regarding the three-date criterion in MEPC.392(82) on amendments to MARPOL Annex VI concerning the designation of the Canadian Arctic and the Norwegian Sea as Emission Control Areas (ECAs) for Nitrogen Oxides, Sulphur Oxides and Particulate Matter, namely that the three-date criterion did not need to be highlighted in the Survey Guidelines under the HSSC (III 11/16, paragraph 8.24).

11.9 The Committee also noted that the Sub-Committee had completed the whole process of a review exercise on gap analysis between the Survey Guidelines under the HSSC and the mandatory requirements, starting from III 8. The Committee recalled that MSC 104 and MEPC 77 had tasked the III Sub-Committee with carrying out the work, which was based on the principle that the Survey Guidelines should be linked to mandatory requirements.

Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications

11.10 The Committee approved, subject to a concurrent decision by MSC, the draft MSC-MEPC.5 circular on Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications (III 11/16/Add.1, annex 5) and noted that the Sub-Committee had completed its work under the relevant output.

Unified interpretation of the date of completion of the survey and verification on which the certificates are based

11.11 The Committee also approved, subject to a concurrent decision by MSC, the draft MSC-MEPC.5/Circ.3/Rev.1 on Unified interpretation of the date of completion of the survey and verification on which the certificates are based (III 11/16/Add.1, annex 6).

Work relating to marine plastic litter from ships

11.12 In relation to actions 6 and 8 of the *2025 Action Plan to Address Marine Plastic Litter from Ships* (resolution MEPC.404(83)) (previously actions 8 and 13 of the *Action Plan to Address Marine Plastic Litter from Ships* (resolution MEPC.310(73))), which were the basis of the scope of work for the III Sub-Committee in this regard (MEPC 74/18/Add.1, annex 21), the Committee noted the deliberations of III 11 (III 11/16, paragraphs 12.6 to 12.8) and its conclusion that the work assigned to the Sub-Committee under output 4.3 (Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships) had been completed.

Outcome of CCC 11

11.13 Having approved the report of the eleventh session of the Sub-Committee on Carriage of Cargoes and Containers (CCC) (CCC 11/16) in general, the Committee endorsed the work plan for the development of a safety regulatory framework to support the reduction of GHG

emissions from ships using new technologies and alternative fuels under the purview of the CCC Sub-Committee (CCC 11/16, annex 5) subject to a concurrent decision by MSC.

Outcome of SDC 12

11.14 With regard to the report of the twelfth session of the Sub-Committee on Ship Design and Construction (SDC) (SDC 12/18), the Committee recalled that the action requested of it relating to URN from shipping had been considered under agenda item 9 (Experience-building phase for the reduction of underwater radiated noise from shipping) (see paragraphs 9.3 to 9.15). For the remaining outcomes of SDC 12, the Committee took action as indicated in paragraphs 11.15 and 11.16.

Recycling of fibre-reinforced plastics used in ship structures

11.15 The Committee noted that SDC 12 had finalized the revision of the *Interim guidelines for use of fibre-reinforced plastic (FRP) elements within ship structures: Fire safety issues* (MSC.1/Circ.1574) (SDC 12/18, annex 6). In this connection, the Committee also noted that the Sub-Committee had agreed not to include recycling-related matters in the draft revised Interim FRP guidelines, and that FRP recycling provisions and any other relevant sustainability matters related to the use of FRP in ship structures should be instead considered by MEPC and the PPR Sub-Committee.

Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels

11.16 The Committee noted the Sub-Committee's discussion on civil liability and nuclear damage in the context of the revision of SOLAS chapter VIII and the Code of Safety for Nuclear Merchant Ships (resolution A.491(XII)) (Nuclear Code) (SDC 12/18, paragraphs 9.18 and 9.19).

12 IDENTIFICATION AND PROTECTION OF SPECIAL AREAS, ECAS AND PSSAS

Proposals for associated protective measures for the designation of Nasca Ridge National Reserve as a Particularly Sensitive Sea Area (PSSA)

12.1 The Committee had for its consideration documents MEPC 84/12/2 and MEPC 84/12/3 (Peru) proposing associated protective measures (APMs) for the designation of the Reserva Nacional Dorsal de Nasca (Nasca Ridge National Reserve) (RNDN) as a PSSA, which had been approved in principle at MEPC 83.

12.2 In this context, the Committee first considered document MEPC 84/12/2, proposing the establishment of a prohibition on ballast water exchange (BWE) and discharge operations within the geographical boundaries of the RNDN under the framework of the Ballast Water Management (BWM) Convention.

12.3 In the ensuing discussion, many delegations expressed support for the proposal, recognizing the ecological importance of the area and the value of targeted, science-based measures within the framework of the BWM Convention.

12.4 Several delegations emphasized the need to ensure that any restrictions remained proportionate and practicable, taking into account potential impacts on international shipping and the importance of maintaining operational flexibility. The importance of clarity in implementation and effective communication to mariners was also highlighted.

12.5 One observer did not support the proposal, expressing the view that the use of a PSSA to introduce ballast water restrictions would be inconsistent with the purpose of the PSSA process and could affect the consistent global application of the BWM Convention, as well as operational flexibility in contingency situations.

12.6 Consequently, the Committee noted the broad support, as well as the concerns raised, and agreed to refer the proposal set out in document MEPC 84/12/2 to the Ballast Water Review Group, with a view to advising the Committee on how to proceed.

12.7 The Committee considered document MEPC 84/12/3 proposing the designation of the RNDN as a Special Area under MARPOL Annexes I, II, IV and V, as associated protective measures. In introducing the document, the delegation of Peru noted that the title of the document required correction to reflect that it concerned the designation of the area as a Special Area under MARPOL.

12.8 In the ensuing discussion, a number of delegations expressed support for the proposal, recognizing the ecological significance of the area and the role of MARPOL for Special Areas in enhancing protection from pollution from ships.

12.9 Some delegations emphasized the need for further technical development and clarification, including with regard to the justification for each Annex of MARPOL, the availability of adequate port reception facilities, and the development of necessary draft amendments, as well as ensuring that measures would be practicable and proportionate and would not adversely affect international navigation.

12.10 Following discussion, the Committee noted the need for further technical development and clarification of the proposal and agreed to refer document MEPC 84/12/3 to PPR 14 and requested the Sub-Committee to further consider the proposal to designate the RNDN as a Special Area under MARPOL Annexes I, II, IV and V, taking into account the comments made in plenary and any additional information and comments submitted to the Sub-Committee, with a view to advising the Committee on how to proceed.

