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

Attached are annexes 21 to 29 to the report of the Marine Environment Protection Committee on its eighty-fourth session (MEPC 84/16).

(see documents MEPC 84/16/Add.1 for annexes 1 to 11 and MEPC 84/16/Add.2 for annexes 12 to 20)

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ANNEX 21

RESOLUTION MEPC.417(84) (adopted on 1 May 2026)

2026 STRATEGY AND THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

THE MARINE ENVIRONMENT PROTECTION COMMITTEE

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

ACKNOWLEDGING that work to prevent pollution by garbage from ships has been undertaken by the Organization since the adoption of MARPOL Annex V,

ACKNOWLEDGING ALSO the relevance of the work on marine plastic litter undertaken by the Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 and its 1996 Protocol, including the adoption in 2016 of a "Recommendation to Encourage Action to Combat Marine Litter",

ACKNOWLEDGING FURTHER the relevant work of other international organizations in relation to marine plastic litter, in particular FAO, the UN Environment Programme and the Intergovernmental Negotiating Committee to develop an international legally binding instrument on plastic pollution, including in the marine environment (INC), and the importance of existing cooperation mechanisms, including GESAMP, the Joint FAO/ILO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated Fishing and Related Matters, the IMO OceanLitter Programme and the Global Partnership on Plastic Pollution and Marine Litter,

RECALLING that the Assembly, at its thirtieth session, in December 2017, recognized the ongoing problem of marine plastic pollution, as addressed in MARPOL Annex V, which required further consideration as part of a global solution within the framework of ocean governance, in pursuance of the target of SDG 14 to prevent and significantly reduce marine pollution of all kinds by 2025,

RECALLING ALSO the United Nations 2030 Agenda for Sustainable Development, in particular Sustainable Development Goal (SDG) 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development,

RECALLING FURTHER that, at its seventy-third session in October 2018, it adopted, by resolution MEPC.310(73), the *Action Plan to Address Marine Plastic Litter from Ships*, which was superseded by the *2025 Action Plan to Address Marine Plastic Litter from Ships* adopted by the Committee at its eighty-third session (MEPC 83) in April 2025 by resolution MEPC.404(83),

RECALLING that it, at its seventy-seventh session in November 2021, adopted, by resolution MEPC.341(77), the *Strategy to Address Marine Plastic Litter from Ships*,

RECALLING ALSO the obligation of Member States to provide adequate facilities at ports and terminals for the reception of garbage, as required by regulation 8 of MARPOL Annex V, and ensure this obligation is implemented effectively,

1 ADOPTS the 2026 *Strategy and the Action Plan to Address Marine Plastic Litter from Ships* (the 2026 Strategy and the Action Plan) as set out in annexes 1 and 2 to the present resolution;

2 NOTES the application of the 2026 Strategy and the Action Plan to all ships, including fishing vessels;

3 INVITES Member States, international organizations and other relevant bodies to undertake further studies to better understand discharges of marine plastic litter, in particular microplastics, from ships;

4 INVITES the Secretary-General of the Organization to make adequate provisions in the Integrated Technical Cooperation Programme to support relevant follow-up actions of the Action Plan;

5 AGREES that the 2026 Strategy and the Action Plan will be monitored and evaluated to ensure that it continues to deliver against its objective and outcomes and actions reviewed and updated based on the information submitted by Member States and international organizations;

6 ALSO AGREES that the 2026 Strategy and the Action Plan supersedes the Strategy adopted by resolution MEPC.341(77) and the 2025 Action Plan adopted by resolution MEPC.404(83).

ANNEX 1

2026 STRATEGY AND THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

1 Background

1.1 IMO has recognized the importance of preventing pollution by garbage, including plastics, from ships since the adoption of MARPOL Annex V. IMO has also recognized the importance of preventing the dumping of various types of waste, including plastics, into the sea through the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 (London Convention or LC) and its 1996 Protocol (London Protocol or LP). IMO has also committed to working closely with a number of partners to address the issue of marine plastic litter. However, studies demonstrate that, despite the existing regulatory framework to prevent marine plastic litter from ships, discharges into the sea continue to occur.

1.2 IMO recognized the ongoing problem of marine plastic pollution required further consideration, in pursuance of the target of Sustainable Development Goal 14 to prevent and significantly reduce marine pollution of all kinds by 2025. In recognition of the urgency to address marine plastic litter from ships, IMO adopted the *Action Plan to Address Marine Plastic Litter from Ships* (resolution MEPC.310(73)), which was superseded by the *2025 Action Plan to Address Marine Plastic Litter from Ships* adopted by the Committee at its eighty-third session (MEPC 83) by resolution MEPC.404(83) as well as the *Strategy to Address Marine Plastic Litter from Ships* (resolution MEPC.341(77)).

2 Vision

2.1 IMO remains committed to reducing marine plastic litter entering the marine environment from all ships, including fishing vessels. As a matter of urgency, IMO aims to strengthen the international framework and compliance with the relevant IMO instruments, endeavouring to achieve zero plastic waste discharges to sea from ships by 2030.

3 Objective and outcomes

3.1 The objective of this Strategy is to guide the implementation of the Action Plan to best achieve the outcomes of the Action Plan, by the establishment of a timeline and identification of appropriate modalities.

3.2 In considering the Action Plan, it is useful to consider the following outcomes as key goals:

- .1 reduction of marine plastic litter generated from, and retrieved by, fishing vessels;
- .2 reduction of shipping's contribution to marine plastic litter; and
- .3 improvement of the effectiveness of port reception and facilities and treatment in reducing marine plastic litter;

and the following further efforts which could aid in achieving the goals, inter alia:

- .4 enhanced public awareness, education and seafarer training;
- .5 improved understanding of the contribution of ships to marine plastic litter;
- .6 improved understanding of the regulatory framework associated with marine plastic litter from ships;

- .7 strengthened international cooperation; and
- .8 targeted technical cooperation and capacity-building.

4 Time frame

4.1 The following groups of actions under the Action Plan have been identified:

- .1 actions that can be progressed now by relevant sub-committees, which could be referred to as short-term actions;
- .2 actions that may be reliant on the outcomes of the IMO Study on marine plastic litter, or other relevant research, in order to progress, which could be referred to as mid-term actions;
- .3 actions which require concrete proposals to the Committee in order to progress, and could therefore be considered long-term actions; and
- .4 actions which would continuously be addressed over the life of the Action Plan.

4.2 The time frame and table grouping short-, mid-, long-term and continuous actions is set out in section 4 of the Action Plan.

5 Method of work

5.1 Improvement of the effectiveness of port reception and facilities and treatment in reducing marine plastic litter, especially for regions that have in place a Regional Reception Facility Plan (regulation 8.3 of MARPOL Annex V) should be considered when progressing each individual action related to addressing the discharge of plastic litter to reception facilities.

5.2 The actions in the Action Plan will be reviewed at MEPC based on follow-up proposals and commenting documents by interested Member States and international organizations. Following such a review, the Committee would instruct the PPR Sub-Committee or other sub-committees, as appropriate, to undertake work only on actions for which a well-defined scope of work had been developed.

5.3 During the ongoing development of the Action Plan, consideration should be given to how to assess compliance and effectiveness of actions.

5.4 For actions where the coordinating/associated organ is a sub-committee under MSC, the preferred way forward will be for proposals for a new output to be submitted to MSC in order for MSC to instruct the appropriate sub-committee accordingly.

5.5 For actions where the coordinating/associated organ is another committee, submission of documents to the relevant committee will be the preferred way forward.

6 Monitoring, evaluation and review

6.1 The 2026 Strategy and the Action Plan will be monitored and evaluated to ensure that it continues to deliver against its objective and outcomes.

6.2 IMO will carry out a comprehensive review of the 2026 Strategy and the Action Plan in 2030.

ANNEX 2

ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS**1 Background**

1.1 Marine plastic litter enters the marine environment as a result of a wide range of land- and sea-based activities. Both macroplastics (e.g. large plastic items such as plastic bags, water bottles and fishing gear) and microplastics (small plastic particles generally five millimetres or less in size) persist in the marine environment and result in harmful effects on marine life and biodiversity, as well as negative impacts on human health. In addition, marine plastic litter negatively impacts activities such as tourism, fisheries and shipping. This plastic material has the potential to be brought back into the economy by means of reuse or recycling. Studies demonstrate that despite the existing regulatory framework to prevent marine plastic litter from ships, discharges into the sea continue to occur.

1.2 IMO has recognized the importance of preventing pollution by garbage, including plastics, from ships since the adoption of MARPOL Annex V, as well as the dumping of various types of waste, including plastics, into the sea through the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 (London Convention or LC) and its 1996 Protocol (London Protocol or LP). This commitment was reinforced by the IMO Assembly, at its thirtieth session, in December 2017, recognizing the ongoing problem of marine plastic pollution, as addressed in MARPOL Annex V, which required further consideration as part of a global solution within the framework of ocean governance, in pursuance of the target of Sustainable Development Goal 14 to prevent and significantly reduce marine pollution of all kinds by 2025.

1.3 IMO recognizes the importance of continued action to manage this global issue. In 2016, the thirty-eighth Consultative Meeting of Contracting Parties to the London Convention and the eleventh Meeting of Contracting Parties to the London Protocol adopted a "Recommendation to Encourage Action to Combat Marine Litter". In 2018, MEPC 73 adopted the *Action Plan to Address Marine Plastic Litter from Ships* by resolution MEPC.310(73) which was superseded by the 2025 Action Plan to Address Marine Plastic Litter from Ships adopted by the Committee at its eighty-third session (MEPC 83) by resolution MEPC.404(83).

1.4 IMO has committed to working closely with a number of partners to address the issue of marine plastic litter including, but not limited to:

- .1 FAO through the Joint FAO/ILO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated Fishing and Related Matters (JWG) and the IMO OceanLitter Programme;
- .2 the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP);
- .3 the UN Environment-managed Global Partnership on Plastic Pollution and Marine Litter (GP3ML);
- .4 the United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea (ICP);
- .5 the United Nations Environment Assembly (UNEA); and

- .6 the Intergovernmental Negotiating Committee to develop an international legally binding instrument on plastic pollution, including in the marine environment (INC).

2 Objective

The 2025 Action Plan to Address Marine Plastic Litter from Ships has been developed to contribute to the global solution for preventing marine plastic litter from entering the oceans through ship-based activities. This Action Plan provides IMO with a mechanism to identify specific outcomes, and actions to achieve these outcomes, in a way that is meaningful and measurable. The 2025 Action Plan builds on existing policy and regulatory frameworks, and identifies opportunities to enhance these frameworks and introduce new supporting measures to address the issue of marine plastic litter from ships. The 2025 Action Plan also recognizes the actions that have been completed since the adoption of the initial Action Plan in 2018, demonstrating the considerable work undertaken by IMO to address this important issue.

3 Time frames, review and evaluation

3.1 The measures within the Action Plan should be completed by 2030.

3.2 Specific time frames for individual measures have been captured in the table of actions set out in section 4.

3.3 The Action Plan will be reviewed in 2030 with a view to updating the actions based on information submitted by Member States and international organizations on the implementation of the Action Plan.

4 Actions

	Outcome	Measures	Parent organ	Coordinating/ Associated organ	Time frame*	Associated partners
1	Reduction of marine plastic litter generated from, and retrieved by, fishing vessels	Consider making the IMO Ship Identification Number Scheme mandatory for all fishing vessels over 24 metres in length through an amendment to the Cape Town Agreement once it enters into force	MSC MEPC	/	Mid-term	
2		Encourage the ratification of the Cape Town Agreement	MSC MEPC	/	Continuous	
3		Taking into account the FAO Voluntary Guidelines on the Marking of Fishing Gear and new and existing regional fisheries management organization requirements, develop mandatory goal-based measures under MARPOL Annex V for the marking of fishing gear that would avoid duplication with existing measures, instruments and frameworks	MEPC	PPR / III (JWG)	Mid-term	FAO
4		Consider the development of measures for a ship-specific management plan for the gear and equipment deployed in fishing activities, including the logging of fishing gear on board a fishing vessel	MEPC	PPR / III	Short-term	FAO
5		Develop a circular reminding IMO Member States to collect information from their registered fishing vessels regarding any discharge or accidental loss of fishing gear	MEPC	PPR	Short-term	

* The time frame is defined in section 4 of the Strategy.

	Outcome	Measures	Parent organ	Coordinating/ Associated organ	Time frame*	Associated partners
6		Consider the preparation of a circular reminding Member States to enforce MARPOL Annex V on fishing vessels through PSC measures, if appropriate Encourage port State control MoUs to develop PSC procedures that include fishing vessels, if appropriate	MEPC	PPR / III	Mid-term	
7	Reduction of shipping's contribution to marine plastic litter	Consider whether and how to address the responsibility, and if appropriate, liability for plastic consumer goods lost at sea from ships	LEG MEPC	/PPR	Long-term	
8		Consider enhancing the enforcement of MARPOL Annex V, including, where possible, through a risk-based approach	MEPC	PPR / III	Short-term	
9		Consider and develop mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers	MEPC MSC	/PPR / CCC	Short-term	
10	Improvement of the effectiveness of port reception and facilities and treatment in reducing marine plastic litter	Consider the requirement for port reception facilities to provide for separate garbage collection for plastic waste from ships, including fishing gear, if appropriate, to facilitate reuse or recycling	MEPC	PPR	Mid-term	
11		Consider mechanisms to enhance the enforcement of MARPOL Annex V requirements for the delivery of garbage to reception facilities	MEPC	PPR	Mid-term	

	Outcome	Measures	Parent organ	Coordinating/ Associated organ	Time frame*	Associated partners
12		Consider facilitating the mandatory use of port waste management plans to ensure the provision of adequate waste reception facilities Identify information from the port waste management plans that can be shared via the Global Integrated Shipping Information System (GISIS) Encourage Member States to address the entire process of plastic garbage handling and ensure that landed garbage is managed in a sustainable manner ashore	MEPC	PPR / III	Mid-term	
13	Enhanced public awareness, education and seafarer training	Consider ways to publicly promote the work of IMO to address marine plastic litter generated from ships	MEPC	PPR	Continuous	
14		Consider how the model course "Marine Environmental Awareness 1.38" could be amended/revised to specifically address marine plastic litter Monitor the progress of the comprehensive review of the STCW (International Convention on Standards and Training, Certification and Watchkeeping for Seafarers) and Code to ensure familiarization of all seafarers of the minimum requirements with regard to marine plastic litter	MEPC	HTW / PPR	Short-term	

	Outcome	Measures	Parent organ	Coordinating/ Associated organ	Time frame*	Associated partners
15	Improved understanding of the contribution of ships to marine plastic litter	Consider extending the reporting requirement in regulation 10.6 of MARPOL Annex V to include reporting data on discharge or accidental loss of fishing gear by the flag State to IMO via GISIS or other means if appropriate	MEPC	PPR / III	Short-term	
16		Encourage Member States and international organizations that have conducted scientific research related to marine litter from ships to share the results of such research, including any information on microplastics from ships or the areas contaminated by marine litter from ships	MEPC	PPR	Continuous	
17		With regard to the IMO Study on marine plastic litter from ships, decide how to progress the work through proposals either identifying priority sub-projects or providing revised terms of reference, taking into account MEPC.1/Circ.894	MEPC LC/LP	PPR	Short-term	GESAMP, FAO, UN Environment, RFMOs, World Oceans Assessment, Regional Seas Conventions
18	Strengthened international cooperation	Make information available to the United Nations Environment Assembly (UNEA)	MEPC LC/LP	PPR	Continuous	
19		Continue work with other United Nations bodies and agencies, as well as with international forums, which are active in the matter of marine plastic litter from shipping, such as through the Global Partnership on Plastic Pollution and Marine Litter (GP3ML)	MEPC LC/LP	PPR	Continuous	

APPENDIX

COMPLETED ACTIONS AS OF THE 2025 REVIEW OF THE INITIAL ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS (RESOLUTION MEPC.310(73))