Strengthening the PSSA framework to improve collaboration with the Biodiversity Beyond National Jurisdiction (BBNJ) Agreement

12.11 The Committee had for its consideration document MEPC 84/12 (FOEI et al.), proposing the strengthening of the PSSA framework, including to improve collaboration with the BBNJ Agreement and to better address climate, biodiversity and pollution, as well as equity considerations in ocean governance.

12.12 The Committee having noted that, under agenda item 14, a proposal had been made for a new output to support the implementation of the BBNJ Agreement to protect the seas and oceans and marine biodiversity within IMO's mandate, agreed to defer consideration of document MEPC 84/12 to a future session.

Reviewing and improving measures to minimize whale ship strikes

12.13 The Committee had for its consideration document MEPC 84/12/1 (ACOPS), highlighting the increasing risk of ship strikes to marine mammals despite existing IMO measures, and proposing that the Committee review the adequacy and effectiveness of current policies and measures in this area.

12.14 In the ensuing discussion, several observers supported the proposal, highlighting the increasing risk of ship strikes to marine mammals and the need to review the adequacy and effectiveness of existing measures. In particular, support was expressed for revising the *Guidelines for minimizing the risk of ship strikes with cetaceans* (MEPC.1/Circ.674), with a view to enhancing their practical applicability, incorporating updated scientific information and improving operational guidance for mariners.

12.15 Following consideration, the Committee noted the information in document MEPC 84/12/1 and invited proposals, including proposals for a new output, as appropriate, on reviewing current IMO policies and measures to better address ship strike risks to a future session.

12.16 The Committee also noted the information provided in document MEPC 84/INF.35 (RINA), which provided technical information on the use of the International Hydrographic Organization's S-124 navigational warnings within the S-100 electronic chart display and information system (ECDIS) environment to help mitigate ship strike risks to marine megafauna.

Information on the identification of a PSSA on the Arabian Sea coast of Oman to minimize ship strikes to cetaceans and risks to important ecological resources

12.17 The Committee noted the information provided in document MEPC 84/INF.27 (Oman), outlining Oman's intent to designate a PSSA along its Arabian Sea coast to mitigate shipping threats to critical ecological and economic resources.

Report of the Ballast Water Review Group

12.18 Having considered the relevant part of the report of the Ballast Water Review Group (MEPC 84/WP.9, paragraphs 183 to 185), the Committee concurred with the Group's view that the proposed BWM-related associated protective measures for the Nasca Ridge National Reserve PSSA would benefit from further consideration and refinement, and invited Peru to liaise with the Secretariat intersessionally with a view to submitting any refined proposal to a future session.

13 APPLICATION OF THE COMMITTEES' METHOD OF WORK

Committees' method of work (MSC-MEPC.1/Circ.5/Rev.6)

Hybrid meeting capacities

13.1 The Committee noted that MSC 110 had approved, subject to concurrent approval by MEPC 84, draft amendments to paragraph 5.21 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (the Committees' method of work) (MSC 110/21/Add.3, annex 29) to accommodate hybrid meeting capacities for harmonization with the Council and FAL's methods of work, to be disseminated as MSC-MEPC.1/Circ.5/Rev.7.

13.2 Following consideration, the Committee, concurring with the decision of MSC 110, approved MSC-MEPC.1/Circ.5/Rev.7 on the Committees' method of work, and authorized the Secretariat to effect any editorial changes, as might be necessary, prior to dissemination.

Outcome of C 134 and urgent matters emanating from FAL 50*Additional amendments, editorials and clarifications to the Application of the Strategic Plan*

13.3 The Committee noted that C 134, having considered the report of the Working Group on the Strategic Plan (C 134/WP.4), had invited MSC and MEPC to consider incorporating the additional amendments, editorial corrections and clarifications to the Application of the Strategic Plan specified in paragraph 6 of document C 134/WP.4 into their respective documents on organization and method of work (C 134/D, paragraph 4(a).5.2).

13.4 The Committee also noted that FAL 50 had approved amendments to the *Organization and method of work of the Facilitation Committee*, to accommodate the decisions of C 134 and to replace the reference to resolution A.1174(33) with resolution A.1197(34) (FAL 50/WP.1/Rev.1, paragraphs 16.8 and 16.9).

13.5 In this context, the Committee noted that:

- .1 MSC 111 would consider draft amendments, editorial corrections and clarifications to the Committees' method of work, as set out in document MSC 111/18, prepared by the Secretariat on the basis of paragraph 6 of document C 134/WP.4, with a view to incorporating them in the next revision of the document (i.e. MSC-MEPC.1/Circ.5/Rev.8); and
- .2 subsequently, MEPC 85 would consider the outcome of MSC 111 with a view to concurring with the relevant decision of MSC 111.

Need for capacity-building

13.6 The Committee noted that C 134 had invited all relevant IMO organs to review resolution A.998(25) on *Need for capacity-building for the development and implementation of new, and amendments to existing, instruments*, along with the Procedures for assessing the implications of capacity-building requirements when developing new instruments or amending existing mandatory instruments (C 134/WP.4, annex 5) to determine whether updates to the resolution and annex were warranted (C134/D, paragraph 4(a).5.3).

13.7 The Committee also noted that FAL 50 had agreed to defer to FAL 51 the discussion on the invitation of C 134 to review resolution A.998(25) in order to wait for the outcome of the review of resolution A.998(25) by MSC 112 and MEPC 84 (FAL 50/WP.1/Rev.1, paragraph 16.10).

13.8 Subsequently, the Committee invited interested Member States and international organizations to submit comments and concrete proposals on the review of resolution A.998(25) to MEPC 85.

14 WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES**Proposals for new outputs**

14.1 The Committee noted that, in accordance with paragraph 4.12 of the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.6), the Group of Chairs had undertaken a preliminary assessment of the proposed three new outputs, as set out in document MEPC 84/WP.3, with a view to facilitating the consideration of such proposals by the Committee.

Proposal for a new output to amend regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances on ships

14.2 The Committee considered document MEPC 84/14 (China), proposing a new output to amend regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances (ODS) on ships, together with the preliminary assessment of the proposal by the Group of Chairs in document MEPC 84/WP.3.

14.3 Following consideration, the Committee agreed to include an output on "Amendments to regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances on ships" in the biennial agenda of the PPR Sub-Committee and the provisional agenda for PPR 14, with one session needed to complete the item.

14.4 The Committee further concurred with the suggestion by the delegation of Cyprus to broaden the scope of the proposed amendments to cover equipment installed on ships constructed on or after 1 January 2020, with a view to ensuring that any replacement refrigerant would be consistently restricted to non-ODS alternatives.