Outcome	Measures
Reduction of marine plastic litter generated from, and retrieved by, fishing vessels	Consider the development of best management practice to facilitate incentives for fishing vessels to retrieve derelict fishing gear and deliver it to port reception facilities, in collaboration with FAO
	Consider the issue of waste that has been collected during fishing operations building on experience gathered from established projects
	Review the application of placards, garbage management plans and garbage record-keeping (regulation 10, MARPOL Annex V), for example making the Garbage Record Book mandatory for ships of 100 GT and above
Reduction of shipping's contribution to marine plastic litter	Review the application of placards, garbage management plans and garbage record-keeping (regulation 10, MARPOL Annex V), for example making the Garbage Record Book mandatory for ships of 100 GT and above
	Consider the establishment of a compulsory system of formatted declarations of the loss of containers and the means on board to easily identify the exact number of losses Also, consider establishing an obligation to report through a standardized procedure the loss of containers
	Consider ways to communicate the location of containers lost overboard based on additional information to be provided by interested parties
Improvement of the effectiveness of port reception and facilities and treatment in reducing marine plastic litter	Consider the development of tools to support the implementation of cost frameworks associated with port reception facilities, taking into account the need to not create disincentives for the use of port reception facilities, the potential benefits of cost incentives that provide no additional fees based on volume and identifying waste types that can be reduced, reused or recycled through schemes that identify waste revenue
	Further consider the impact on small island developing States and on remote locations such as polar regions when planning for the disposal of waste to land-based facilities

Outcome	Measures
Enhanced public awareness, education and seafarer training	Consider tasking the HTW Sub-Committee with reviewing chapter III of STCW-F (Basic safety training for all fishing vessel personnel) to ensure that all fishing vessel personnel, before being assigned any shipboard duties, receive basic training on marine environment awareness oriented on marine plastic litter including abandoned, lost or otherwise discarded fishing gear (ALDFG)
Improved understanding of the contribution of ships to marine plastic litter	Invite Member States and international organizations to undertake studies to better understand microplastics from ships
Improved understanding of the regulatory framework associated with marine plastic litter from ships	Consider the development of a regulatory framework matrix for the purpose of a gap analysis
Targeted technical cooperation and capacity-building	Address implementation issues related to the Action Plan to Address Marine Plastic Litter from Ships in the context of IMO technical cooperation and capacity-building activities
	Consider the establishment of externally funded major projects under the auspices of IMO in support of the Action Plan to Address Marine Plastic Litter from Ships

ANNEX 22

TERMS OF REFERENCE OF OUTPUT 7.16 (DEVELOPMENT OF A LEGALLY BINDING FRAMEWORK FOR THE CONTROL AND MANAGEMENT OF SHIPS' BIOFOULING TO MINIMIZE THE TRANSFER OF INVASIVE AQUATIC SPECIES)

Taking into account the 2023 Biofouling Guidelines (resolution MEPC.378(80)), the *Guidance on in-water cleaning of ships' biofouling* (MEPC.1/Circ.918), and relevant technical and scientific information related to the control and management of ships' biofouling to minimize the transfer of invasive aquatic species, the PPR Sub-Committee is instructed to:

- .1 develop a legally binding framework on the control and management of ships' biofouling to minimize the transfer of invasive aquatic species, and in the framework:
 - .1 consider appropriate provisions for testing, verification, surveys, certification, inspections, documentation, record-keeping and enforcement, as appropriate;
 - .2 consider and develop draft guidelines needed by the legally binding framework;
 - .3 take into account international law such as UNCLOS and other international agreements;
 - .4 take into account and address, as appropriate, the potential release of hazardous materials and microplastics; and
 - .5 take into account implications for the reduction of air pollution, greenhouse gas emissions and underwater radiated noise, if any;
- .2 by MEPC 86 provide an assessment and recommendation of the form of the legally binding framework, e.g. a free-standing legal instrument or as an amendment to an existing legal instrument; and
- .3 by MEPC 89 provide a finalized draft legal framework and recommendations to the Committee on the way forward.

ANNEX 23

DRAFT AMENDMENTS TO MARPOL ANNEX I

(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)

- 1 A new regulation 12B is added in chapter 9 after existing regulation 12A, as follows:

"Regulation 12B

Oily bilge water holding tanks and oily bilge water service tanks

1 Unless indicated otherwise, this regulation applies to every ship of 400 gross tonnage and above that are fitted with an integrated bilge water treatment system (IBTS)* with an installation date on or after [entry-into-force date].

The expression with an installation date on or after [entry-into-force date] means:

- .1 for ships for which the building contract is placed on or after [entry-into-force date]; or
- .2 in the absence of a building contract, for ships of which the keels are laid or which are at a similar stage of construction on or after [entry-into-force date]; or
- .3 for ships other than those specified in .1 or .2 the delivery of which is on or after [(entry-into-force date + 48 months)].

This regulation need only be applied as far as is reasonable and practicable to ships fitted with an IBTS with an installation date before [entry-into-force date].

- 2 Oily bilge water from the oily bilge water holding tank(s) shall be:

- .1 discharged directly to reception facilities through the standard connection referred to in regulation 13; or
- .2 discharged overboard in accordance with the appropriate provisions in regulation 15; or
- .3 disposed of by other acceptable means which shall be annotated in item 3.4.2 or 3.4.3 of the Supplement of the IOPP Certificate, Form A or B, respectively.

3 Other acceptable means may include but not be limited to the use of oily bilge water service tanks* which incorporate heating coils for forced evaporation* and means of transfer to the oil residue (sludge) tank for further processing.

- 4 Oily bilge water holding tanks and oily bilge water service tanks, if fitted, shall be listed in item 3.3 of the Supplement to IOPP Certificate, Form A or B.

* Refer to the *2026 Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)* (MEPC.1/Circ.[...]).

Appendix II (Form of the IOPP Certificate and Supplements)

FORM A

Supplement to the International Oil Pollution Prevention Certificate (IOPP Certificate)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

- 2 The heading of section 3 is replaced by the following:
- "3. Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water* (regulation 12B)
-
- * Oily bilge water holding tank(s) and oily bilge water service tank(s) are not required by the Convention; if such tank(s) are provided, they should be listed in table 3.3."
- 3 The following new section is added after existing section 3.3:
- "3.4 Means for the disposal of oily bilge water retained in the oily bilge water holding tank:
- 3.4.1 Oil filtering equipment in compliance with section 2 of this certificate ☐
- 3.4.2 Other acceptable means, state which ☐

FORM B

Supplement to the International Oil Pollution Prevention Certificate (IOPP Certificate)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

- 4 The heading of section 3 is replaced by the following:
- "3. Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water* (regulation 12B)
-
- * Oily bilge water holding tank(s) and oily bilge water service tank(s) are not required by the Convention; if such tank(s) are provided, they should be listed in table 3.3."
- 5 The following new section is added after existing section 3.3:
- "3.4 Means for the disposal of oily bilge water retained in the oily bilge water holding tank:
- 3.4.1 Arrangements to transfer such oily bilge water to the slop tank ☐

3.4.2 Oil filtering equipment in compliance with section 2 of this certificate ☐

3.4.3 Other acceptable means, state which ☐

Appendix III (Form of Oil Record Book)

OIL RECORD BOOK

PART I – Machinery space operations

LIST OF ITEMS TO BE RECORDED

5 Code (D) "Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces" is replaced by the following:

"(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces:

15. Method of transfer, discharge, or disposal:

.1 through 15 ppm equipment (state position at start and end);

.2 to reception facilities (identify port);*

.3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m³);

.4 forced evaporation of oily bilge water (indicate tank(s)); and

.5 other method (state which).

* The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. The receipt or certificate, if attached to the Oil Record Book part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book part I."

ANNEX 24

BIENNIAL STATUS REPORT OF THE PPR SUB-COMMITTEE FOR THE 2026-2027 BIENNIUM

Reference to SD, applicable ²	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1	1.11	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC/MEPC	HTW/PPR/NCSR	III	Continuous		
1	1.23	Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas	2027	MEPC	PPR		Extended		PPR 13/18, section 7

²

Strategic directions:

- SD 1: Ensure implementation of IMO instruments supported by capacity development
- SD 2: Integrate new, emerging and advancing technologies in the regulatory framework
- SD 3: Respond to climate change and reduce greenhouse gas emissions from international shipping
- SD 4: Continue to engage in ocean governance
- SD 5: Enhance global facilitation, supply chain resilience and security of international trade
- SD 6: Address the human element
- SD 7: Ensure the regulatory effectiveness of international shipping
- SD 8: Ensure organizational effectiveness
- OW: Other work

Reference to SD, applicable ²	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1	1.26	Revision of MARPOL Annex IV and associated guidelines	2027	MEPC	III/HTW	PPR	In progress		PPR 13/18, section 10
2	2.3	Amendments to the IGF Code and development of guidelines for alternative fuels and related technologies	Continuous	MSC	HTW/PPR/SDC/SSE	CCC	No work requested		
2	2.4	Review and amendment of the NTC 2008 to provide a means for certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels	2027	MEPC	PPR		Completed		PPR 13/18, section 9
2	2.13	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book	2026	MEPC	PPR		Completed		PPR 13/18, section 13
2	2.19	Development of guidelines for managing ammonia effluent generated from ammonia-fuelled ships	2028	MEPC	PPR				MEPC 83/17, paragraph 14.15
Note:		MEPC 84 agreed to the inclusion of the output in the PPR 14 provisional agenda with a target completion year of 2028, as per the request by PPR 13.							

Reference to SD, applicable ²	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
3	3.3	Reduction of the impact on the Arctic of emissions of Black Carbon from international shipping	2027	MEPC	PPR		In progress		PPR 13/18, section 6
4	4.3	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships	2027	MEPC	PPR/III/HTW		In progress		PPR 13/18, section 13
6	6.1	Role of the human element	Continuous	MSC/MEPC	III/PPR/CCC/SDC/SSE/NCSR	HTW	Ongoing		PPR 13/18, sections 4, 10, and 13
6	6.2	Validated model training courses	Continuous	MSC/MEPC	III/PPR/CCC/SDC/SSE/NCSR	HTW	No work requested		
7	7.1	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions	Continuous	MSC/MEPC/FAL/LEG	III/PPR/CCC/SDC/SSE/NCSR		Ongoing		PPR 13/18, section 14
7	7.3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	Continuous	MEPC	PPR		Ongoing		PPR 13/18, section 3

Reference to SD, applicable ²	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
7	7.11	Revision of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49))	2027	MEPC	PPR		Ongoing		PPR 13/18, section 12
7	7.14	Assessment of the implementation of the Hong Kong Convention through an experience-building phase and development of amendments and clarifications as appropriate	2030	MEPC	PPR				MEPC 83/17, paragraph 14.2
Note:		MEPC 84 agreed to the inclusion of the output in the PPR 14 provisional agenda with a target completion year of 2030, as per the request by PPR 13.							
7	7.16	Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species	2029	MEPC	PPR		Ongoing		PPR 13/18, section 5
7	7.17	Review and development of NO _x emission requirements in MARPOL	2027	MEPC	PPR		Ongoing		PPR 13/18, section 8

Reference to SD, applicable ²	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
		Annex VI and the NO _x Technical Code 2008							
7	7.38	Amendments to MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity	2027	MEPC	PPR		Ongoing		PPR 13/18, section 4
7	7.44 (New)	Amendments to regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances on ships	2027	MEPC	PPR		In progress		MEPC 84/16, paragraph 14.4
Note:		MEPC 84 approved the output and agreed to include it in the PPR 14 provisional agenda with a target completion year of 2027.							

ANNEX 25**PROVISIONAL AGENDA FOR PPR 14**

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code (7.3)
- 4 Amendments to MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity (7.38)
- 5 Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (7.16)
- 6 Reduction of the impact on the Arctic of Black Carbon emissions from international shipping (3.3)
- 7 Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas (1.23)
- 8 Review and development of NO_x emission requirements in MARPOL Annex VI and the NO_x Technical Code 2008 (7.17)
- 9 Amendments to regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances on ships (Output 7.44)
- 10 Revision of MARPOL Annex IV and associated guidelines (1.26)
- 11 Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships (4.3)
- 12 Revision of the *Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships* (resolution MEPC.107(49)) (7.11)
- 13 Development of guidelines for managing ammonia effluent generated from ammonia-fuelled ships (Output 2.19)
- 14 Assessment of the implementation of the Hong Kong Convention through an experience-building phase and development of amendments and clarifications as appropriate (7.14)
- 15 Unified interpretation of provisions of IMO environment-related conventions (7.1)
- 16 Biennial agenda and provisional agenda for PPR 15
- 17 Election of Chair and Vice-Chair for 2028
- 18 Any other business
- 19 Report to the Marine Environment Protection Committee

ANNEX 26

STATUS REPORT OF OUTPUTS OF MEPC FOR THE 2026-2027 BIENNIUM

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Continuous	TCC	MSC / MEPC / FAL / LEG		Ongoing		MEPC 84/16, section 7
1	1.4	Analysis of consolidated audit summary reports	Continuous	Assembly	MSC / MEPC / LEG / TCC / III	Council	Ongoing		MEPC 84/16, paragraph 2.11
1	1.5	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)	Continuous	MSC / MEPC	III		Ongoing		MEPC 84/16, paragraph 11.5

¹

Strategic directions:

- SD 1: Ensure implementation of IMO instruments supported by capacity development
- SD 2: Integrate new, emerging and advancing technologies in the regulatory framework
- SD 3: Respond to climate change and reduce greenhouse gas emissions from international shipping
- SD 4: Continue to engage in ocean governance
- SD 5: Enhance global facilitation, supply chain resilience and security of international trade
- SD 6: Address the human element
- SD 7: Ensure the regulatory effectiveness of international shipping
- SD 8: Ensure organizational effectiveness
- OW: Other work

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1	1.7	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	Continuous	TCC	MSC / MEPC / FAL / LEG		No work requested		
1	1.9	Report on activities within the ITCF related to the OPRC Convention and the OPRC-HNS Protocol	Continuous	TCC	MEPC		No work requested		
1	1.11	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC / MEPC	HTW / PPR / NCSR	III	Ongoing		MEPC 84/16, paragraphs 11.4 and 11.5
1	1.16	Experience-building phase (EBP) for the reduction of underwater radiated noise from shipping	2026	MEPC	SDC		In progress		MEPC 84/16, section 9
1	1.18	Development of guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications	2026	MSC/ MEPC	III		Completed		MEPC 84/16, paragraph 11.10
1	1.23	Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas	2027	MEPC	PPR		In progress		MEPC 84/16, paragraphs 5.4 and 5.12
Note: MEPC 84 agreed to extend the target completion date of output 1.23 from 2026 to 2027, as per the request by PPR 13.									