Proposal for a new output to address maritime autonomous surface ships (MASS) in the instruments under the purview of the Committee

14.5 The Committee considered document MEPC 84/14/1 (China), proposing a new output to address the use of MASS in the instruments under the purview of MEPC, including conducting a regulatory scoping exercise (RSE) and gap analysis of MEPC instruments and considering potential amendments or interpretations to address the use of MASS, together with the preliminary assessment of the proposal by the Group of Chairs in document MEPC 84/WP.3.

14.6 In the ensuing discussion, several delegations, while expressing their support for the proposed new output, highlighted that the work should follow a two-step approach as conducted by MSC, LEG and FAL, namely:

- .1 under step 1, to conduct a RSE and gap analysis of conventions and instruments under the purview of MEPC in relation to MASS, following a similar approach and procedure to that used by MSC as described in document MSC 100/20/Add.1, annex 2, appendix 3, and using the relevant GISIS module previously applied for RSE; and
- .2 under step 2, based on the outcomes of the RSE and the experience-building phase potentially conducted by MSC, a proposal may be submitted to a future MEPC session on measures to address MASS within the mandatory instruments under the purview of MEPC.

14.7 Following discussion, the Committee agreed to include in its post-biennial agenda an output on "Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of MEPC", using a two-phase approach, assigning the PPR Sub-Committee as the associated organ, with two sessions needed to complete phase I, with the following scope of work:

- .1 conduct a regulatory scoping exercise and gap analysis of the MEPC mandatory instruments;

- .2 assess the adopted non-mandatory MASS Code and the progress made by MSC, LEG and FAL, and consider the need for amendments to, and interpretation of, the MEPC mandatory instruments; and
- .3 develop a road map for the work (phase II), taking into account the aforementioned work and annex 3 to document MEPC 84/14/1.

Proposal for a new output to support the implementation of the BBNJ Agreement to protect the seas and oceans and marine biodiversity within IMO's mandate

14.8 The Committee had for its consideration the following documents:

- .1 MEPC 84/14/2 (Australia et al.), proposing a new output to support the implementation of the new Agreement under the United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement) to protect the seas and oceans within IMO's regulatory mandate, focusing on those IMO instruments that actively contribute to protecting the seas and oceans and to conserving marine biological diversity in areas beyond national jurisdiction;
- .2 MEPC 84/14/3 (WWF et al.), supporting the proposed output and its focus on coherence, coordination and non-undermining between the BBNJ Agreement and IMO instruments, and highlighting additional considerations to support effective implementation, including the practical implications of BBNJ environmental impact assessments and area-based management tools for shipping regulation, the need to address cumulative impacts and data considerations, and the relevance of Member States' BBNJ obligations when negotiating within IMO, including in the context of the IMO Net-Zero Framework and related decarbonization measures;
- .3 MEPC 84/14/4 (FOEI et al.), supporting document MEPC 84/14/2 and offering additional considerations to the proposed terms of reference for the proposed output to support the implementation of the BBNJ Agreement within IMO's mandate, in particular, suggesting prioritization of mechanisms within the Organization to facilitate timely engagement and consultation with its Member States and other stakeholders as well as establishment of an internal mechanism by MEPC to enable Parties to the BBNJ Agreement to fulfil consultation and coordination obligations with the Organization during the 2026–2027 biennium; and
- .4 MEPC 84/14/5 (ACOPS), supporting the proposed output in document MEPC 84/14/2, highlighting design considerations to ensure that it meets its objective of better protecting marine biodiversity, including measures to prevent cumulative impacts and to maintain and restore ecosystem integrity, and emphasizing the importance of a holistic, ecosystem-based approach that considers cumulative impacts from shipping and other activities across maritime boundaries, both within and beyond national jurisdiction,

together with the preliminary assessment of the proposal by the Group of Chairs in document MEPC 84/WP.3.

14.9 In the ensuing discussion, several delegations expressed strong support for the proposal to establish a new output to support the implementation of the BBNJ Agreement within IMO's mandate. These delegations expressed, inter alia, the following views:

- .1 the entry into force of the BBNJ Agreement on 17 January 2026 was a significant milestone for multilateralism and high seas protection, in light of which it was essential for IMO's regulatory framework to be ready to interact effectively with this new legal instrument and for the Organization, as the global regulator for international shipping, to take an active and proactive approach and continue to play a leading role in ocean governance;
- .2 as the decision-making bodies of the BBNJ Agreement could not adopt shipping measures, close coordination with IMO was essential to ensure standard-setting coherence between the new BBNJ framework and IMO instruments, in line with the principle set out in article 5 of the BBNJ Agreement of not undermining other relevant legal instruments and frameworks and relevant global, regional, subregional and sectoral bodies;
- .3 there was scope for mutually reinforcing synergies between the area-based management tools of the BBNJ Agreement, including marine protected areas, and existing IMO mechanisms, such as Particularly Sensitive Sea Areas (PSSAs), Special Areas, Emission Control Areas (ECAs) and traffic separation schemes;
- .4 the proposed phased approach, beginning with a scoping exercise and leading to a cooperation strategy, would allow for the identification of overlaps so as to avoid duplication and institutional friction, assist Member States, particularly developing countries, in navigating the interface between IMO instruments and BBNJ processes, and preserve the integrity of the existing multilateral architecture; and
- .5 the high seas could no longer be governed in silos, and it was important to apply a holistic, ecosystem-based approach that took account of cumulative impacts from shipping and other activities in waters both within and beyond national jurisdiction, with measures to prevent cumulative impacts and to maintain and restore ecosystem integrity.

14.10 As requested, the text of the statement made by the delegation of Mexico is set out in annex 29.

14.11 Some delegations did not support the inclusion of the proposed new output in the Committee's work programme. These delegations expressed, inter alia, the following views:

- .1 the proposed new output would compromise the institutional autonomy of the Organization by requiring it to respond on timelines set by an external body and revise its instruments in light of decisions taken elsewhere by different parties; such a time-bound obligation to respond to requests from an external treaty constituted subordination rather than coordination, effectively positioning the Organization as an implementing arm of a different treaty with different membership;

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- .2 the mandates of IMO and the BBNJ Agreement were different, including their respective instruments for implementation, and any cooperation should not lead to an overlap of mandates or to the imposition of additional obligations outside the agreed legal framework of IMO;
 - .3 the creation of a new output was unnecessary, as the *Revised Strategic Plan for the Organization for the six-year period 2024 to 2029* (resolution A.1196(34)) already contained output 8.15 (Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance) and output 8.16 (Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance), which included all IMO committees as associated organs;
 - .4 matters concerning the Organization's relations with other intergovernmental organizations fell within the remit of the IMO Council rather than MEPC, and any necessary cooperation with the institutional arrangements established under the BBNJ Agreement could be effectively pursued through coordination between the respective Secretariats, with reports to the Committee made under the agenda item "Any other business", recalling that document LEG/MISC.8 (Secretariat) specified the general characteristics of the relationship between UNCLOS and IMO instruments; and
 - .5 external treaties should not shape how Member States negotiated on matters squarely within the Organization's own mandate, including in the context of the IMO Net-Zero Framework and related decarbonization measures.