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1	1.24	Review of the BWM Convention based on data gathered in the experience-building phase	2027	MEPC			In progress		MEPC 84/16, section 4
1	1.25	Urgent measures emanating from issues identified during the experience-building phase of the BWM Convention	2027	MEPC			In progress		MEPC 84/16, section 4
1	1.26	Revision of MARPOL Annex IV and associated guidelines	2027	MEPC	III / HTW	PPR	In progress		MEPC 84/16, section 5
2	2.2	Approved ballast water management systems which make use of Active Substances, taking into account recommendations of the GESAMP-BWWG	Continuous	MEPC			Ongoing		MEPC 84/16, paragraphs 4.12 and 4.17
2	2.4	Review and amendment of the NTC 2008 to provide a means for certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels	2027	MEPC	PPR		Completed		MEPC 84/16, paragraph 5.25
2	2.11	Development of a comprehensive strategy on maritime digitalization	2027	FAL	MSC/MEPC		In progress		MEPC 84/16, paragraphs 3.33 and 2.35

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
2	2.13	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book	2026	MEPC	PPR		Completed		MEPC 84/16, paragraphs 10.12 and 10.13
2	2.19	Development of guidelines for managing ammonia effluent generated from ammonia-fuelled ships	2028	MEPC	PPR				MEPC 83/17, paragraph 14.15
Note: MEPC 84 agreed to the inclusion of the output in the PPR 14 provisional agenda with the target completion year of 2028, as per the request by PPR 13.									
3	3.1	Treatment of ozone-depleting substances used by ships	Continuous	MEPC			Ongoing		MEPC 84/16, paragraphs 14.2 and 14.4
3	3.2	Further development of mechanisms needed to achieve the reduction of GHG emissions from international shipping	Continuous	MEPC			Ongoing		MEPC 84/16, sections 6 and 7
3	3.3	Reduction of the impact on the Arctic of emissions of Black Carbon from international shipping	2027	MEPC	PPR		In progress		MEPC 84/16, paragraphs 5.13 and 5.17
3	3.4	Promotion of technical cooperation and transfer of technology relating to the reduction of GHG emissions from ships	Continuous	MEPC			Ongoing		MEPC 84/16, section 7

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
3	3.5	Revision of guidelines concerning chapter 4 of MARPOL Annex VI	2027	MEPC			In progress		MEPC 84/16, section 6
3	3.6	EEDI reviews required under regulation 21.6 of MARPOL Annex VI	2027	MEPC			In progress		MEPC 84/16, section 6
3	3.7	Further technical and operational measures for enhancing the energy efficiency of international shipping	2027	MEPC			In progress		MEPC 84/16, section 6
3	3.8	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels	Continuous	MSC	MEPC / CCC / HTW / III / SSE / SDC		No work requested		
4	4.1	Identification and protection of Special Areas, ECAs and PSSAs and associated protective measures	Continuous	MEPC	NCSR		Ongoing		MEPC 84/16, section 12
4	4.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the SDGs	Continuous	TCC	MSC / MEPC / FAL / LEG		No work requested		
4	4.3	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships	2027 (2030)	MEPC	PPR / III / HTW		In progress		MEPC 84/16, section 8

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
6	6.1	Role of the human element	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR	HTW	No work requested		
6	6.2	Validated model training courses	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR	HTW	Ongoing		MEPC 84/16, paragraphs 2.6 and 11.6
6	6.10	Development of an entrant training manual for PSC personnel	2027	MSC / MEPC	III		In progress		MEPC 84/16, paragraph 11.6
7	7.1	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions	Continuous	MSC / MEPC / FAL / LEG	III / PPR / CCC / SDC / SSE / NCSR		Ongoing		MEPC 84/16, paragraphs 4.11, 4.35, 5.18, 5.20 and 11.11
7	7.3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	Continuous	MEPC	PPR		Ongoing		MEPC 84/16, paragraphs 10.4 to 10.9
7	7.4	Lessons learned and safety issues identified from the analysis of marine safety investigation reports	Continuous	MSC / MEPC	III		Ongoing		MEPC 84/16, paragraphs 11.2 and 11.3
7	7.5	Identified issues relating to the implementation of IMO instruments from the analysis of data	Continuous	MSC / MEPC	III		Ongoing		MEPC 84/16, paragraph 11.1

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
7	7.7	Consideration and analysis of reports on alleged inadequacy of port reception facilities	Continuous	MEPC	III		Ongoing		MEPC 84/16, paragraph 11.1
7	7.8	Monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships	Continuous	MEPC			Ongoing		MEPC 84/16, section 5
7	7.11	Revision of the <i>Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships</i> (resolution MEPC.107(49))	2027	MEPC	PPR		In progress		MEPC 84/16, paragraph 10.1
7	7.14	Assessment of the implementation of the Hong Kong Convention through an experience-building phase and development of amendments and clarifications as appropriate	2030	MEPC	PPR		In progress		MEPC 84/16, paragraph 14.18
Note: MEPC 84 to agreed to the inclusion of the output in the PPR 14 provisional agenda with the target completion year of 2030, as per the request by PPR 13.									
7	7.16	Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species	2029	MEPC	PPR		In progress		MEPC 84/16, paragraphs 10.10 and 10.11

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
7	7.17	Review and development of NO _x emission requirements in MARPOL Annex VI and the NO _x Technical Code 2008	2027	MEPC	PPR		In progress		MEPC 84/16, paragraph 10.1
7	7.27	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	Continuous	MSC / MEPC	III		Ongoing		MEPC 84/16, paragraphs 11.5, 11.7 to 11.9
7	7.28	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in-port areas	Continuous	MSC / MEPC	III	CCC	Ongoing		MEPC 84/16, paragraph 11.13
7	7.38	Amendments to MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity	2027	MEPC	PPR		In progress		MEPC 84/16, paragraph 10.1
7	7.44 ² (New)	Amendments to regulation 12 of MARPOL Annex VI to prohibit the reintroduction of ozone-depleting substances on ships	2027	MEPC	PPR				MEPC 84/16, paragraph 14.1

² The output was approved by MEPC 84 to be included in the provisional agenda of PPR 14.

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
8	8.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council	MSC / MEPC / FAL / LEG / TCC		Ongoing		MEPC 84/16, paragraphs 5.2 to 5.4, 6.3, 6.4 and 11.4
8	8.3	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Continuous	TCC	MEPC		No work requested		
8	8.9	Revised documents on organization and method of work, as appropriate	Continuous	Council	MSC / FAL / LEG / TCC / MEPC		Ongoing		MEPC 84/16, section 13
8	8.12	Consideration for the enhancement and improvement of multilingualism and the language services at IMO	Continuous	Council	MSC / MEPC / FAL / LEG / TCC		No work requested		
OW	OW.3	Endorsed proposals for new outputs for the 2026-2027 biennium as accepted by the Committees	2027	Council	MSC / MEPC / FAL / LEG / TCC		In progress		MEPC 84/16, section 14
OW	OW.8	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	Continuous	Assembly	MSC / MEPC / FAL / LEG / TCC	Council	Ongoing		MEPC 84/16, sections 7, 14 and 15

Marine Environment Protection Committee (MEPC)									
Reference to SD, if applicable ¹	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
OW	OW.9	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	Continuous	Assembly	MSC / MEPC / FAL / LEG / TCC	Council	Ongoing		MEPC 84/16, sections 7, 14 and 15

ANNEX 27

POST-BIENNIAL AGENDA OF MEPC

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Associated organ(s)	Coordinating organ	Timescale	Reference
No.	Biennium ¹	Reference to strategic direction, if applicable ²	Description					
1	2016-2017	7	Development of amendments to regulation 19 of MARPOL Annex VI and development of an associated Exemption Certificate for the exemption of ships not normally engaged on international voyages	MEPC	III		2 sessions	MEPC 71/17, paragraph 14.15
2	2026-2027	2	Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of MEPC	MEPC	PPR		2 sessions (phase I ³)	MEPC 84/16, paragraph 14.7

¹ Biennium when the output was placed on the post-biennial agenda

² Strategic directions:
SD 1: Ensure implementation of IMO instruments supported by capacity development
SD 2: Integrate new, emerging and advancing technologies in the regulatory framework
SD 3: Respond to climate change and reduce greenhouse gas emissions from international shipping
SD 4: Continue to engage in ocean governance
SD 5: Enhance global facilitation, supply chain resilience and security of international trade
SD 6: Address the human element
SD 7: Ensure the regulatory effectiveness of international shipping
SD 8: Ensure organizational effectiveness
OW: Other work

³ See the scope of work (phase I) in MEPC 84/16, paragraph 14.7.

ANNEX 28

ITEMS TO BE INCLUDED IN THE AGENDA OF MEPC 85

No.	Item
	Opening of the session
1	Adoption of the agenda
2	Decisions of other bodies
3	Consideration and adoption of amendments to mandatory instruments
4	Harmful aquatic organisms in ballast water
5	Air pollution prevention
6	Energy efficiency of ships
7	Reduction of GHG emissions from ships
8	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships
9	Experience-building phase for the reduction of underwater radiated noise from shipping
10	Reports of other sub-committees
11	Identification and protection of Special Areas, ECAs and PSSAs
12	Application of the Committees' method of work
13	Work programme of the Committee and subsidiary bodies
14	Election of the Chair and Vice-Chair
15	Any other business
16	Consideration of the report of the Committee

ANNEX 29

STATEMENTS BY DELEGATIONS AND OBSERVERS*

Agenda item 2

Statement by the delegation of the United Arab Emirates

"إن دولة الإمارات تؤيد ما جاء في الوثيقة MEPC 84/2/8، حيث أن الطبيعة شبه المغلقة للخليج العربي، وكذلك مضيق هرمز الذي يعد الممر المائي الوحيد المؤدي إلى بحر عُمان، تضيف ديناميكية مميزة تُسهم في استمرار الملوثات لفترات طويلة في الدول المطلة عليه. ويعود ذلك إلى مجموعة من العوامل، منها ضحالة المياه الإقليمية لدول الخليج، ومحدودية تبادل مياهه عبر مضيق هرمز، والظروف المناخية الجافة السائدة في المنطقة، مما يجعل الخليج أحد أكثر البيئات البحرية تحدياً من الناحية الفيزيولوجية على وجه الأرض. ولذلك، فإن حوادث التلوث واسعة النطاق التي تحدث في منطقة الخليج، والتي يُرجح أن تكون عابرة للحدود، تُشكل كارثة محتملة على نظامه البيئي، وتُلحق الضرر بصحة ورفاهية سكان الخليج، فضلاً عن أنشطتهم الاقتصادية.

وفي هذا السياق، تُشكل الهجمات الشنيعة التي تشنها جمهورية إيران الإسلامية على السفن التجارية والبنية التحتية البحرية والبنية التحتية المدنية الساحلية، لا سيما في مضيق هرمز وحوله، تهديداً خطيراً للبيئة البحرية في بحر العرب وبحر عُمان ومنطقة الخليج العربي.

وبناء عليه، تقدّم هذه الوثيقة مقترحاً لمشروع قرار لجنة حماية البيئة البحرية في أعقاب قرار المجلس في دورته الاستثنائية السادسة والثلاثين، لحثّ لجان المنظمة البحرية الدولية على النظر في سبل تعزيز جهود الدول الأعضاء والمنظمات المراقبة في دعم البحارة والسفن التجارية المتضررة، فضلاً عن آثار هذا الوضع على تنفيذ صكوك المنظمة، واتخاذ الإجراءات المناسبة، وتقديم تقرير إلى المجلس في دورته القادمة.

بالنسبة للوثيقة MEPC 84/2/9

إن دولة الإمارات العربية المتحدة ترفض بأشد العبارات الادعاءات الباطلة والمشيئة التي قدمتها الجمهورية الإسلامية الإيرانية في وثيقتها MEPC 84/2/9.

كما أن هذه الادعاءات في غاية السخرية في ضوء العدوان الإيراني على دولة الإمارات العربية المتحدة، إلى جانب دول مجلس التعاون الخليجي الأخرى والأردن. فمنذ 28 فبراير 2026، شنت إيران أكثر من 2800 هجوم صاروخي وهجوم بطائرات مسيرة على دولة الإمارات، في انتهاك صارخ للقواعد والمبادئ الأساسية للقانون الدولي. في هذا الصدد، نحيل إيران إلى الموقف الواضح للمجتمع الدولي المُعبّر عنه في قرار مجلس الأمن الدولي رقم 2817 الصادر في 11 مارس 2026، وكذلك قرارات وبيان مجلس المنظمة البحرية الدولية في دورته الاستثنائية السادسة والثلاثين، وقرار اللجنة القانونية التابعة للمنظمة البحرية الدولية في دورتها 115، وقرار مجلس حقوق الإنسان رقم 1/61 الصادر في 26 مارس 2026، وقرار مجلس منظمة الطيران المدني الدولي الصادر في 31 مارس 2026.

لا يجوز لدولة معنوية أن تُلقي باللوم على ضحاياها في جرائمها. ولذلك، تدعو دولة الإمارات العربية المتحدة أعضاء المنظمة البحرية الدولية إلى رفض مقترح إيران رفضاً قاطعاً، وعدم الالتفات إلى الوثيقة التي قدمتها إيران. كما تنتهز دولة الإمارات العربية المتحدة هذه الفرصة لتجديد دعوتها لإيران لإنهاء احتلالها لجزر الإمارات الثلاث في الخليج العربي - طنب الكبرى، وطنب الصغرى، وأبو موسى - في انتهاك لسيادتنا وسلامة أراضيها، والاستجابة لدعواتنا المتكررة لحل هذا النزاع من خلال المفاوضات المباشرة أو باللجوء إلى محكمة العدل الدولية.

أما بالنسبة للوثيقة MEPC 84/2/10

إن دولة الإمارات العربية المتحدة تعترض وبشدة على ما قدمته جمهورية إيران الإسلامية في وثيقتها (MEPC 84/2/10)، وعلى ما تضمنته من مزاعم كاذبة وتحريفات للحقائق، في محاولة يائسة للتصل من مسؤوليتها عن تأثير أفعالها على البيئة البحرية.

وخلافاً لمزاعم إيران، فإن مشروع القرار الذي قدمته دولة الإمارات العربية المتحدة يستند إلى قرارات سابقة صادرة عن المجلس واللجنة القانونية للمنظمة البحرية الدولية، ويقع ضمن اختصاصات لجنة حماية البيئة البحرية، ويتمشى مع ممارسات اللجنة.

* Statements have been included in this annex as provided by delegations/observers, in the order in which they were given, sorted by agenda item, and in the language of submission (including translation into any other language if such translation was provided). Statements are accessible in all official languages on audio file at: <http://docs.imo.org/Meetings/Media.aspx>.

علاوة على ذلك، ترفض دولة الإمارات العربية المتحدة بشدة الاتهامات الباطلة التي تزعم مشاركتها في هجمات مسلحة غير مشروعة ضد إيران. تُجدد دولة الإمارات العربية المتحدة دعوتها لإيران لإنهاء احتلالها لجزر الإمارات الثلاث في الخليج العربي - طنب الكبرى، وطنب الصغرى، وأبو موسى - في انتهاكٍ لسيادتنا وسلامة أراضيها، والاستجابة لدعواتنا المتكررة لحل هذا النزاع عبر المفاوضات المباشرة أو باللجوء إلى محكمة العدل الدولية.

وأخيراً، تُعارض دولة الإمارات العربية المتحدة مزاعم إيران التي لا أساس لها من الصحة بشأن الملاحة في مضيق هرمز. وتُذكر دولة الإمارات العربية المتحدة بأن اللجنة القانونية للمنظمة البحرية الدولية قد رفضت هذه المزاعم بالفعل، حيث أدانت الإغلاق الفعلي للمضيق من قِبل إيران، فضلاً عن هجماتها وتهديداتها ضد السفن، والتهديدات المتعلقة بزرع الألغام، ونظام الرسوم المزعوم والإجراءات التمييزية المفروضة على السفن العابرة لمضيق هرمز، باعتبارها مخالفة لأهداف المنظمة.

لهذه الأسباب، تدعو دولة الإمارات العربية المتحدة أعضاء هذه اللجنة إلى دعم مقترح الإمارات ورفض مقترحات إيران."

Statement by the Islamic Republic of Iran

"Distinguished Chair, distinguished delegates, Good Morning
Distinguished Chair,

At the outset, the Islamic Republic of Iran wishes to mark the occasion of the National Day of the Persian Gulf. This day reflects the longstanding historical, cultural and environmental significance of the Persian Gulf for the peoples of the region, as well as its importance for international navigation and maritime cooperation. Iran reaffirms its commitment to the protection of this sensitive marine environment and to constructive engagement with all concerned States in ensuring its sustainability, safety and environmental integrity.

All named islands in the Persian Gulf belong to the Islamic Republic of Iran and will do so forever.

The Islamic Republic of Iran submits this document in response to document MEPC 84/2/8 with the aim of providing clarification, correcting the factual and legal context, and assisting the Committee in maintaining its focus on its technical mandate.

Iran fully shares the concern regarding the environmental vulnerability of the Persian Gulf, the Sea of Oman and the Strait of Hormuz. The characteristics of this region require a high degree of caution, coordination and preparedness to prevent and respond to pollution incidents. It is precisely because of this sensitivity that the work of the Committee must remain objective, balanced and free from selective or politically driven narratives.

In our assessment, the draft resolution proposed in document MEPC 84/2/8 does not meet these criteria. It reflects a one-sided approach, introduces contested political elements, and relies heavily on condemnatory language that is not supported by a comprehensive and technically verified assessment of all relevant factors.

The Islamic Republic of Iran, therefore, believes that the Committee should exercise caution in considering such proposals. In particular, we stress that MEPC is not the appropriate forum for the attribution of responsibility in complex inter-State situations, especially where such attribution risks undermining the cooperative spirit necessary for effective environmental protection.

Instead, we propose that any action by the Committee—including any possible resolution—should be strictly technical, neutral, and non-discriminatory, and should avoid unnecessary escalation through repeated condemnations. An approach focused primarily on condemnation risks detracts from the practical objective of reducing environmental harm.

Iran, therefore, encourages the Committee to move toward a more cooperative and solution-oriented framework.

In this spirit, the document also outlines elements for a more balanced and neutral approach, which could form the basis of a constructive outcome aligned with the mandate of MEPC.

We respectfully invite the Committee to take these considerations into account and to ensure that its work contributes to de-escalation, cooperation, and the effective protection of the marine environment.

Introduction for MEPC 84/2/9

Proposal for a draft MEPC resolution – Aggression by the United States and the Israeli regime against the Islamic Republic of Iran, including the participation of the United Arab Emirates, and its consequences for maritime safety and marine environmental protection in the Persian Gulf, the Sea of Oman and the Strait of Hormuz

Distinguished Chair, distinguished delegates,
The Islamic Republic of Iran submits this document to draw the Committee's attention to a matter of serious concern that directly affects maritime safety and the protection of the marine environment in one of the world's most sensitive and strategically important regions. The Persian Gulf, the Sea of Oman and the Strait of Hormuz, by virtue of their semi-enclosed character, ecological fragility, and heavy maritime traffic, are particularly vulnerable to the environmental consequences of armed activities.

In presenting this document, Iran seeks to ensure that the Committee considers not only the symptoms but also the underlying factors contributing to the current risks. From our perspective, the environmental threats facing the region are closely linked to the unlawful use of force and related activities that have affected coastal areas, maritime infrastructure and navigation. These developments have clear and foreseeable implications for pollution risks, emergency response capacity and the safety of seafarers.

At the same time, the Islamic Republic of Iran wishes to underline that the objective of this submission is not to politicize the work of the Committee, but rather to ensure that its deliberations remain grounded in reality, technically informed, and responsive to all relevant sources of risk.

In this regard, while the document includes a draft resolution, we emphasize that any outcome of the Committee should be balanced, logical, and neutral in character, fully consistent with the technical mandate of MEPC. We believe that the effectiveness and credibility of this Committee depend on avoiding excessive or selective condemnatory language that may deepen divisions without contributing to practical solutions.

Accordingly, Iran encourages the Committee to move away from approaches centered on attribution and condemnation, and instead to focus on constructive cooperation, including strengthening pollution preparedness and response, safeguarding maritime safety infrastructure, and promoting coordination among all concerned States.

In practical terms, the document invites the Committee to consider the environmental implications of the current situation in a comprehensive manner, to avoid selective attribution, and to ensure that any possible outcome remains strictly within the technical mandate of MEPC. It further proposes that, if the Committee considers action necessary, such action should focus on cooperation, pollution preparedness and response, and the protection of maritime safety infrastructure, rather than on condemnatory approaches.

We therefore invite the Committee to consider the proposal in this document with a view to achieving an outcome that supports environmental protection through cooperation, inclusiveness and technical integrity."

Statement by the delegation of Australia

"Thank you, Chair.

Australia commends the work of the International Maritime Organization to safeguard the safety of stranded civilian seafarers and re-open the Strait of Hormuz.

Australia welcomes the extended ceasefire between the United States and Iran, and we call for negotiations to continue. The priority must be to avoid escalation and find a swift end to this conflict.

Iran's de facto closure of the Strait of Hormuz, together with its attacks on the territories, including territorial waters, of members of the Gulf Cooperation Council and Jordan, as well as on commercial vessels, civilian infrastructure, and oil and gas facilities, has caused unprecedented energy supply shocks around the world. The longer this war drags on, the more significant the impact on the global economy will be, the more risk to food security, and the greater the human cost.

Iran's threats and attacks against civilian vessels in and around the Strait of Hormuz are unacceptable. We commend the work of the International Maritime Organisation and the Secretary-General to protect seafarer safety in these awful circumstances.

The International Maritime Organisation must also recognise the risk to the marine environment presented by Iran's threats and attacks on merchant vessels, including the large number of oil tankers stranded in the region due to Iran's dangerous de facto closure of the Strait. The risk of large-scale environmental pollution is unacceptable.

Australia aligns with comments made by the UK and Cyprus on behalf of the EU in commending the UAE for its submission and recalling the Council's decisions at its 36th Extraordinary Session. We further echo the demands that Iran cease its attacks and threats against commercial and merchant vessels, critical port infrastructure and coastal civilian infrastructure. We agree that alongside the immense human cost, the threat these attacks place on the marine environment is unacceptable, as is the impact on livelihoods, desalination, and water security in the region.

We support inviting the Secretary-General, in cooperation with relevant UN agencies and regional organisations, to monitor the impact of Iran's actions and threats against merchant vessels and civilian infrastructure on the marine environment and relevant parties keeping the Committee informed of any developments in that context.

Australia will continue to support UN action, and efforts by international partners to ensure seafarer safety, and transit in accordance with international law, and the protection of the marine environment.

We again call on Iran and its proxies to cease their dangerous and destabilising attacks. We ask that our Statement be appended to the report of this Committee.

Thank you."

Statement by the delegation of Japan

"Thank you, Chair,

First of all, bearing in mind that the ensuring maritime safety is the core mandate of IMO, together with the maritime environment, we would like to express our gratitude for the Secretary-General and the IMO Secretariat for their tireless efforts in addressing the present situation in and around the Strait of Hormuz.

We begin our statement by recalling the Secretary-General's call to reopen the strait of Hormuz and his statement that freedom of navigation is a fundamental principle of international maritime law, and it must be respected by all Parties, with no exception. We reiterate the utmost importance of ensuring the safe and free navigation of the Strait and the safety and welfare of seafarers in the Strait of Hormuz for all vessels, including those related to Japan.

In this connection, Japan recalls that the Legal Committee condemned the reported toll system for vessels passing through the Strait of Hormuz and the discriminatory measures, which were contrary to the purposes of IMO.

Japan would like to emphasize the importance of the decision made by the IMO Council on 19 March in respect of the establishment of a framework such as a safe maritime corridor, proposed by Japan, with the valuable support of many of yours. We highly appreciate the ongoing coordination efforts made by the Secretary-General and the IMO Secretariat, and call on the relevant parties to take necessary immediate actions in line with this decision to facilitate the safe evacuation of merchant ships.

Thank you, and this delegation kindly requests that our statement be annexed to the final report of the Committee."

Statement by the delegation of Ukraine

"Thank you, Chair.

Ukraine thanks the delegation of the United Arab Emirates for submitting document MEPC 84/2/8.

Ukraine aligns itself with the conclusions of the Council and strongly condemns the ongoing attacks by the Islamic Republic of Iran against commercial ships and maritime infrastructure in and around the Strait of Hormuz. These actions constitute a clear violation of international law, undermine freedom of navigation and pose a grave threat to the safety of seafarers and to the marine environment.

Ukraine is deeply concerned that such attacks significantly increase the risk of largescale pollution incidents, particularly in an environmentally fragile and semienclosed marine area, where the consequences of oil spills and hazardousdischarges would be severe and long-lasting.

We are equally alarmed by reports of the seizure and detention of commercial vessels and their crews. These practices are unacceptable and directly endanger seafarers, including Ukrainian nationals. In this regard, Ukraine draws attention to the situation involving the vessel **EPAMINONDAS**, where crew members, including Ukrainians, have been placed in conditions of uncertainty and risk. Ukraine remains actively engaged with relevant partners to ensure their safety and well-being.

Chair,

Ukraine cannot consider these developments in isolation. For more than four years, Ukraine has faced similar threats to maritime security and the marine environment as a result of the ongoing armed aggression by the Russian Federation. Attacks against port infrastructure, commercial ships and maritime services have demonstrated how quickly security incidents can escalate into environmental disasters.

This experience clearly shows that impunity for attacks against shipping leads to wider destabilization, undermines international maritime law and creates systemic risks for global supply chains.

Ukraine therefore stresses that all attacks, threats, or unlawful interference with commercial shipping must cease immediately.

Ukraine also believes that particular attention should be given to the safety and welfare of seafarers in such situations, including in cases of detention or prolonged exposure to high-risk environments.

In this regard, Ukraine reiterates its readiness to share its experience in maintaining maritime operations under conditions of heightened security risks, including through the functioning of the Black Sea maritime corridor.

Ukraine supports continued monitoring of the situation by the Secretary-General and calls for coordinated international efforts to safeguard seafarers, protect the marine environment and ensure the resilience of global supply chains. Ukraine kindly requests that this statement be reflected in the report of the Committee.

Thank you, Chair."

Statement by the delegation of the Russian Federation

"Мы уже неоднократно заявляли, что с сожалением относимся к ситуации, в которой сегодня находятся ближневосточные страны.

Россия твердо выступает за прекращение огня и возвращение к политико-дипломатическому процессу с целью урегулирования имеющихся разногласий при обеспечении интересов безопасности всех без исключения государств региона.

Рассматриваем как абсолютно неприемлемые любые удары по гражданским судам и портовой инфраструктуре, с какой стороны эти удары бы ни происходили. Подобные действия являются грубым нарушением общепризнанных норм международного права. Выражаем наши глубочайшие соболезнования всем пострадавшим в результате текущего кризиса.

При этом мы надеемся на скорейшее разрешение ситуации с моряками, которые остаются заблокированными в Персидском заливе. В этой связи мы высоко оцениваем те усилия, которые предпринимает Секретариат и лично Генеральный Секретарь.

Вместе с тем, господин Председатель, позвольте вновь выразить наше беспокойство по поводу продолжения превращения сессий рабочих органов ИМО в политическую площадку по коллективному осуждению отдельных членов. Как мы видим, теперь это происходит каждое мероприятие в стенах нашей Организации.

В той чрезвычайной ситуации, которую мы с вами с сожалением наблюдаем сейчас в Ормузском проливе и в регионе в целом, обернувшейся не только колоссальными страданиями для мирных жителей всего региона и стремительным обрушением

стабильности, но и масштабными последствиями для глобальной экономики, энергетической и продовольственной безопасности не может быть виновной только одна страна и все прекрасно это знают.

Еще раз повторяем, что корень нынешнего кризиса лежит далеко за пределами Ормузского пролива, а возможное решение лежит далеко за пределами мандата этой Организации.

Вместе с тем, мы вынуждены выразить серьёзную обеспокоенность по процедурному аспекту. Подача объемных и политически чувствительных документов с проектами Резолюций в день открытия сессии или даже позже, серьезно лимитирует делегации в их возможности детально изучить тексты Резолюций и сами представленные документы, запросить инструкции от своих столиц по столь серьёзным вопросам, затрагивающим международные отношения и оценку действий некоторых государств-членов ИМО, подготовить замечания по существу. Фактически нас ставят перед необходимостью реагировать на документы в режиме «здесь и сейчас» и без детального обсуждения просто принять Резолюцию Комитета, что противоречит принципам добросовестного многостороннего диалога.

Наша задача (я имею в виду нашего Комитета) — защищать морскую среду эффективно, а не делать это в спешке, под давлением внезапно внесённых политических инициатив.

В связи с этим, мы считаем, что Комитет не должен вообще рассматривать проекты таких Резолюций с явными обвинениями и осуждениями, что точно не приведет ни к какому решению текущего кризиса, а скорее только поспособствует эскалации конфликта.

Нам с вами следует принимать взвешенные решения, призывающие все участвующие стороны к скорейшему урегулированию конфликта дипломатическим путем. Только принятие подобных решений с нашей стороны могут показать миру нашу с вами действительную вовлеченность в поиске приемлемых развязок в текущей ситуации. Это в первую очередь касается дальнейшей судьбы невинных моряков, остающихся заблокированными в регионе, защиты морской среды и обеспечения безопасности судоходства - то есть как раз тех вопросов, которые наша Организация призвана решать, и для решения которых она собственно и создавалась.

Спасибо, прошу отразить основные позиции этого выступления в отчете Комитета и присоединить текст выступления к отчету. "

"We have repeatedly stated that we regret the situation in which the Middle Eastern countries currently find themselves.

Russia firmly supports a ceasefire and a return to a political and diplomatic process aimed at resolving existing differences, while ensuring the security interests of all States in the region without exception.

We consider absolutely unacceptable any strikes against civilian vessels and port infrastructure, regardless of which side such strikes come from. Such actions constitute a gross violation of universally recognized norms of international law.

We express our deepest condolences to all those affected by the current crisis.

At the same time, we hope for a speedy resolution of the situation concerning the seafarers who remain blocked in the Gulf. In this regard, we highly appreciate the efforts undertaken by the Secretariat and by the Secretary-General personally.

Nevertheless, Mr. Chair, allow us to again express our concern over the continued transformation of IMO working body sessions into a political platform for the collective condemnation of individual Members. As we see, this is now happening at every event within our Organization.

In the current emergency situation that we unfortunately witness in the Strait of Hormuz and in the region as a whole – a situation that has resulted not only in immense suffering for the civilian population of the entire region and a rapid collapse of stability, but also in large-scale consequences for the global economy, energy and food security – there cannot be only one country at fault, and everyone is fully aware of this.

We repeat once again: the root of the current crisis lies far beyond the Strait of Hormuz, and any possible solution lies far beyond this Organization's mandate.

At the same time, we are compelled to express serious concern regarding the procedural aspect. The submission of voluminous and politically sensitive documents containing draft Resolutions on the opening day of the session or even later severely limits delegations' ability to study in detail the texts of the Resolutions and the submitted documents, to request instructions from their capitals on such serious matters affecting international relations and the assessment of actions of certain IMO Member States, and to prepare substantive comments. In effect, we are placed before the necessity to respond to the documents in a "here and now" mode and to simply adopt a Committee Resolution without detailed discussion, which runs counter to the principles of good-faith multilateral dialogue.

Our task – I mean the task of our Committee – is to protect the marine environment effectively, not to do so in a hurry under the pressure of suddenly introduced political initiatives.

In this regard, we believe that the Committee should not consider draft Resolutions containing explicit accusations and condemnations at all, as such Resolutions will certainly not lead to any solution to the current crisis but rather will only contribute to the escalation of the conflict.

We need to take well-balanced decisions that call upon all parties involved to resolve the conflict as soon as possible by diplomatic means. Only the adoption of such decisions on our part can show the world our genuine commitment to finding acceptable ways out of the current situation. This applies, first and foremost, to the future of innocent seafarers who remain blocked in the region, the protection of the marine environment and the safety of navigation – that is, precisely those issues that our Organization is called upon to address and for the sake of which it was established. "

Statement by the delegation of Oman

"شكرا السيد الرئيس،

الأمين العام، الزملاء مندوبين وممثلي الدول الأعضاء، صباح مساء الخير جميعاً،
تبدّل حكومة بلادي سلطنة عُمان جهودها من أجل المساعدة في تسهيل عبور السفن من خلال مضيق هرمز متى ما تيسّر ذلك، وإذا ما كانت السفن في البحر الإقليمي العُماني فإن الجهات المعنية ستتعاون في تقديم المساعدة والإرشاد اللازم لها عند الضرورة كلما أمكن ذلك.

خلال الأسبوع الماضي كانت هنالك عدة لقاءات واتصالات على مستوى عالي في العاصمة مسقط، جرى خلالها التشاور حول مستجدات الأوضاع في المنطقة، وجهود الوساطة والمساعدية الرامية إلى إنهاء النزاعات، وأطلعت حكومة بلادي على وجهات نظر

الجانب الإيراني حيال تلك التطورات، واستمع الجانب الإيراني الى مرئيات حكومة بلادي بشأن سبل النّفع بهذه الجهود بما يعزز فرص التوصل إلى حلول سياسية مُستدامة للحدّ من تداعيات الأزمات على شعوب المنطقة.