14.12 As requested, the text of the statement made by the delegation of Saudi Arabia is set out in annex 29.

14.13 Some other delegations, in acknowledging the importance of the BBNJ Agreement and the conservation of marine biological diversity in areas beyond national jurisdiction, provided comments and suggestions with regard to the description, scope, timing and institutional implications of the proposed new output. These delegations expressed, inter alia, the following views:

- .1 the terminology of the proposed new output should be refined to refer to "support for cooperation in relation to the BBNJ Agreement" rather than "support for the implementation of the Agreement", given that implementation of the BBNJ Agreement was the responsibility of its Parties rather than IMO or its Member States acting through IMO, and that the appropriate role for the Organization, as set out generally in articles 64 to 66 of the IMO Convention, was to cooperate with other United Nations specialized agencies and intergovernmental organizations on matters of common concern;
- .2 a balanced and pragmatic approach was necessary in order to harmonize conservation of biodiversity with the sustainable use of the high seas, including the principle of freedom of navigation, and to ensure that any new measures did not inadvertently constrain energy security, trade flows or the economic sustainability of maritime transport, particularly for developing economies;
- .3 the introduction of measures such as routing deviations on the high seas could affect the transport of essential goods and have wider implications for global supply chains, placing a disproportionate burden on certain States,

particularly those with specific geographical conditions or high dependence on maritime supply chains;

- .4 the introduction of a new output at this stage might be premature, given that the relevant institutional arrangements under the BBNJ Agreement, including its Secretariat, were still at an early stage, and it would be more prudent to defer consideration of document MEPC 84/14/2 and relevant commenting documents until after the first meeting of the Conference of the Parties to the BBNJ Agreement had been held in January 2027;
- .5 the Committee's workload during the 2026-2027 biennium was already heavy and, in order to approve a new output, the Committee should be satisfied that the proposed work could not be addressed under existing outputs and would not duplicate or disrupt ongoing workstreams; and
- .6 IMO should adhere to its statutory mandate, focusing on its core functions of preventing pollution from ships and ensuring navigational safety, while avoiding any overreach beyond its competence.

14.14 Having noted its heavy workload during the 2026-2027 biennium and having recognized that the proposed new output had significant implications for both its work and the work of the Secretariat, the Committee agreed that further detailed consideration of the draft terms of reference and work plan for the proposed output was required. Consequently, and in light of the discussion, the Committee:

- .1 approved in principle the inclusion in its work programme of an output based on the proposal contained in document MEPC 84/14/2 and the assessment in document MEPC 84/WP.3, subject to further consideration by MEPC 85;
- .2 instructed the Secretariat to further assess the possible technical, administrative and financial implications of this proposed new output and terms of reference, in accordance with rule 15 of the Rules of Procedure of the Committee, and to provide its comments on the draft terms of reference and work plan to MEPC 85 for consideration; and
- .3 invited comments and proposals on the matter to MEPC 85.

14.15 Subsequently, the delegation of Kuwait emphasized that the respective regulatory and legislative boundaries of IMO and the BBNJ Agreement should be adhered to in order to prevent any overlap of their roles. In this context, the delegations of the Russian Federation, Saudi Arabia and the United Arab Emirates expressed concern regarding the agreement in principle to include the proposed new output in the Committee's work programme. The delegation of Saudi Arabia also expressed concern regarding the use of the draft terms of reference contained in document MEPC 84/14/2 as a basis for the further consideration of the proposed new output at MEPC 85, and indicated its intention to submit comments to MEPC 85 in this regard.

Outcome of MSC 110

14.16 Having noted the outcome of MSC 110 regarding two newly approved outputs and having considered document MEPC 84/2/7 (Russian Federation), commenting on document MEPC 84/2/3 containing the Secretariat's report on the outcome of MSC 110 specifically in relation to the matter of implementation of provisions of IMO instruments "to the satisfaction of the Administration", or equivalent, the Committee:

- .1 agreed to become a parent organ, together with MSC, for the output on "Comprehensive revision of the guidelines on the implementation of the ISM Code by Administrations and companies", included in the biennial agenda of the III Sub-Committee for 2026-2027 and the provisional agenda for III 12 (MSC 110/21, paragraph 18.5);
- .2 agreed to become a parent organ, together with MSC, for the output on "Development of guidelines addressing the implementation of provisions left "to the satisfaction of the Administration", or equivalent, in the relevant mandatory IMO instruments", included in the post-biennial agenda of MSC, with a view to inclusion in the biennial agenda of the III Sub-Committee for the 2028-2029 biennium, with two sessions needed to complete the output (MSC 110/21, paragraph 18.91); and
- .3 noted the information contained in document MEPC 84/2/7 and invited interested Member States and international organizations to prepare relevant proposals on the matter of the implementation of provisions of IMO instruments "to the satisfaction of the Administration", or equivalent, and submit them to future sessions of the III Sub-Committee.

Biennial agenda of the PPR Sub-Committee and provisional agenda for PPR 14

14.17 The Committee recalled that it had agreed to assign the PPR Sub-Committee as the associated organ under the following two new outputs:

- .1 Amendments to regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances on ships (see paragraph 14.3); and
- .2 Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of MEPC (see paragraph 14.6).

14.18 Following consideration, the Committee approved the biennial status report of the Sub-Committee and the provisional agenda for PPR 14, as set out in annexes 24 and 25, respectively.

Biennial agenda of the III Sub-Committee and provisional agenda for III 12

14.19 The Committee endorsed, subject to a concurrent decision by MSC, the III Sub-Committee's recommendation that the new output on "Development of guidelines addressing the implementation of provisions left "to the satisfaction of the Administration", or equivalent, in the relevant mandatory IMO instruments" be moved from the Committees' post-biennial agendas to the 2026-2027 biennial agenda of the III Sub-Committee and be included in the provisional agenda for III 13, as appropriate.

14.20 The Committee noted the biennial status report of the Sub-Committee for the 2024-2025 biennium (III 11/16, annex 7) and approved the proposed biennial agenda of the III Sub-Committee for the 2026-2027 biennium (III 11/16, annex 8) and the proposed provisional agenda for III 12 (III 11/16, annex 9), subject to a concurrent decision by MSC 111.

Biennial agenda of the CCC Sub-Committee and provisional agenda for CCC 12

14.21 The Committee noted the updated biennial status report of the CCC Sub-Committee for the 2024-2025 biennium (CCC 11/16, annex 6) and approved the proposed biennial agenda of the CCC Sub-Committee for the 2026-2027 biennium (CCC 11/16, annex 7) and the proposed provisional agenda for CCC 12 (CCC 11/16, annex 8), subject to a concurrent decision by MSC 111.

Status of the outputs of MEPC for the 2026-2027 biennium

14.22 Having recalled that, as per usual practice and in accordance with paragraph 9.1 of the *Application of the Strategic Plan of the Organization* (resolution A.1197(34)), the status of outputs would only be produced after the session as an annex to its report, to avoid any unnecessary duplication of work, the Committee invited the Council to note the status of the outputs of MEPC for the 2026-2027 biennium, as set out in annexes 26 and 27.

Items to be included in the agenda of MEPC 85

14.23 The Committee, having considered document MEPC 84/WP.4 (Secretariat) and taking into account the decisions made at this session, approved the items to be included in the agenda of MEPC 85, as set out in annex 28.

Tentative dates for MEPC 85

14.24 The Committee noted that MEPC 85 had been tentatively scheduled to take place from 30 November to 3 December 2026 (see also paragraph 14.29).

Correspondence groups

14.25 The Committee recalled that it had decided, under relevant agenda items, to establish the following correspondence groups:

- .1 Correspondence Group on Review of the BWM Convention (see paragraph 4.28); and
- .2 Correspondence Group on the Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture (see paragraph 6.29).

Groups expected to be established at MEPC 85

14.26 The Committee, taking into account the decisions made under the respective agenda items, anticipated that the following groups may be established at MEPC 85:

- .1 Drafting Group on Amendments to Mandatory Instruments;
- .2 Ballast Water Review Group;
- .3 Working Group on Air Pollution and Energy Efficiency;
- .4 Working Group on Reduction of GHG Emissions from Ships;
- .5 Working Group on Marine Plastic Litter;
- .6 Working Group on Reduction of Underwater Radiated Noise from Commercial Shipping; and

.7 Technical Group on the Designation of PSSA and Special Areas,

whereby the Chair, taking into account the submissions received on the respective subjects and all other agenda items, would advise the Committee well before MEPC 85 on the final selection of such groups.

Intersessional meetings

14.27 The Committee approved, subject to endorsement of the Council, the holding of the twenty-second and twenty-third meetings of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 22 and 23), from 1 September to 4 September 2026 and from 23 November to 27 November, respectively (see also paragraph 7.67).

14.28 The Committee also approved, subject to endorsement of the Council, the holding of an intersessional meeting of the ESPH Technical Group in 2027.

Options for the resumption of MEPC/ES.2

14.29 The Committee approved the holding of the resumed MEPC/ES.2 on 4 December 2026, subject to confirmation by MEPC 85 earlier the same week. The Committee further agreed that, should MEPC 85 determine that there is no need to resume the extraordinary session during that week, 4 December 2026 would instead be used as an additional meeting day for MEPC 85 (see paragraph 14.24).

15 ANY OTHER BUSINESS

Inter-agency cooperation activities

15.1 The Committee noted the information contained in document MEPC 84/15/2 (Secretariat), providing an update on recent work carried out by the Marine Environment Division on issues relating to the protection of the marine environment in cooperation with other United Nations agencies, and requested the Secretariat to continue to update it regarding any significant inter-agency cooperation relating to its work.

Ship recycling

15.2 The Committee recalled that MEPC 83, in view of the urgent need to provide guidance on the interplay between the Hong Kong and Basel Conventions, had:

- .1 welcomed the consideration by BC COP-17 of ways to provide further clarity and certainty with respect to the transboundary movement of ships intended for recycling; and
- .2 requested the Secretariat to continue and strengthen the cooperation with the Basel Convention Secretariat to provide any information and assistance needed to ensure clear and robust implementation of the Hong Kong Convention and to report the relevant outcome of BC COP-17 to MEPC 84.

15.3 In this context, the Committee had for its consideration the following documents:

- .1 MEPC 84/INF.5 (Secretariat) on the outcome of the seventeenth meeting of the Conference of the Parties to the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (BC COP-17);

- .2 MEPC 84/INF.7 (Secretariat of the Basel Convention) on the outcome of the seventeenth meeting of the Conference of the Parties to the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (BC COP-17); and
- .3 MEPC 84/INF.21 (European Commission) on EU formats for the certificate on the inventory of hazardous materials and for the ready for recycling certificate.

15.4 Having noted the information contained in documents MEPC 84/INF.5, MEPC 84/INF.7 and MEPC 84/INF.21, the Committee requested the Secretariat to report the relevant outcomes of the fifteenth session of the Basel Convention Open-ended Working Group, scheduled to take place from 23 to 26 June 2026, to MEPC 85.

Adoption of a standard procedure to determine when a ship ceases to be a "ship" under the 1992 Civil Liability Convention by the Member States of the IOPC Funds

15.5 The Committee considered and noted the information provided by the Secretariat of the IOPC Funds in document MEPC 84/15/1 on the adoption of a standard procedure to determine when a ship ceases to be a "ship" and its inclusion in the IOPC Funds' publication Guidance for Member States – Consideration of the definition of "ship".

Marine light pollution from ships

15.6 The Committee noted document MEPC 84/15 (Saudi Arabia) on collaborative efforts to assess the impact of marine light pollution from ships and to explore mitigation measures with a view to developing voluntary guidelines in the future.

R&D forum on preparedness and response to pollution incidents involving alternative fuels

15.7 The Committee noted the information provided by the Secretariat in document MEPC 84/INF.36 providing information on the two-day Research and Development (R&D) Forum titled "From Fossil to Future: Marine Pollution Preparedness in the Age of Alternative Fuels" to be held from 21 to 22 September 2026 in Singapore, in collaboration with the SpillAsia conference, to ensure effective preparedness and response mechanisms to pollution incidents involving the new generation of fuels.

Additional information documents submitted to this session

15.8 The Committee noted the information contained in the following two documents:

- .1 MEPC 84/INF.20 (ICS), providing information on recently released and forthcoming best practice guidance from 2025 to 2026 from the International Chamber of Shipping, including the *Deck Procedures Guide*, First Edition; *Shipping and the Environment: A Guide to Environmental Compliance*, Sixth Edition; and *the Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases*, Second Edition; and
- .2 MEPC 84/INF.39 (Russian Federation), introducing information about the implementation of Maritime Autonomous Surface Ship technology on the newly built ecological servicing ship.