سلطنة عمان تؤكد على أهمية تغليب لغة الحوار والدبلوماسية في معالجة القضايا والنزاع في المنطقة، بما يُسهم في ترسيخ دعائم السّلام وتعزيز مساعي الأمن والاستقرار، خاصة في ظلّ التحديات الإقليمية الراهنة.

أشكرك السيد الرئيس."

Statement by the delegation of the Philippines

"Thank you, Chair.

The Philippines reaffirms its continued engagement within the IMO in addressing emerging risks to the marine environment arising from disruptions to safe navigation in key maritime corridors. The Philippines also expresses its support for efforts aimed at mitigating the growing environmental risks associated with such disruptions, including those in and around the Strait of Hormuz.

As one of the world's largest providers of seafarers, the Philippines approaches discussions in this Committee with a perspective that is both environmental and deeply personal. Our seafarers are at the frontlines, not only of global trade, but also of maritime environmental stewardship and risk.

The developments in the Middle East, particularly in and around the Strait of Hormuz, over the past week, compel us to speak with urgency and call for a return to diplomacy, dialogue, and the peaceful settlement of disputes in line with the UN Charter. We are gravely concerned for the safety and welfare of the over 20,000 seafarers currently stranded in the area, a significant number of whom are Filipino. They face heightened risks due to geopolitical tensions beyond their control, including threats to their safety, security, and mental health.

As an archipelagic State, the Philippines emphasizes the importance of protecting the marine environment through the effective implementation of instruments such as MARPOL, as well as strengthened preparedness and response capabilities for pollution incidents. The Philippines recognizes the importance of ensuring the sustainable use of oceans and seas, and the protection of marine and coastal ecosystems, as integral to all maritime activities and policy responses. The current situation further underscores the need to enhance monitoring, information-sharing, and regional contingency planning in order to reduce environmental risks. We stress that the safety and integrity of international shipping are fundamental to the prevention of marine pollution and the protection of vulnerable marine ecosystems.

Any conditions affecting the safety of international shipping inherently increase the risk of marine pollution and warrant collective responsibility and attention. The Philippines believes that the MEPC should remain a technical forum, focused on practical solutions and consensus-based outcomes.

We stand ready to work constructively with all Member States to advance the shared objective of protecting both seafarers and the marine environment.

Mr. Chair, may we request that our statement be appended to the Report of the Committee.

Thank you, Chair."

Additional statement by the delegation of the Islamic Republic of Iran

"Distinguished Chair,
Distinguished delegates,
The Islamic Republic of Iran takes the floor to briefly respond to the discussion.

Iran remains fully committed to the protection of the marine environment and to constructive cooperation within the mandate of MEPC.

At the same time, Iran emphasizes that the current risks to maritime safety and the marine environment in the region cannot be assessed in isolation from their root causes.

These risks stem from the unlawful use of force and armed actions carried out by the United States and Israel against the Islamic Republic of Iran, including with the involvement and support of the United Arab Emirates, as well as from the imposition of naval blockade measures and restrictions on maritime traffic.

Such measures interfere with international navigation and commercial shipping, and raise serious issues under international law, including with respect to navigation and the prohibition of the use of force. They also create direct and foreseeable risks for maritime safety, seafarers, pollution preparedness and the marine environment.

It is therefore neither acceptable nor credible for those States to invoke environmental protection or maritime safety concerns while disregarding their own role in creating and aggravating these risks. Any attempt to isolate the consequences from their causes fundamentally distorts the factual and legal context before this Committee.

Distinguished Chair,
The draft resolution contained in document MEPC 84/2/8 is, not balanced or neutral. It introduces selective and condemnatory elements that do not contribute to the technical work of this Committee.

Iran therefore requests that the Committee should not proceed on the basis of document MEPC 84/2/8 as the sole basis for any outcome. As reflected in document MEPC 84/2/10, a more balanced, technical and non-discriminatory approach is both necessary and appropriate.

Any possible outcome should remain neutral, technically grounded and cooperation-oriented, with a focus on pollution preparedness, response cooperation and maritime safety.

Iran cannot support the draft resolution in its present form. We also note that a number of delegations have questioned the need for a resolution at this stage. Iran believes that a neutral and technical approach, or even refraining from a resolution, may better serve the Committee and the protection of the marine environment.

We kindly ask that this statement, as well as our first statement, be duly reflected and attached to the final report

Thank you, Chair."

Additional statement by the delegation of the Islamic Republic of Iran

"Secretary General
Distinguished Chair,
Distinguished delegates,
The Islamic Republic of Iran takes note of the outcome of the vote.

We wish to thank all delegations that engaged in this discussion, including those that expressed concerns regarding the balance, neutrality and technical character of the proposed resolution, and those that supported the need to preserve the cooperative spirit and technical mandate of this Committee.

Iran regrets that the Committee has proceeded with a text which, in our view, contains selective attribution and condemnatory elements that do not reflect the full factual and legal context of the situation. Our position, as set out in documents MEPC 84/2/9 and MEPC 84/2/10, remains unchanged.

Iran further underlines that the adoption of this text cannot be understood as affecting, prejudicing or diminishing the legal position of the Islamic Republic of Iran regarding the root causes of the situation, the unlawful use of force, the imposition of restrictions on maritime traffic, or the role of States whose conduct has contributed to the escalation of risks to navigation, seafarers and the marine environment in the region.

Nevertheless, Iran reaffirms its commitment to the protection of the marine environment, the safety of navigation, the welfare of seafarers, and constructive cooperation within the mandate of MEPC. We will continue to support any genuinely neutral, technical and non-discriminatory effort aimed at strengthening pollution preparedness and response, maritime safety, and regional cooperation.

We respectfully request that Iran's position, including its objection to the adopted text, be duly reflected and annexed to the the report of the Committee.

Thank you, Chair."

Agenda item 5

Statement by the delegation of Saudi Arabia

"Thank you, Chair.

The Kingdom of Saudi Arabia wishes to recall the outcome of PPR 13. At that session, our delegation — supported by others — raised substantive concerns regarding the adequacy of the scientific and technical basis underlying the polar fuels concept, specifically the accuracy of the measurements in document PPR 13/6 and the absence of a demonstrated causal link between fuel type and Black Carbon formation independent of other variables, in particular engine load.

The Working Group at PPR 13 did not endorse the polar fuels concept for mandatory development. It noted divergent views, acknowledged that fuel quality is not the only determinant of Black Carbon emissions, and recommended only that interested parties submit updated proposals to PPR 14. The geographic scope of any potential measure was deliberately left undecided.

Document MEPC 84/10/3 presents updated emissions data but does not resolve the technical questions left open at PPR 13

Furthermore, a measure that restricts fuel type rather than setting emissions performance standards would not constitute a goal-based, technology-neutral approach — it would prescribe means rather than outcomes, inconsistent with the framework the Organization has already endorsed in resolution MEPC.393(82). We would invite the proponents to demonstrate how a fuel-type restriction delivers measurably superior Black Carbon reductions compared with a performance-based standard, and to quantify the marginal benefit over existing Arctic measures.

The Kingdom of Saudi Arabia is ready to engage constructively on this agenda item at PPR 14, provided that engagement is grounded in verified measurement data. We do not, however, support any characterisation of the PPR 13 outcome as a mandate for this Committee to advance toward mandatory measures at the present session.

Thank you Chair."

Statement by the observer from FOEI

"Chair, it has been recently reported that a strong and possibly super "El Nino" phase of the southern hemisphere Pacific climate pattern is likely to develop between May and July this year and run through to 2027 bringing dramatic weather conditions to large parts of the southern hemisphere. In addition, fears have been expressed that the Atlantic Meridional Overturning Circulation or AMOC which has already weakened by 15% could weaken by as much as 50% by 2100. It is important to remember that what happens in our climate and our ocean is all connected and has an impact across the planet. As does the annual cycle of sea ice loss and reformation in the Arctic - which contributes to the stabilisation of the planet's temperature. In March this year, the lowest recorded winter sea ice extent occurred and in 2025 Greenland experienced the 29th consecutive year of ice sheet mass loss.

It is essential that this science is front and center in our minds as we consider measures - including a polar fuel measure - to reduce the impact of shipping emissions on our planet. IMO has spent 15 years discussing the impact of Black Carbon and in that timeframe Black carbon emissions from ships operating in the wider Arctic have more than doubled. In MEPC 84/10/3, the co-sponsors have provided information on progress within other frameworks aimed at reducing emissions of black carbon and the impact on the Arctic. It is time for the IMO to step-up, reaffirm its commitment and take action to urgently address the impact of international shipping on Arctic wildlife and communities and on climate-vulnerable communities and people across the planet from the Arctic to the South Pacific. Thank you."

Agenda item 6

Statement by the observer from CLIA

"Thank you, Chair and thank you to the Chair of the Working Group for leading us through a robust Terms of Reference this Week.

CLIA thanks the Secretariat for their work in recalculating the CII reference lines and rating boundaries for cruise passenger ships as set out in MEPC 84/6/3 and fully supports the results of the recalculation.

We are disappointed that the Working Group and the Committee are not in a position to finalize the cgHRS metric at this session, consistent with the work plan for phase 2 of the review as approved by the Committee at MEPC 83.

We welcome the opportunity to provide clarity to reinforce and finalize the metric in the near term. Cruise passenger ships are unique not only in that they do not perform traditional transport work, but also in how operators must plan itineraries years in advance, which makes timely finalization and identification of an appropriate timeline for transition and implementation a strong priority.

We look forward to further supporting the methodology for this data-driven metric toward implementation to better and more reliably reflect the actual efficiency of cruise ships and which fully reflects the intent of the IMO Strategy to reduce GHG emissions.

We respectfully request this intervention be reflected in the report of the Committee.

Thank you, Chair"

Agenda item 7

Statement by the representative of the United Nations Framework Convention on Climate Change (UNFCCC)

"Thank you, Mr. Chair.

I am pleased to be here with you today. On behalf of the UNFCCC secretariat, I would like to share a summary of the relevant outcomes at COP 30, held in Belém.

Key relevant outcomes of SBSTA 63

I will begin by reporting on the outcomes of negotiations on *"Emissions from fuel used for international aviation and maritime transport"* at SBSTA 63, held last November in Belém. The UNFCCC secretariat expresses its appreciation to the IMO secretariat for its contribution to the UNFCCC process through its submission, statement and participation in informal consultations at SBSTA 63. These contributions informed UNFCCC Parties of recent progress in IMO efforts to address GHG emissions from the international shipping sector. In particular, updates on developing the IMO net zero framework and on life cycle GHG intensity assessment of marine fuels were highlighted.

Under this agenda item, the SBSTA facilitated an open exchange of views and questions between Parties and the IMO and ICAO secretariat on the submission from both secretariats. Discussion related to marine transport, in particular, addressed the outcomes of the 2nd extraordinary session of MEPC on the IMO Net-Zero Framework.

Through this exchange, Parties further deepened their understanding of the recent developments in emission reduction efforts in the international shipping sector and agreed to further consider the matter of emissions from fuel used for international aviation and maritime transport at SBSTA 64.

Key relevant outcomes of COP 30

Distinguished delegates, 2025 marked the 10th anniversary of the Paris Agreement. Over the last 10 years, successive COP sessions have taken steps to lay the foundation for strengthening the implementation of the Paris Agreement.

2025 marked another milestone with the submission of a new round of nationally determined contributions, or NDCs, which outline the commitments of countries towards their collective achievement of the Paris Agreement goals. Prior to the opening of COP30, 113 Parties—covering about three-quarters of global emissions—had submitted their new NDCs. Taken together, these are projected to reduce global greenhouse gas emissions by 12 per cent below 2019 level by 2035. This represents a clear improvement compared with pre-Paris Agreement projections, which anticipated an emissions increase of 20-48 per cent by 2035.

However, this 12 per cent reduction amounts to only one-fifth of the 60 per cent reduction required to ensure that the global average temperature does not rise by more than 1.5°C compared to pre-industrial levels.

Against this background, at COP 30, Parties reached consensus on the "*Belém Political Package*", accelerating the implementation of the Paris Agreement.

Governments acknowledged that the global transition towards low GHG emissions and climate-resilient development is irreversible and the trend of the future. They further resolved to decisively shift towards a stronger focus on the implementation of the Paris Agreement.

Parties reaffirmed their resolve to pursue efforts to limit the temperature increase to 1.5°C, with a focus on limiting both the magnitude and the duration of any temperature overshoot.

In this context, governments called on all actors to work together to significantly accelerate and scale up climate action worldwide, as part of a global mobilization to enhance international cooperation and implementation during this critical decade, with a view to keeping 1.5°C within reach.

After a 2-year expert-led process, Parties also adopted the 59 Belém Adaptation Indicators, establishing a common framework to assess progress towards the global goal on adaptation. While some technical work will continue, Parties can begin using these indicators.

COP30 also delivered a landmark outcome on just transition, with a decision to develop a just transition mechanism. By anchoring just transition considerations within the institutional framework of the Paris Agreement, Parties recognized that achieving its goals is inseparable from social dimensions of the transition. The decision underscores that climate action must be right-based, equitable, people-centered and tailored to national circumstances, and explicitly recognizes the link between just transition pathways and efforts to pursue limiting global temperature increase to 1.5°C.

On finance, Parties agreed to advance actions toward scaling up climate finance for developing countries to USD 1.3 trillion per year by 2035, noting the Baku to Belém Roadmap to 1.3T. They also called for efforts to at least triple adaptation finance by 2035 and established a 2-year work programme on climate finance.

Under the Global Climate Action Agenda, the Utilities for Net Zero Alliance — a coalition of the world's leading utilities established at COP28 — raised its annual investment target for renewable, grids and storage by 30 per cent, to USD 148 billion. This amounts to around USD 1 trillion in investment by 2030. In addition, a commitment was announced to quadruple

the use of sustainable fuels by 2035, alongside the launch of several shipping decarbonization and adaptation initiatives, including green shipping corridors, resilient ports and port sustainability-linked loan initiatives, engaging closely with other sectors such as energy and finance.

Looking ahead

Looking ahead, SBSTA 64 is scheduled to take place from 8th to 18th June in Bonn and COP 31 from 9th to 20st November in Antalya, Türkiye. We extend our sincere appreciation to the Governments of Türkiye and Australia for their close partnership in organizing COP 31 and warmly welcome your participation in these upcoming meetings.

Colleagues, we meet at a time when global average temperatures continue to rise and the impacts of increasing concentrations of greenhouse gases in the atmosphere are felt across every single part of our planet. 2025 was amongst the top 3 warmest years on record, while the past 11 years were the warmest 11 years on record. Current projections indicate that global warming remains on track to reach between 2.3 and 2.5 °C by the end of this century, even with implementation of the new NDCs. We also meet at a time of energy crisis, which reminds us of the outcome of COP28 and the renewed importance of striving to implement the collective agreement among Parties towards transitioning away from fossil fuels in a just, orderly and equitable manner.

In 2023, IMO's GHG strategy created a moment of hope. We look forward to the outcomes of your continued efforts to accelerate and scale up climate action for international shipping, and we stand ready to support the IMO and its Member States in this endeavour.

Thank you, Mr. Chair."

Statement by the delegation of Cook Islands

"Kia Orana Tatou Katoatoa,

Chair,

In the absence of any formal regional position from the Pacific Islands Forum Leaders, we take the floor in our national capacity. The Cook Islands has long been in the vanguard of supporting a Net Zero Framework. However, there can be no denying that revenue generation, rather than emissions reduction, has increasingly dominated discussions since the adoption of the Revised Strategy. Passions continue to run high, driven by expectations of tens of billions of dollars in potential revenues and direct transfers to governments to address the disproportionate impacts arising from this framework.