16 CONSIDERATION OF THE REPORT OF THE COMMITTEE ON ITS EIGHTY-FOURTH SESSION

16.1 The draft report of the session (MEPC 84/WP.1) was prepared by the Secretariat for consideration by the Committee. During the meeting held on Friday, 1 May 2026, delegations were given an opportunity to provide comments on the draft report, and the Secretariat then prepared the revised draft report (MEPC 84/WP.1/Rev.1), incorporating editorial corrections and changes based on the comments made.

16.2 The Committee was unable to complete its review of the draft report during the scheduled meeting hours. The delegation of the Russian Federation reminded the Committee that, should it wish to continue the meeting, a decision would be required to suspend rule 25 of the Rules of Procedure of the Marine Environment Protection Committee, which concerns the provision of interpretation into the Organization's official languages. The Committee agreed to suspend rule 25 in accordance with rule 50 of the Rules of Procedure of the Marine Environment Protection Committee in order to continue the meeting in English only, and subsequently completed its review of the draft report.

16.3 The delegation of the United Arab Emirates expressed the view that the suspension of rule 25 at this session should not set a precedent for other committees and organs to extend meetings beyond their scheduled hours.

16.4 Member States and international organizations wishing to provide further editorial corrections and improvements, including finalizing individual statements, were given a deadline of 23.59 (UTC+1) on Monday, 18 May 2026 to do so by correspondence, in accordance with paragraphs 4.39 and 4.40 of the Committees' method of work.

16.5 No comments were received by the above-mentioned deadline and the report of the Committee was finalized by the Secretariat in consultation with the Chair. The session was closed at 23.59 (UTC+1) on 18 May 2026, pursuant to rule 28 of the Rules of Procedure.

Action requested of other IMO organs

16.6 The Council, at its 137th session, is invited to:

- .1 consider the report of the eighty-fourth session of MEPC and, in accordance with Article 21(b) of the IMO Convention, transmit it, with any comments and recommendations, to the thirty-fifth session of the Assembly;
- .2 note the comments made and decisions taken on matters concerning the impacts on shipping and seafarers of the situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz, in particular the adoption of resolution MEPC.406(84) on *Actions to ensure the protection of the marine environment in the Arabian Sea, Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz, resulting from the unlawful activities of the Islamic Republic of Iran* (section 2 and annexes 1 and 2);
- .3 note that the Committee instructed the III Sub-Committee to consider the consolidated audit summary reports (CASRs) containing lessons learned from mandatory audits completed in 2022, 2023 and 2024 and report to the Committees on the outcome of its consideration, subject to a concurrent decision by MSC 111 (paragraph 2.11);

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- .4 note that the Committee approved the work plan for the development of the IMO Strategy on Maritime Digitalization, subject to a concurrent decision by MSC 111 and LEG 114 (paragraph 2.34);
- .5 note that the Committee adopted amendments to MARPOL Annex VI concerning the IMO Ship Fuel Oil Consumption Database, the review clause of the short-term GHG reduction measure, and the designation of the North-East Atlantic as an Emission Control Area (resolution MEPC.407(84)); and amendments concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles (resolution MEPC.408(84)) (section 3 and annexes 3 and 4);
- .6 note the action taken by the Committee on issues related to ballast water management, in particular the approval of ballast water management systems that make use of Active Substances; the approval of the draft amendments to the BWM Convention (draft consolidated revised annex to the Convention) with a view to adoption at the next session; and the adoption of the *2026 Guidelines for ballast water management and development of Ballast Water Management Plans (G4)* (resolution MEPC.409(84)); (section 4 and annexes 5 to 7);
- .7 note the action taken by the Committee on issues related to air pollution prevention, in particular the approval of unified interpretation of regulation 13.2.3, revised unified interpretation of regulation 13.2.2, and revised unified interpretation of regulation 16.9 of MARPOL Annex VI; the approval of the draft amendments to MARPOL Annex VI on installation of pressure-vacuum devices on tankers carrying crude oil, with a view to adoption at MEPC 85; and the approval of the draft amendments to the NO_x Technical Code 2008 on certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels, with a view to adoption at MEPC 85 (section 5 and annexes 8 to 11);
- .8 note the action taken by the Committee on issues related to the energy efficiency of ships, in particular the adoption of amendments to the *2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.410(84)); the adoption of the *2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)* (resolution MEPC.411(84)); the adoption of amendments to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)* (resolution MEPC.412(84)); the adoption of amendments to the *2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (2024 SEEMP Guidelines)* (resolution MEPC.413(84)); the approval of *Revised interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI* (MEPC.1/Circ.905/Rev.1); the adoption of *2026 Guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines* (resolution MEPC.414(84)); the adoption of *Guidelines for engine load monitoring (ELM) and calculation of emission values (ELM Guidelines)* (resolution MEPC.415(84)); and the adoption of *Guidelines for continuous emission monitoring systems (CEMS) used to quantify methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines* (resolution MEPC.416(84)) (section 6 and annexes 12 to 18);

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- .9 note the action taken by the Committee on issues related to the reduction of GHG emissions from ships, in particular that the Committee noted that all delegations that spoke expressed their continued commitment to seeking broader consensus on IMO's mid-term measures; the agreement to strengthen intersessional work through additional meetings of ISWG-GHG to facilitate focused discussion and convergence on a global measure; the progress made with regard to the further development of the IMO Life Cycle GHG assessment (LCA) framework; the approval of the terms of reference for the Fifth IMO GHG Study; and that the Committee reiterated its invitation to Member States and international organizations to consider making financial contributions to the IMO GHG TC Trust Fund and Voluntary Multi-Donor Trust Fund, notably in view of the increasing number of GHG related meetings being organized this year and the limited funds currently available in the Voluntary Multi-Donor Trust Fund, as well as to further support the work of GESAMP-LCA WG and the forthcoming conduct of the Fifth IMO GHG Study (section 7 and annex 20);
- .10 note the action taken by the Committee on issues related to addressing marine plastic litter from ships, in particular the adoption of the *2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships* (resolution MEPC.417(84)); the approval of MEPC.1/Circ.923 on the *Implementation of fishing gear marking systems*; and the comments made and decisions taken on matters related to the carriage of plastic pellets by sea in freight containers, in particular that the Committee instructed the PPR Sub-Committee to develop a proposed mandatory code based on the *Recommendations for the carriage of plastic pellets by sea in freight containers* (MEPC.1/Circ.909), together with the necessary consequential amendments to MARPOL Annex III and SOLAS, and to submit the finalized draft text to a future MEPC session, with a view to approval by MEPC, MSC, or concurrent approval by both Committees, as appropriate (section 8 and annex 21);
- .11 note the action taken by the Committee on issues related to the reduction of underwater radiated noise from shipping emanating from the work carried out by SDC 12, in particular the endorsement, in principle, of a two-year extension of the experience-building phase for the reduction of underwater radiated noise from shipping to the end of 2028; the endorsement, in principle, of an IMO-commissioned study on URN emissions, subject to agreement at MEPC 85; and the approval of MEPC.1/Circ.924 on *Technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage* (section 9);
- .12 note the action taken by the Committee on matters related to pollution prevention and response, in particular the endorsement of the PPR Sub-Committee's recommendation that the legally binding framework addressing control and management of ships' biofouling should take the form of a standalone instrument, and approved terms of reference for output 7.16 on "Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species"; and the approval of the draft amendments to MARPOL Annex I, with a view to adoption at MEPC 85 (section 10 and annexes 22 and 23);
- .13 note the actions taken by the Committee on the outcome of III 11, in particular the approval of the draft MSC-MEPC.5 circular on Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code