The lines have become increasingly blurred. Despite the outcome of MEPC 2nd Extraordinary Session last fall, there remain efforts to steer the International Maritime Organization beyond its core mandate of promoting safe, secure, environmentally sound, efficient and sustainable shipping, into the broader realm of global climate finance.

The Cook Islands wishes to reiterate its long-standing position: if an economic measure is to form part of the final package, it must serve one purpose only: to support the maritime sector's transition to net-zero emissions by 2050 and address the direct disproportionate negative impacts of these measures on vulnerable states, not the least, SIDS and LDCs .

Any support provided through the IMO Net-Zero Fund, if established, must therefore remain limited, targeted, and firmly within the shipping sector. For Small Island Developing States

such as the Cook Islands, this means addressing real and immediate impacts such as increased freight costs, threats to food security, supply chain disruptions, and wider economic consequences, including impacts on tourism and connectivity. Further, the establishment of such a complex Fund should not be left to guidelines but require a separate treaty prioritizing access to the Fund, for SIDS and LDCs.

Chair, broader climate finance for mitigation and adaptation remains the responsibility of developed country Parties under the Paris Agreement and the United Nations Framework Convention on Climate Change. Those obligations should not be transferred to the IMO, nor should this process be used to compensate for shortcomings elsewhere.

Moreover, Chair, these issues must be addressed holistically. For remote SIDS, disproportionate impacts are not driven by fuel costs alone. The Cook Islands remain deeply concerned by the negative impacts we are already exposed to under other emissions reduction measures developed within this same Organisation, including current CII provisions, where the limited vessels serving our remote ocean state are to be penalised due to the absence of a weather correction factor. This fails to recognise the unavoidable severe weather conditions and sea states that are a defining feature of our trade routes. Combined with long distances, limited routes and low freight volumes, these structural realities must all be addressed to ensure the transition is truly fair, just and equitable.

Chair, lastly, participation in this process comes at a cost. Many small delegations are already operating under significant resource constraints. While we recognise the value of further discussions and thank sponsors of the Voluntary Multi-Donor Trust Fund, we note its limitations. If additional intersessional meetings are proposed, support for equitable participation must remain part of the conversation.

The focus of this Committee must remain clear: decarbonising shipping in a practical manner, supporting an orderly transition, and ensuring that no state, particularly remote SIDS, is disproportionately burdened in the process and indeed, truly, left behind.

Thank You Chair, kindly reflect our comments and attach our statement to the report.

Meitaki Maata e Kia Manuia"

Statement by the delegation of Bahamas

"Thank you, Chair, and good day, distinguished delegates.

Chair, The Bahamas has carefully reviewed and taken into consideration the various submissions under this agenda item.

We share the core concern that any framework adopted by the Organisation must be firmly grounded in operational and economic reality, one that is implementable in practise and sustainable for the global fleet over time.

We acknowledge the constructive progress achieved to date, including the work of the ISWG GHG both prior to and during this session.

With that in mind, and in the interest of continuing to move forward, The Bahamas supports a total transparency approach, with the objective that due consideration is given to all proposals through a structured and evidence-based assessment, while preserving areas where there is already fundamental convergence.

For The Bahamas, the goal remains clear, the adoption of a single, global, and equitable measure. In pursuing our shared environmental objectives, we must remain mindful that climate ambition and economic resilience must advance together.

Measures that fail to reflect differentiated national circumstances risk placing disproportionate pressures on States that are highly dependent on maritime transport, including Small Island Developing States and Least Developed Countries, even as these States are among the most exposed to the impacts of climate change.

Chair, this session presents a genuine opportunity to narrow our differences and achieve meaningful convergence on GHG measures.

A coordinated IMO approach is essential to provide the industry with the long-term regulatory certainty required to underpin investment in new fuels, vessel construction, and the training of seafarers for the safe operation of emerging technologies.

Colleagues, we therefore urge careful and balanced consideration of the proposals before us, with decisions firmly grounded in robust and transparent data, including assessments of safety, fuel availability, cost impacts, and the principle of equal treatment across technologies, while also recognizing the varying capacities of States to manage and absorb the impacts of the transition.

Finally, Chair, The Bahamas formally requests that the Committee task the Secretariat with preparing a consolidated Convergence Document that cross references the relevant proposals against the latest Comprehensive Impact Assessment data.

Such a document would allow the Committee to move beyond generalised assertions of economic consequences and instead evaluate impacts in an objective, transparent, and measurable manner, including with respect to States whose economies are particularly reliant on maritime transport. Thank you, Chair.

We request our intervention to be appended to the Report".

Statement by the delegation of Cyprus

"Thank you, Chair. This session of the Committee is attracting particularly strong international attention, reflecting both the significance of the decisions before us and the high expectations that MEPC 84 should help maintain momentum towards the effective implementation of the 2023 IMO GHG Strategy.

At a time of growing climate urgency and continued focus on the future of global shipping, there is a clear expectation that this Committee will work constructively, responsibly and in a spirit of cooperation to advance credible global solutions. Cyprus remains firmly guided by the objectives of the Paris Agreement, the 2023 IMO GHG Strategy, and its commitment to achieving climate neutrality by 2050.

At the same time, we are equally guided by the need to preserve a sustainable maritime sector, ensure a global level playing field, and promote a just and equitable transition for all. On that basis, Cyprus stands ready to engage constructively and pragmatically in discussions on possible adjustments to the current framework, provided that such adjustments command sufficiently broad support and that the final package continues to deliver fully on the goals and objectives of the 2023 IMO GHG Strategy.

Chair, Cyprus remains committed to working within the IMO in a spirit of cooperation and bridge-building with partners. We are therefore ready to continue exploring possible solutions within the existing IMO Net-Zero Framework. However, such solutions must preserve both the environmental credibility of the framework and its practical effectiveness in implementation. In our view, these two elements must remain closely linked if we are to deliver a balanced, credible and workable outcome at this session".

Statement by the delegation of Denmark

"Thank you chair

Friday was the International Day of multilateralism and diplomacy. We hope this will inspire us in our work on deciding the way forward for climate regulation in IMO, and how we will deliver on the IMO GHG strategy we all agreed to in 2023.

In this regard, last week's meeting was very productive. We heard many constructive interventions and made progress on important guidelines that will provide the much-needed clarity. It sends an encouraging signal that we are able to collaborate in finding a common and ambitious way forward.

We are mindful that concerns have been raised. Many are already being discussed and thoroughly assessed including the economic impacts. IN this regard we should keep in mind the substantial costs of inaction. We stand ready to continue discussions and collaborate on the way forward.

From a Danish point of view, we have three points on our common way forward we would like to address here:

Firstly, we believe that the NZF as basis is the right way forward. NZF was a carefully drafted compromise and we believe that with this basis we can address the concerns and bridge the gaps. Therefore, we should use the time until MEPC ES 2 resumes in November, to further develop and clarify NZF guidelines in line with the agreed process to find broad support.

Secondly, we stand ready for continued engagement to discuss potential adjustments on the NZF. Such engagement depends on the adjustments' ability to mobilize the broad support required and that the final package delivers on all the emission reduction goals and the objectives of the IMO GHG strategy, we all agreed to.

To discuss potential adjustments and further develop guidelines, we are open for the idea of an extra ISWG-GHG in September. This process would allow us to proceed with formal and informal intersessional talks to find common ways forward in preparation of the adoption of the Net Zero Framework based on tacit acceptance.

Thirdly, we have taken note of the new commenting papers that have been submitted for this meeting. We welcome creativity to bridge the differences. Creativity will be needed in the months to come.

Delivering on the strategy should be our guiding light in this process. With this in mind, we do not see the proposal by Argentina et al. as fit for purpose. The design only allows for fossil fuels and it will not lead to any significant reductions of GHG emissions. This will lead to continued dependence of oil in foreseeable future. Furthermore, we cannot see how it can be amended to deliver on the GHG strategy.

We welcome that the proposal from Japan is built on the NZF. We do see elements that we can potentially work with. However, we have concerns with some of its elements, which in our view risk undermining the environmental integrity and would prevent delivering on just global transition.

To conclude. We stand ready to engage constructively and in good faith. We hope that all parties will do the same. Together we can identify solutions that deliver on the agreed GHG strategy and can be adopted with broad support in November. We remain committed to finding constructive solutions together in this process.

Thank you, chair"

Statement by the delegation of the Democratic Republic of Congo

"Merci, Monsieur le Président.

Permettez-moi, avant d'entrer dans le vif du sujet, de saluer l'ensemble des délégations en ce 30 avril, Journée Internationale du Jazz — cette musique née sur le continent africain, construite sur l'écoute, l'improvisation et le dialogue entre musiciens d'horizons différents. Il n'est peut-être pas anodin que nous débattions aujourd'hui, dans cette salle, de la manière dont des nations aux intérêts divergents peuvent construire ensemble quelque chose de plus grand que chacun d'eux. C'est précisément dans cet esprit que la délégation de la République Démocratique du Congo prend la parole.

Monsieur le Président. La délégation de la République Démocratique du Congo a pris note avec une particulière attention de la demande soumise par plusieurs délégations visant à créer un groupe de travail intersessionnel supplémentaire et les en remercie.

Elle remercie également et félicite les auteurs des documents MEPC 84/7/30, MEPC 84/7/38 et MEPC 84/7/49 pour le travail remarquable présenté.

Monsieur le Président, Monsieur le Président comme vous le savez la République Démocratique Congo est un pays Africain. Et pour nous, Africain, le dialogue est bien plus qu'une simple étape procédurale. C'est une valeur, c'est le fondement de la compréhension mutuelle, c'est l'instrument par lequel des personnes aux intérêts opposés parviennent à construire ensemble. Nous l'avons pratiqué tout au long de cette session, comme dans les travaux en groupe et nous y demeurons profondément attachées,

C'est précisément par respect pour ce dialogue que nous tenons à rappeler que celui-ci doit servir à consolider nos acquis, non à les remettre en cause.

Le dialogue véritable construit, il ne défait pas Le Cadre Zéro émission nette, approuvé au MEPC 83, ainsi que la Stratégie GES 2023 de l'OMI, avec ses points de contrôle 2030 et 2040, constituent le socle commun sur lequel doivent s'appuyer toutes les discussions à venir.

À la lecture des documents, nous relevons que certaines propositions s'écartent de ce socle. Elles tendent à remplacer le cadre existant par des mécanismes qui affaibliraient le caractère contraignant et universel de notre action collective, notamment en supprimant le Fonds obligatoire et la redistribution vers les pays en développement.

Pour la République Démocratique du Congo, comme pour les Etats africains, les PEID et les PMA, le Fonds net Zéro n'est pas un point accessoire.

Il constitue un pilier central pour garantir une transition juste et équitable. En l'absence d'un mécanisme de financement obligatoire, les pays les plus vulnérables risquent de supporter une charge disproportionnée, alors même qu'ils sont les moins responsables des émissions mondiales.

Notre délégation note toutefois que les documents précités ne suivent pas tous la même logique. Le document présenté par le Japon propose des ajustements ciblés qui méritent un examen sérieux, précisément parce qu'il ne remet en cause ni la structure du Cadre ni l'existence du Fonds.

Dans cet esprit constructif, si un groupe de travail intersessionnel supplémentaire devait être établi, la République Démocratique du Congo estime indispensable d'en encadrer clairement le mandat autour de trois principes:

Premièrement, Ses travaux doivent s'inscrire strictement dans le Cadre Net Zéro approuvé par le MEPC 83, tel que repris dans le document MEPC/ES.2/WP.3. Ce cadre doit demeurer la base de référence. Toute proposition alternative doit en démontrer la compatibilité avec le Cadre Net Zero et la Stratégie GES 2023, notamment ses objectifs pour 2030 et 2040.

Deuxièmement, L'analyse de toutes les propositions alternatives doit inclure une évaluation complète de leurs impacts sur les pays en développement y compris les PMA et les PEID, suivant la méthodologie retenue lors de l'évaluation d'impact de 2024. Cette analyse est essentielle pour éviter d'aggraver les inégalités.

Troisièmement, Aucun mécanisme de financement obligatoire ne devrait être supprimé sans qu'un dispositif alternatif garantisse des flux financiers au moins équivalents vers les pays en développement.

Monsieur le Président, La République Démocratique du Congo dispose d'un potentiel hydroélectrique majeur et se tient prête à contribuer à la production des carburants alternatifs nécessaires à la décarbonisation du secteur maritime.

Nous estimons dès lors que le temps de discussion devrait être mis au service d'une mise en œuvre effective et équitable, et non d'un affaiblissement des outils qui la rendent possible.

Nous vous saurions gré de bien vouloir faire refléter cette déclaration dans le rapport de la session. Je vous remercie, Monsieur le Président. Haute considération"

Statement by the delegation Fiji

"Thank you, Chair, and good morning distinguished delegates.

Chair, Fiji aligns itself with the interventions delivered by Tuvalu, Vanuatu, Nauru, Kiribati and Tonga, and we thank our Pacific colleagues for their thoughtful contributions under this agenda item.

Chair, Fiji speaks as a Small Island Developing State, and as a co-sponsor of documents MEPC 84/7/28 and MEPC 84/7/36, and in support of MEPC 84/7/34. We remain guided by a strong commitment to multilateralism, consensus, and the effective delivery of the 2023 IMO GHG Strategy, which this Committee adopted by consensus.

Chair, the IMO Net-Zero Framework, represents the result of many years of careful negotiation and accommodation of diverse perspectives. It reflects a delicate balance between technical ambition and economic support, designed to work as an integrated whole. For Fiji, preserving

that balance is essential to maintaining confidence in the process and ensuring that progress made to date can be carried forward constructively.

Chair, we fully recognize that some delegations continue to have questions or concerns about aspects of the Framework. We respect these views, and we agree that it is important for the Organization to address them in a transparent and inclusive manner. At the same time, we are mindful that reopening or separating key elements of the Framework may risk unintended consequences, including renewed divergence and further delay.

From Fiji's perspective, Chair, the economic element, including the IMO Net-Zero Fund, plays a critical role in enabling participation by developing countries, including SIDS and LDCs. It provides an avenue to address disproportionate impacts, support capacity-building, and facilitate access to new fuels and technologies. Its presence alongside the technical measures is therefore central to achieving both environmental effectiveness and equity.

Chair, Fiji also notes, as others have emphasized, that the 2023 Strategy explicitly envisages a basket of measures incorporating a maritime GHG emissions pricing mechanism, linked to a just and equitable transition. We therefore see value in continuing our work within the agreed structure, focusing on practical implementation.

In this regard, Chair, Fiji believes the appropriate path forward is to intensify collaborative work on the development of the Guidelines, including those related to revenue disbursement, governance of the Net-Zero Fund, and the monitoring of impacts on developing countries and food security. This process offers a constructive space to build confidence, provide clarity, and ensure the Framework functions as intended for all Member States.

Chair, Fiji remains committed to engaging openly and constructively with all delegations as this work continues. We believe that by building on what has already been achieved, rather than revisiting foundational decisions, the Committee can deliver timely, credible, and inclusive outcomes.

Accordingly, Chair, Fiji supports the action items set out in documents MEPC 84/7/28, MEPC 84/7/34 and MEPC 84/7/39, and looks forward to continuing our collective efforts in a spirit of cooperation.

Chair, we thank you, and we respectfully request that our statement be appended to the report.

Thank you Chair."

Statement by the delegation of Mexico

"Thank you, Mr. President.

Mexico will not reiterate the full content of its document MEPC 84/7/34 submitted jointly with the Solomon Islands, but wishes to explain why, in our view, the IMO Net-Zero Emissions Framework must be adopted when the Second Extraordinary Session of this Committee is reconvened, which we hope will occur on dates that do not coincide with COP 31, graciously led by Australia and Türkiye.

The Framework is the only document that fulfills three fundamental objectives that we, as the international community, have set for ourselves: achieving greenhouse gas reductions in line with the Paris Agreement; reducing GHG emissions in accordance with the 2023 IMO Strategy; and delivering a just and equitable transition for all nations. Any step backwards

would constitute a failure to meet the obligations we have undertaken under these instruments and would place at risk the urgent objectives agreed within the United Nations system.