- verifications, and the draft MSC-MEPC.5/Circ.3/Rev.1 on Unified interpretation of the date of completion of the survey and verification on which the certificates are based, both subject to a concurrent decision by MSC (section 11);
- .14 note the actions taken by the Committee on the outcome of CCC 11, in particular the endorsement of the work plan for the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels under the purview of the CCC Sub-Committee, subject to a concurrent decision by MSC (section 11);
- .15 with regard to the identification and protection of special areas and PSSAs, note that the Committee considered proposals for associated protective measures for the designation of the Reserva Nacional Dorsal de Nasca as a PSSA, including measures under the BWM Convention and the possible designation of the area as a Special Area under MARPOL Annexes I, II, IV and V and referred the matter for further technical consideration to the PPR Sub-Committee (section 12);
- .16 note that the Committee, concurring with MSC 110, approved a revision (MSC-MEPC.1/Circ.5/Rev.7) of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*; and invited Member States and international organizations to submit comments and concrete proposals on the review of resolution A.998(25) to MEPC 85 (section 13);
- .17 endorse the new outputs on "Amendments to regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances on ships", and "Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of MEPC" for inclusion in the post-biennial agenda of the Committee, assigning the PPR Sub-Committee as the associated organ (paragraphs 14.3 and 14.7);
- .18 note the status report of the outputs of MEPC for the 2026-2027 biennium (paragraph 14.22 and annexes 26 and 27);
- .19 note that the Committee approved the biennial agendas of the PPR, III and CCC Sub-Committees for the 2026-2027 biennium, the provisional agendas for PPR 14, CCC 12 and III 12 (paragraphs 14.17 to 14.21);
- .20 note that the Committee approved the items to be included in the provisional agenda of MEPC 85 (paragraph 14.23);
- .21 endorse the holding of the twenty-second and twenty-third meetings of ISWG-GHG and the intersessional meeting of the ESPH Technical Group in 2027 (paragraphs 14.27 and 14.28); and
- .22 note the tentative scheduling of MEPC 85 from 30 November to 3 December 2026 and that the Committee approved the holding of the resumed MEPC/ES.2 on 4 December 2026, subject to confirmation by MEPC 85, with provision for that date to be used as an additional meeting day for MEPC 85 if the extraordinary session is not resumed (paragraphs 14.24 and 14.29).

16.7 The Maritime Safety Committee, at its 112th session, is invited to:

- .1 note that MEPC 84 concurred with the decisions of FAL 49, LEG 112 and MSC 110 and approved FAL-LEG-MEPC-MS.C.1/Circ.1 on *Joint Guidelines for the use of electronic certificates* (paragraph 2.3);
- .2 note that MEPC 84 agreed to refer documents MSC 110/6/1 and MSC 110/6/8 on the use of ammonia as a shipping fuel, together with the information contained in annex 2 to document MSC 110/WP.9 on Barrier B-1 concerning fatty acid methyl ester (FAME) and the identified potential inconsistency regarding cargo in MARPOL Annexes I and II, to PPR 14 for further consideration, with a view to advising the Committee on the most appropriate way forward (paragraphs 2.4 and 2.5);
- .3 note that MEPC 84 concurred with the decision of MSC 110 and approved the revision of the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.3) (paragraph 2.6);
- .4 note that MEPC 84 endorsed the actions taken by MSC 110 with regard to the work programme, specifically in relation to the ISM Code and related matters (paragraph 2.7)
- .5 note that MEPC 84 instructed the III Sub-Committee to consider the consolidated audit summary reports (CASRs) containing lessons learned from nine mandatory audits completed in 2022, 2023 and 2024 (Circular Letter No.5057) and report to the Committees on the outcome of its consideration, subject to a concurrent decision by MSC 111 (paragraph 2.11);
- .6 note that MEPC 84 adopted resolution MEPC.406(84) on *Actions to ensure the protection of the marine environment in the Arabian Sea, Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz, resulting from the unlawful activities of the Islamic Republic of Iran* (paragraph 2.28 and annexes 1 and 2);
- .7 note that MEPC 84 concurred with the decision of FAL 50 and approved the work plan for the development of the IMO Strategy on Maritime Digitalization, subject to a concurrent decision by MSC 111 and LEG 114 (paragraph 2.34);
- .8 note that MEPC 84 approved the draft amendments to MARPOL Annex VI on installation of pressure-vacuum devices on tankers carrying crude oil, with a view to adoption at MEPC 85 (paragraph 5.19 and annex 9);
- .9 note that MEPC 84 noted that PPR 13 had agreed to forward the document PPR 13/11/7 (Norway) regarding potential amendments to the IMSBC Code to prevent the shipment of plastic pellets in bulk to the CCC Sub-Committee for further consideration (paragraph 8.6);
- .10 note that MEPC 84 instructed the PPR Sub-Committee to develop and finalize the draft text of a proposed mandatory code for the carriage of plastic pellets by sea in freight containers, based on MEPC.1/Circ.909, together with the associated consequential amendments to MARPOL Annex III and SOLAS, and to submit the finalized draft code and draft amendments to a future session of the Committee, with a view to approval by MEPC, MSC, or concurrent approval by both Committees, as appropriate (paragraph 8.28);