We fully understand the concerns expressed by other delegations, but it is our conviction that the Framework is sufficiently broad and has garnered enough consensus to address those concerns effectively through its guidelines.

A transition without costs would, of course, be desirable. However, the climate crisis has confronted us with difficult choices, and we must decide which costs we are willing to bear. Either we address the problem today through the contribution of the IMO, or we exacerbate the already severe costs that are being borne across the planet as a result of climate change. Unfortunately, we do not see a pathway to consensus in the alternative proposals that have been presented. These alternative proposals seek to reduce climate ambition by modifying reduction values, or to undermine the just and equitable transition, particularly by proposing the removal of the Fund.

Moreover, unlike the studies carried out for the Framework, these proposals were not submitted within the timelines established in the Strategy for cost assessments.

We thank the delegations that have put forward these considerations in good faith; however, for Mexico, the Framework remains the only viable alternative, as it is the product of a careful balancing of interests and enjoys the support of a broad and diverse range of Member States, including developed countries, least developed countries, and small island developing States, as well as the sector and non-governmental organizations. It is the result of years of negotiations and represents the most realistic compromise that could be expected.

We reiterate that the only instrument approved at MEPC 83 is the Framework, as referenced in the latest version transmitted in Circular 5000, together with the proposed modifications contained in documents MEPC/ES.2/WP.3 and MEPC/ES.2/WP.4, as well as the date adjustments required in light of the delays experienced thus far.

Any intersessional working group should operate on the assumption that this is the instrument to be adopted, as it has already been voted upon, and should not consider, at any level, other documents.

The IMO and the United Nations system are founded on the conviction that their role is to provide collective and multilateral responses to global challenges. Mexico will continue to work in that spirit and remain open to dialogue within this Organization.

Thank you, Mr. President"

"Gracias, Presidente.

México no reiterará todo el contenido de su documento MEPC 84/7/34 con las Islas Salomón, pero desea expresar por qué para nosotras y nosotros, el Marco de Emisiones Netas Nulas de la OMI debe ser adoptado cuando se vuelva a convocar a la Segunda Sesión Extraordinaria de este Comité; esperamos en fechas que no colisionen con la COP 31 que Australia y Turquía honrosamente lideran.

El Marco es el único documento que cumple con tres objetivos fundamentales que nos hemos puesto en la comunidad internacional: alcanzar la reducción de GEI en línea con el Acuerdo de París; reducir las emisiones de GEI en línea con la Estrategia 2023 de la OMI; y ofrecer una Transición Justa y Equitativa para todas las naciones. Cualquier retroceso sería incumplir

nuestras obligaciones que hemos adquirido en estos instrumentos, y pondremos en riesgo los urgentes objetivos que hemos decidido en el seno de las Naciones Unidas.

Comprendemos plenamente las preocupaciones que han expresado otras delegaciones, pero es nuestra convicción que el Marco es lo suficientemente amplio y consensuado como para atenderlas de manera eficiente en sus lineamientos.

Sería deseable contar con una transición sin costos, sin duda, pero la crisis climática nos ha puesto en dilemas desafortunados y tenemos que decidir qué tipo de costos asumiremos. O atendemos el problema hoy a partir de la contribución de la OMI, o agravamos los costos ya graves que vivimos en todo el planeta por los efectos del cambio climático.

Desafortunadamente, no vemos en las alternativas presentadas una vía al consenso. Las propuestas alternativas buscan reducir la ambición climática al modificar los valores de reducción, o afectar la transición justa y equitativa, en particular al proponer remover el Fondo. Igualmente, a diferencia de los estudios realizados para el Marco, estas propuestas no fueron presentadas en los momentos que establecimos en la Estrategia para evaluar costos.

Agradecemos a las delegaciones que han ofrecido estas consideraciones de buena fe, pero para México, el Marco sigue siendo la única alternativa viable ya que fue producto de un cuidadoso equilibrio de intereses y cuenta con el apoyo de una gran cantidad y variedad de Estados Miembros, incluidos los países desarrollados, los países menos desarrollados y los pequeños países insulares en desarrollo, así como el sector y las ONG. Es el resultado de años de negociaciones y constituye el compromiso más realista que cabía esperar.

Reiteramos, el único instrumento aprobado en MEPC 83, es el Marco, con referencia a la última versión comunicada en la circular 5000, y con las modificaciones propuestas contenidas en los documentos MEPC/ES.2/WP.3 y MEPC/ES.2/WP.4, además de ajustes de fechas que se requieren dado el retraso que tenemos hasta ahora.

Cualquier Grupo de Trabajo Intersesional debe trabajar bajo el supuesto de que ese será el instrumento por adoptar, ya que ya fue votado, y no debería considerar, bajo ninguna jerarquía, otros documentos.

La OMI y el sistema de las Naciones Unidas se fundan en la convicción de que su función es brindar respuestas colectivas y multilaterales ante los retos globales. México continuará trabajando en ese espíritu y abierto al diálogo en esta Organización.
Gracias, Presidente."

Statement by the delegation of Palau

"Thank you Chair,

For the last ten years, this house has constructively worked to set targets and design measures to phase out fossil fuels used in the shipping industry. This is what climate science shows is necessary. It is also what states are legally required to do, as clarified by the advisory opinions of the ICJ and ITLOS.

The technology to propel ships in a clean way exists. We now need to provide clarity to the industry to ensure they can make investments for the future. They know that this transition is happening. What we decide in this house is how orderly and rapidly this happens.

The decisions of this organisation will also determine whether the transition will be just and equitable or not. As IMO member states have agreed by consensus to phase out

GHG emissions by or around 2050 in a just and equitable manner, we need the Net-Zero Framework as agreed in April last year to move forward.

We cannot entertain any proposed changes to this compromise that will jeopardize the environmental integrity of the IMO's work or livelihoods in the most vulnerable states. In answering your questions Chair, we need to address any remaining concerns in the development of the guidelines and we remain open to further dialogue in that regard.

Because of this, Chair, we fully align ourselves with the interventions made by Tuvalu, Vanuatu, Kiribati, Tonga and others. For these reasons, we agree to the action items set out in documents 84/7/28 by Fiji et al, 84/7/34 by Mexico and Solomon Islands, and 84/7/39.

We would like our intervention to be appended to the report,

Thank you, Chair"

Statement by the delegation of Panama

"Señor Presidente, los hechos que ocurren en el ámbito geopolítico en este preciso momento mientras este Comité sesiona no pueden ignorarse. Enfrentamos un desafío de seguridad energética global. No podemos ignorar que se necesitan más de 300 millones de toneladas de combustibles marinos para mantener en movimiento el comercio mundial, de los cuales no existe aún un sustituto escalable y disponible ni con la infraestructura necesaria. La discrepancia entre lo que está disponible y lo que el proyecto de regulación impondría a la industria genera el riesgo de un shock en el suministro del transporte marítimo y del comercio global que nadie puede permitirse. Los criterios de asequibilidad, disponibilidad y escalabilidad verificable propuestos en nuestro documento es una condición indispensable para que cualquier marco regulatorio sea implementable, resiliente y creíble ante la realidad del comercio marítimo internacional, teniendo en cuenta que más del 80% de los buques actualmente en orden de construcción siguen dependiendo total o parcialmente de combustibles convencionales.

La realidad actual, es que el transporte marítimo enfrenta un déficit proyectado de 3 millones de toneladas de metanol frente a las 14 millones de toneladas necesarias para buques con motores de combustible dual.

El metanol verde además enfrenta como principal obstáculo la disponibilidad limitada de moléculas verdes certificadas.

La disponibilidad actual de hidrógeno no se prevé que su uso comercial para buques sea viable hasta aproximadamente el año 2030 a 2050.

El 96 % del hidrógeno global se produce a partir de combustibles fósiles, y solo el 4 % cumple con los requisitos para ser considerado bajo en carbono.

El amoníaco verde no se espera alcance viabilidad comercial a escala significativa antes del año 2035, por temas de combustión, seguridad y suministro de combustible aún no resueltos. Y podría continuar señor presidente porque la lista de preocupaciones es extensa.

Para terminar, quisiéramos señalar que los copatrocinadores de este documento representamos un porcentaje significativo de la flota mundial y el objetivo final del documento es compatible con la realidad verificable del mercado de combustibles. Panamá invita al Comité a considerar esta propuesta como parte del diálogo en el grupo de trabajo

intercesiones antes del MEPC 85, para avanzar hacia un acuerdo implementable globalmente, que pueda en realidad llevar de la política a la práctica estas medidas.

Y quisiera solicitar que nuestra intervención conste en el reporte.

Gracias, señor Presidente."

Statement by the delegation of Russian Federation

"В дополнение к выступлению наших коллег из Саудовской Аравии, которое мы поддерживаем, мы естественно также полностью поддерживаем документ MEPC 84/7/30, соавторами которого являемся, и хотели бы сделать следующие принципиальные замечания.

С началом разработки Концепции NZF курс, на наш взгляд, был выбран неверно. Утверждение, что углеродные сборы приведут к снижению выбросов, ошибочно. Более 80% мировых товаров, включая энергоресурсы и продовольствие, перевозятся морем. Дополнительные сборы будут переложены на конечных потребителей – простых граждан всех государств-членов. Поэтому важно не допустить ущерба для продовольственной, энергетической безопасности и экономического развития. В этой связи Российская Федерация выступает против введения любых необоснованных экономических мер, административных штрафов или сборов, углеродных налогов или многосторонних фондов, перекладывающих бремя на конечных потребителей.

Согласно данным документа MEPC 84/7/33 (INTERTANKO), совокупные удельные выбросы CO₂ с транспортных судов сократились на 29% по сравнению с 2008 годом. Это подтверждает, что реализованный в прошлые десятилетия подход к сокращению выбросов с судов, основанный на оптимизации и совершенствовании конструкции и энергетической установки судов, является верным и полностью соответствовал компетенции Организации и не требует разрушительных рыночных механизмов.

Выступаем за технологическую нейтральность - рамочная программа не должна ориентироваться на конкретные виды топлива или технологические пути. Регулирование не должно ставить в невыгодное положение какие-либо виды топлива, включая традиционные виды топлива. Сегодня невозможно с уверенностью сказать, какое именно решение станет глобально доступным, масштабируемым и экономически приемлемым к 2050 году.

Кроме того, любой механизм по достижению «нулевых выбросов» не может вступать в силу автоматически, без явно выраженного одобрения каждой страной, поэтому мы поддерживаем явное принятие (explicit acceptance). В этой связи мы отмечаем положения документа MEPC 84/7/41 (США), большинство из которых совпадают полностью с тем, что я сказал.

Господин председатель, это ответ на ваш первый вопрос. И хотели бы обратить внимание, что это не «remaining concerns», а системные и значительные озабоченности относительно NZF.

Мы полностью присоединяемся к нашим соавторам по документу MEPC 84/7/30 и предлагаем инициировать разработку альтернативного подхода, основанного на четких принципах, учитывающих озабоченности многих государств и обеспечивающих справедливый, реалистичный и эффективный переход, в этой связи мы также отмечаем предложения в документе MEPC 84/7/38 (Аргентина et al), которые, на наш взгляд могли бы служить как минимум отправной точкой и основой для будущих обсуждений.

Призываем Комитет поддержать принципы документа MEPC 84/7/30 и начать разработку реалистичной, справедливой и эффективной альтернативы в разумные сроки, без излишней и неоправданной спешки. Это ответ на ваш второй вопрос. "

"In addition to the statement of our colleagues from Saudi Arabia, which we support, we naturally also fully support document MEPC 84/7/30, of which we are a co-sponsor, and would like to make the following substantive remarks.

In our view, from the very beginning of the development of the NZF concept, the wrong course was chosen. The assertion that carbon levies will lead to emission reductions is erroneous. More than 80% of global goods, including energy resources and food, are transported by sea. Additional levies will be passed on to end consumers – ordinary citizens of all Member States. It is therefore important to avoid any harm to food and energy security as well as economic development. In this connection, the Russian Federation opposes the introduction of any unjustified economic measures, administrative fines or levies, carbon taxes or multilateral funds that shift the burden onto end consumers.

According to document MEPC 84/7/33 (INTERTANKO), the aggregate CO₂ emission intensity from cargo ships has decreased by 29% compared to 2008. This confirms that the approach to ship emission reduction implemented in past decades, based on optimization and improvement of ship design and propulsion plants, is correct, was fully within the Organization's competence, and does not require disruptive market-based measures.

We advocate technological neutrality – the framework programme should not favour specific fuels or technological pathways. Regulation should not put any fuels at a disadvantage, including conventional fuels. Today it is impossible to say with certainty which solution will become globally available, scalable and economically viable by 2050.

Furthermore, any mechanism to achieve "zero emissions" cannot enter into force automatically, without the express approval of each country; therefore, we support explicit acceptance. In this regard, we note the provisions of document MEPC 84/7/41 (United States), most of which fully coincide with what I have said.

Mr. Chair, this is our answer to your first question. We would like to emphasize that these are not "remaining concerns", but systemic and significant concerns regarding the NZF.

We fully align ourselves with our co-sponsors of document MEPC 84/7/30 and propose to initiate the development of an alternative approach based on clear principles that take into account the concerns of many States and ensure a fair, realistic and effective transition. In this connection, we also note the proposals contained in document MEPC 84/7/38 (Argentina et al.), which, in our view, could serve at least as a starting point and a basis for future discussions.

We call on the Committee to support the principles of document MEPC 84/7/30 and to start developing a realistic, fair and effective alternative within a reasonable timeframe, without unnecessary and unjustified haste. This is our answer to your second question. "

Statement by the delegation of the United Republic of Tanzania

"Thank you, Chair.

The United Republic of Tanzania wishes to make a statement under this agenda item, with reference to documents MEPC 84/7/49, MEPC 84/7/14 and MEPC 84/7/38.

Tanzania recognizes the urgency of reducing greenhouse gas emissions from international shipping and reaffirms the importance of maintaining ambition in line with the 2023 IMO GHG Strategy.

At the same time, Tanzania emphasizes that any final outcome should be practical, fair and capable of implementation by all States. It should provide a clear and predictable pathway for the shipping sector, while avoiding disproportionate impacts on developing countries, particularly coastal developing States and small economies that depend heavily on maritime transport for trade, food security, tourism and wider blue economy development.

Tanzania supports continued dialogue among Member States to find a balanced landing zone that can preserve unity within IMO. In this regard, Tanzania sees value in discussing approaches that allow flexibility and gradual adjustment, taking into account real-world conditions such as the availability, affordability and scalability of alternative fuels and technologies.

Tanzania also stresses that developing States will require predictable support to participate effectively in the maritime energy transition. This should include capacity building, technical assistance, technology transfer, training and practical support for implementation.

In conclusion, Tanzania supports continued dialogue on the options presented by Japan and encourages the Committee to work towards a balanced outcome that combines ambition, fairness, feasibility and support for developing countries.

Thank you, Chair."

Statement by the delegation of Thailand

"Thank you, Chair.

Thailand extends its appreciation to the United Arab Emirates for document MEPC 84/7/32, and to Argentina, Liberia, and Panama for document MEPC 84/7/38. Read in tandem, these submissions offer a clear, symbiotic pathway out of our current regulatory deadlock.

To structure our intervention to your questions, Chair, we wish to explicitly outline our views on the remaining concerns regarding the Net-Zero Framework, followed by our preferred way forward.

Firstly, the remaining concerns on economic measures, we concur with the UAE's institutional caution. Attempting to retrofit MARPOL Annex VI into a multi-billion-dollar financial clearinghouse is an administrative overreach. We propose adopting a Dual-Track strategy: the establishment of any IMO Net-Zero Fund must be remitted to the appropriate legal organs to be meticulously developed as a long-term measure.

Decoupling the fund from Annex VI allows us to focus our immediate efforts on a robust technical standard. Here, on the technical measure, Thailand supports the pragmatic pivot in document MEPC 84/7/38. Removing the punitive economic pricing mechanism is a welcome

safeguard that protects developing economies from disproportionate financial shocks whilst offering the sector vital operational certainty.