- .11 note the action taken by MEPC 84 on issues related to the reduction of underwater radiated noise from shipping emanating from the work carried out by SDC 12, including that MEPC 84 agreed that output 1.16 on "Experience-building phase for the reduction of underwater radiated noise from shipping" was to be included in the provisional agenda of SDC 13 and the approval of MEPC.1/Circ.924 on *Technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage* (paragraph 9.13);
- .12 note that MEPC 84 agreed to draft amendments to the IBC Code being prepared by the PPR Sub-Committee to incorporate entries in List 1 of the MEPC.2/Circular, which are valid for all countries and have no expiry date (paragraph 10.9);
- .13 note that MEPC 84 endorsed the issuance of III.3/Circ.14 on *Lessons learned from marine casualties* and III.3/Circ.15 on *Casualty Analysis and Statistics – observations on reports of investigation into casualties*, subject to a concurrent decision by MSC 111 (paragraph 11.2);
- .14 note that MEPC 84 noted that the III Sub-Committee had invited interested Member States to submit proposals to the Committees for a new output on a review of the marine casualties and incidents taxonomy in accordance with the provisions of the document on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.6) (paragraph 11.3)
- .15 note that MEPC 84 agreed on the need for the proposed evolution of the GISIS PSC module to a PSC overarching database with web service based on the strategic goals and benefits for all the stakeholders and the maritime sector at large, and requested the Secretariat to develop a project document in that regard, subject to a concurrent decision by MSC, for consideration by the Committees and the Council (paragraph 11.4);
- .16 note that MEPC 84 approved the draft MSC-MEPC.5/Circ.5/Circ.17 on *Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications*, subject to a concurrent decision by MSC 111, and noted that the III Sub-Committee had completed its work under the relevant output (paragraph 11.10);
- .17 note that MEPC 84 approved the draft MSC-MEPC.5/Circ.3/Rev.1 on Unified interpretation of the date of completion of the survey and verification on which the certificates are based, subject to a concurrent decision by MSC 111 (paragraph 11.11);
- .18 note that MEPC 84 endorsed the work plan for the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels under the purview of the CCC Sub-Committee, subject to a concurrent decision by MSC 111 (paragraph 11.13);

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- .19 note that MEPC 84 concurred with the decision of MSC 110 and approved a revision of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.7) (paragraph 13.2);
- .20 note that MEPC 85 would consider the outcome of MSC 111 concerning its consideration of draft amendments, editorial corrections and clarifications to the Committees' method of work, as set out in document MSC 111/18, on the basis of paragraph 6 of document C 134/WP.4 (paragraph 13.5);
- .21 note that MEPC 84 invited Member States and international organizations to submit comments and concrete proposals on the review of resolution A.998(25) to MEPC 85 (paragraph 13.8);
- .22 note that MEPC 84 agreed to include in its post-biennial agenda an output on "Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of MEPC", using a two-phase approach, assigning the PPR Sub-Committee as the associated organ, with two sessions needed to complete phase I (paragraph 14.7).
- .23 note that MEPC 84 agreed to become a parent organ, together with MSC, for the outputs on "Comprehensive revision of the guidelines on the implementation of the ISM Code by Administrations and companies" and "Development of guidelines addressing the implementation of provisions left "to the satisfaction of the Administration", or equivalent, in the relevant mandatory IMO instruments" (paragraph 14.16); and
- .24 note that MEPC 84 approved the biennial agendas of the PPR, III and CCC Sub-Committees for the 2026-2027, and provisional agendas for PPR 14, III 12 and CCC 12 (paragraphs 14.17 to 14.21, and annexes 15 and 16).
- 16.8 The Technical Cooperation Committee, at its seventy-sixth session, is invited to:
- .1 note that MEPC 84, having concurred with the decision of MSC 110, approved the revision of the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.3) (paragraph 2.6);
- .2 note that MEPC 84 concurred with the decision of FAL 50 and approved the work plan for the development of the IMO Strategy on Maritime Digitalization, subject to concurrent decision by MSC 111 and LEG 114 (paragraph 2.34);
- .3 note the update on the status of the IMO GHG TC-Trust Fund and the Voluntary Multi-Donor Trust Fund, and that MEPC 84, expressing appreciation to the donors of both Funds, reiterated its invitation to Member States and international organizations to consider making contributions to both Funds in support of the Organization's work in reducing GHG emissions from ships, in view of the increasing number of GHG related meetings being organized, as well as the work of the GESAMP-LCA WG and the forthcoming conduct of the IMO GHG Study (paragraph 7.20 to 7.25); and
- .4 note that MEPC 84, having considered the invitation by C 134 to review resolution A.998(25) on the *Need for capacity-building for the development and implementation of new, and amendments to existing, instruments*, and its associated Procedures for assessing the implications of capacity-building

requirements when developing new instruments or amending existing mandatory instrument, invited interested Member States and international organizations to submit comments and concrete proposals on its review (paragraphs 13.6 to 13.8).

16.9 The Legal Committee at its 114th session, is invited to:

- .1 note that MEPC 84 concurred with the decisions of FAL 49, LEG 112 and MSC 110 and approved FAL-LEG-MEPC-MSC.1/Circ.1 on *Joint Guidelines for the use of electronic certificates* (paragraph 2.3);
- .2 note that MEPC 84 concurred with the decision of FAL 50 and approved the work plan for the development of the IMO Strategy on Maritime Digitalization, subject to concurrent decision by MSC 111 and LEG 114 (paragraph 2.34);
- .3 note that MEPC 84 agreed to include in its post-biennial agenda an output on "Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of MEPC", using a two-phase approach, assigning the PPR Sub-Committee as the associated organ, with two sessions needed to complete phase I (paragraph 14.7); and
- .4 note that MEPC 84 approved, in principle, the inclusion of an output based on the proposal contained in document MEPC 84/14/2 and the assessment in document MEPC 84/WP.3 related to supporting the implementation of the BBNJ Agreement within IMO's regulatory framework for protecting the seas and oceans and marine biodiversity, subject to further consideration by MEPC 85 (paragraph 14.14).

16.10 The Facilitation Committee, at its fifty-first session, is invited to:

- .1 note that MEPC 84 concurred with the decisions of FAL 49, LEG 112 and MSC 110 and approved FAL-LEG-MEPC-MSC.1/Circ.1 on *Joint Guidelines for the use of electronic certificates* (paragraph 2.3);
- .2 note that MEPC 84 concurred with the decision of FAL 50 and approved the work plan for the development of the IMO Strategy on Maritime Digitalization, subject to concurrent decision by MSC 111 and LEG 114 (paragraph 2.34);
- .3 note that MEPC 84 encouraged Member States and international organizations to join the Correspondence Group on the Development of the IMO Strategy on Maritime Digitalization, established by FAL 50, to provide input to the action plan to be incorporated in the IMO Strategy on Maritime Digitalization (paragraph 2.35);
- .4 note that MEPC 84 concurred with the decision of MSC 110 and approved a revision of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.7) (paragraph 13.1);
- .5 note that MEPC 84 invited Member States and international organizations to submit comments and concrete proposals on the review of resolution A.998(25) to MEPC 85 (paragraph 13.8); and

- .6 note that MEPC 84 agreed to include in its post-biennial agenda an output on "Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of MEPC", using a two-phase approach, assigning the PPR Sub-Committee as the associated organ, with two sessions needed to complete phase I (paragraph 14.7).
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