However, Chair, we must address a critical structural bottleneck in paragraph 8 of MEPC 84/7/38 regarding the definition of "commercially viable fuels."

Currently, the text demands that an alternative fuel must simultaneously meet all three criteria: affordability, availability, and scalability. If we mandate that a novel fuel must already possess. As of 26 April 2026 a 5% global market share and achieve near-price parity with fossil fuels before it factors into our compliance trajectory, we effectively extinguish the demand signal for the investment from energy sector.

To resolve this, Thailand proposes a surgical amendment to the chapeau of paragraph 8: we propose replacing the phrase "shall meet all of the following criteria" with "shall meet at least one of the following criteria."

This modest decoupling transforms the framework from a market-lagging indicator into a market-catalysing force. It opens a vital corridor for emerging technologies to attract investment, whilst keeping the overall transition proportionate and achievable.

We urge the Committee to adopt this Dual-Track approach and support this necessary refinement to paragraph 8 of MEPC 84/7/38 as a pragmatic way forward.

We are also open to other proposals that do not include the establishment of IMO Net-Zero Fund within MARPOL Annex VI.

In this regard, Thailand supports further intersessional discussion as Japan proposed. However, with the current disrupted global aviation, creating formidable logistical barriers costs that threaten the equitable physical participation of member states, we would like to stress the importance of inclusivity as the current 15 seats for virtually active participants per state are too limited. Therefore, we request that an unrestricted hybrid format must be an absolute prerequisite to ensure no delegation is left behind from these critical negotiations. Thank you, Chair."

Statement by the delegation of United Arab Emirates

"UAE, being one of the co-sponsors, supports the document, particularly, the utilization of all guiding principles highlighted in paragraphs 5 to 10 to guide discussions and the work on viable alternatives which is necessary in pursuing a revised approach that is not only comprehensive and reflect the diverse circumstances of Member States but also would lead to consensus.

This delegation supports the pragmatic proposal and approach for the reduction of GHG emissions from ships in document MEPC 84/7/38, which we believe that it would help build consensus among Member States as well as it fits MARPOL Annex VI, being a technical mandatory instrument, would fit for technical element as we highlighted in our document MEPC 84/7/32 including the focus, at this stage, on the discussion on the development or adjustment of technical measure, namely, the GFI framework which should become, once it enters into force, the only single global measure applicable to international shipping in the interest of avoiding a possible patchwork of duplicative State or regional measures.

In addition, UAE supports Japan proposal on holding an intersessional working group meeting on GHG, as this would provide a suitable opportunity for discussion and hopefully lead to consensus. Therefore, the task of the working group should be limited exclusively to this

important task, taking into account document 84/7/38, MEPC 84/7/30, and MEPC 84/7/49 as a good basis for discussion. However, we noticed that the current documents do not contain a full draft text of the amendments; therefore, it is better to invite states to submit concrete proposals that lead to consensus. Therefore, it is suggested to invite interested States to submit concrete proposals with draft text of amendments.

Furthermore, this delegation wishes to reiterate that the proposed amendments to MARPOL Annex VI as in ES.2 should not be part of documents referred to the Intersessional because as highlighted by our colleagues it simply would not enable consensus as clearly presented in ES.2. Moreover, referring those amendments would also be contrary to the procedures.

Regarding the proposal to amend the date for resuming the second special session of the Committee, we believe the dates should remain as currently scheduled, 30 November – 1 December. However, this also depends on the outputs and results of the working group between sessions, and thus an appropriate decision can be made later at the Committee's 85th regular session in November 2026.

In conclusion, Mr. Chair, we must understand that short-term measures have significantly contributed to reducing greenhouse gas emissions from ships and should complement, and not separate from, med-term and long-term measures".

Statement by the delegation of Vanuatu

"Thank you Chair. At the outset we align ourselves with the intervention of Tuvalu.

Chair, we are extremely disappointed to find ourselves in this situation. The decarbonization of international shipping is a strategic necessity for the Pacific. Our vulnerability to climate change is immense.

For that reason, for many years we have consistently pushed this body to adopt binding regulations to achieve a just and equitable transition to zero emission shipping.

This task is the responsibility of the IMO, both legally and morally.

Fulfilling this responsibly required a long period of study and debate. The Pacific consistently urged this body to move faster, and we make no apology for that. But now that we have an approved measure on the table, the product of significant compromise on all sides, we are being told by some that further delay is necessary. Chair, respectfully, this is unacceptable.

We know, because we have been centrally involved, that all relevant issues have been considered, and all voices heard, in the creation of the Net Zero Framework.

We clearly understand the steps that can and must be taken to address disproportionate negative impacts, starting with the urgent creation of the Net Zero Fund.

We understand the path we can follow to ensure the Global South is not just a part of this transition, but benefits from it, including through equitable representation on the Fund's Board. We have before us a Framework, and a responsibility to implement it to its full potential. We therefore strongly oppose any further discussions that would amend, water down, or otherwise disrupt the very careful balance that was struck at MEPC83.

The task of this Committee and the GHG Working Group going forward is to develop new, and revise existing, Guidelines necessary for the implementation of the Net Zero Framework, including revenue distribution and establishment of the Fund. Any remaining concerns that

parties have about the Framework can and should be addressed through this process, and we welcome further collaborative work towards that objective. Accordingly, Chair, we support the action items set out in documents 84/7/28, 84/7/34, and 84/7/39.

We would appreciate if our statement be appended to the report of the Committee.

Thank you Chair"

Statement by the delegation Liberia

"Thank you, Chair.

Liberia thank you and the Secretariat for preparing this draft Terms of Reference for the intersessional working group, which aligns with past practice and, in principle, should be agreeable. However, for this particular occasion, in particular ISWG-GHG 22, the situation is different because of the following reasons:

1 Liberia understands that discussions under MEPC 84 on the last set of submissions, i.e., under Further development of mid-term GHG reduction measures on page 4 of MEPC 84/J/5 was not concluded, and this should be explicitly referred to in the terms of reference.

2 As noted during discussions, proposals have not yet been presented with concrete regulatory text; therefore, the terms of reference should clearly allow for submissions to ISWG-GHG 22 to further develop mid-term GHG reduction measures. In this regard, Liberia is prepared to submit corresponding concrete regulatory text for consideration by the intersessional working group.

3 The intersessional working group should produce, or at least work towards completing, a new proposal for approval. In this regards, Liberia wishes to emphasize that there should be "approval" by MEPC 85, with a view to "adoption" at MEPC 86. Otherwise, the only text circulated, in accordance with Article 16, is the one by Circular letter No.5005, i.e. the draft ZNZ framework approved by MEPC. Liberia heard several interventions for supporting that text, however, Liberia has to remind this body, that the text was not adopted by the second extraordinary session of the Committee due to the divergence of opinions. At the end of that meeting, the Secretary-General requested us to work together for the convergence of the differences, therefore, considering that text for adoption is out of option.

4 The new text, which the intersessional working group strive to agree on in September, will be the new fresh proposal. That text therefore, cannot be adopted either by MEPC 85 or the resumed MEPC ES 2 scheduled in November, as the converged draft text will require circulation 6 month prior to the consideration in accordance with Article 16.2(a).

5 In addition, several delegations referred to "tacit" acceptance, which was neither concluded at MEPC ES 2 nor yesterday. Therefore, the Intersessional Working Group has to address whether the amendment procedure follows explicit or tacit acceptance, i.e., to follow paragraph 2(f)(ii) or paragraph 2(f) (iii) under Article 16 of the Convention.

6 In the spirit of cooperation, Liberia notes the constructive suggestion made by Thailand to its proposal, which it is willing to take into consideration.

7 With these elements in mind, Liberia proposes the following additional paragraph to be inserted before the current paragraph 2.1, of MEPC 84/J/5 with subsequent paragraphs renumbered:

.1 To consider documents

MEPC 84/7/28 (Fiji et al.)
MEPC 84/7/30 (Algeria et al.)
MEPC 84/7/32 (United Arab Emirates)
MEPC 84/7/34 (Mexico and Solomon Islands)
MEPC 84/7/36 (Fiji et al.)
MEPC 84/7/37 (Brazil)
MEPC 84/7/38 (Argentina et al.)
MEPC 84/7/39 (Solomon Islands)
MEPC 84/7/41 (United States)
MEPC 84/7/45 (Pacific Environment)
MEPC 84/7/49 (Japan)

and submissions made to ISWG-GHG 22, with a view to further developing mid-term GHG reduction measures for approval by MEPC 85 and subsequent adoption.

8 Finally chair, as to the submission to ISWG-GHG 22, if it is to be held in the first week of September, the deadline for submission of bulky document, i.e. the 13 week deadline will be 29 May. This gives less than a month for us to work together for convergence. Therefore, we request that the deadline should be shortened to 9 weeks, to include the submission of bulky document, i.e. 26 June 2026.

We request that our statement be appended to the report".

Agenda item 8

Statement by the observer from WSC

"Thank you, Mr. Chair.

First of all, we would like to thank the Secretariat for submitting the report of the PPR Sub-Committee, as well as the submitters of all documents regarding plastic pellets.

Mr. Chair, as the industry that transports plastic pellets in freight containers, we have an urgent need for mandatory enforceable rules without undue delay in order to ensure that the IMO standards are implemented at a global level playing field, reducing spills and their environmental impact, along with associated environmental liabilities.

While the IMO recommendations have been a good starting point, and industry has taken action to facilitate their implementation, these recommendations still rely on the goodwill of diligent parties to follow them. They are neither mandatory nor enforceable until the IMO takes action. Therefore, our strong recommendation is that this Committee proceed in this session with a firm decision on a mandatory instrument, a decision that will not involve the need for additional procedural steps that would delay the process, as we believe that sufficient analysis has been made in the PPR Sub-Committee.

Chair, as regards the maritime code for plastic pellets, we believe that PPR should be allowed room to draft a code that contains clear, actionable and enforceable provisions, including specific packaging of cargo, declaration and stowage requirements at minimum, using as a basis the IMO Recommendations and drawing on the experience of other IMO codes as needed. In our experience and assessment, this would be the best and most efficient way to develop this code.

Thank you, Mr. Chair, and we would kindly request that this statement be reflected in the report of the Committee."

Agenda item 14

Statement by the delegation of Mexico

"México, como co-patrocinador del documento MEPC 84/14/2, proponemos que el Comité establezca un nuevo resultado para apoyar la implementación del Acuerdo BBNJ en el marco del mandato normativo de la OMI.

México considera que la OMI debe asumir un papel activo y proactivo en la implementación del Acuerdo BBNJ. Los instrumentos de la Organización —las zonas especiales, las Zonas marítimas especialmente sensibles y los sistemas de organización del tráfico— son herramientas indispensables para la creación de mecanismos de gestión basados en zonas geográficas en alta mar.

Puesto que las instituciones del Acuerdo BBNJ no pueden adoptar medidas de navegación que pertenezcan al mandato de la OMI, la coordinación estrecha entre ambos marcos es necesaria y fundamental. Igualmente, el Acuerdo BBNJ tiene aspectos más amplios que áreas protegidas como cooperación técnica, transferencia de tecnología, acuerdos para compartir información, entre otros. Consideramos que el tema de agenda sobre áreas marinas o los acuerdos de cooperación con las Naciones Unidas en nuestras reglas no son espacios suficientes para discutir las implicaciones del Acuerdo BBNJ.

Consideramos que, con este tema, podemos promover una cooperación efectiva para evitar cuellos de botella y coordinar ciclos de política entre ambos instrumentos.

Esperamos que las delegaciones copatrocinadoras hagamos una propuesta sobre el trabajo futuro para la próxima sesión del Comité, e invitamos a otras delegaciones a revisar los términos de referencia para tener la seguridad que la OMI protegerá su mandato.

México ve positivamente las sugerencias MEPC 84/WP.3 para que el Secretariado evalúe las consecuencias técnicas y administrativas del nuevo resultado, con recomendaciones a los términos de referencia propuestos en nuestro documento. Estamos de acuerdo con su evaluación, Presidente.

Conscientes de la carga de trabajo del Comité y del ritmo actual de los trabajos de la COP del Acuerdo BBNJ, hemos propuesto un calendario de trabajo amplio para el MEPC que proporcione tiempo suficiente para tratar todos los asuntos, explorar ideas y elaborar una estrategia que tenga en cuenta tanto la carga de trabajo del Comité como el ritmo de la COP del BBNJ.

Consideramos que la OMI debe estar preparada y en condiciones de cooperar con la COP del BBNJ cuando llegue el momento oportuno, impulsada por los Estados Miembros que promueven esta cuestión prioritaria tanto en el MEPC como en la propia COP del BBNJ.

Proteger la biodiversidad marina es parte del mandato de la OMI. Llamamos a estar a la altura de la pérdida de la mega diversidad marina de la que hoy somos testigos.

Gracias, Presidente."

Statement by the delegation of Saudi Arabia

"Thank you, Chair.

The Kingdom of Saudi Arabia thanks the co-sponsors for their submission. IMO has always engaged with the broader international system through existing legal channels that are already fit for that purpose. IMO's mandate for cooperation with other legal instruments and frameworks or bodies, specifically, Articles 64 and 65 of the IMO Convention, together with the Secretariat's established role, already provide a sufficient and appropriate basis for any necessary engagement with BBNJ, and other UN bodies, as specific needs arise, through informal consultation and information exchange.

What we cannot support is a decade-long institutional work programme that, examined closely, would compromise IMO's institutional autonomy, requiring this Organisation to respond on timelines set by an external body, revise its instruments in light of decisions taken elsewhere, and introduce criteria drawn from agreements that fall outside IMO's mandate. That is not coordination, it is a fundamental change to how this Organisation operates.

Document MEPC 84/14/2 proposes a new output that would, position this Organization as an implementing arm of the BBNJ Agreement. The co-sponsors describe this as coordination and coherence. The Kingdom respectfully submits that the draft terms of reference tell a different story. IMO's authority to regulate shipping in international waters derives from its own Convention and the instruments adopted under it.

The proposed terms of reference contemplates 'mechanisms to respond to time-bound consultation requests' from BBNJ bodies concerning area-based management tools. Chair, a time-bound obligation to respond to requests from an external treaty body is not coordination, it is subordination.

The submission from the observer organisations compounds this concern in a specific and consequential way. One of those submissions explicitly argues that Member States' obligations under the BBNJ are relevant to their positions in ongoing negotiations within this Organisation — including, it states directly, in the context of the Net-Zero Framework and related decarbonisation measures. Chair, that is not a coordination proposal. That is an argument that an external treaty should shape how Member States negotiate on matters squarely within this Organisation's own mandate. The Kingdom objects to that framing. This Organisation's normative work is conducted by its Member States under its own Convention and procedures. It is not subject to direction from the obligations of other agreements negotiated in different forums with different memberships.

It is not subject to direction from the obligations of other agreements negotiated in different forums with different memberships. The same logic applies to the broader scope of the submissions, which invite this Organisation to acknowledge and ultimately give effect to obligations arising under the Convention on Biological Diversity, the Kunming-Montreal Global Biodiversity Framework, and the Indigenous and Tribal Peoples Convention adopted by the ILO, none of which fall within IMO's mandate.

The Kingdom would add a further legal point: articles 5(2) and 8(1) of the BBNJ Agreement, which the co-sponsors invoke, create obligations for State Parties — not for IMO as an institution. Article 5(2) of the BBNJ Agreement contains an explicit safeguard: the Agreement shall not undermine other international frameworks and bodies. Yet the proposal before us would require IMO to respond to requests from an external body on that body's timeline, to review and potentially revise its own instruments in light of decisions taken elsewhere, and to allow obligations from another treaty to shape how Member States negotiate in this room.

Chair, that is exactly the kind of external pressure the non-undermining clause was written to prevent.

The Kingdom is aware that some delegations may ask: if not through this proposal, then how do Member States fulfil their cooperation obligations under articles 5(2) and 8(1)? That is a fair question, and the answer is straightforward. Those obligations rest on State Parties. Any Member State that is also a BBNJ Party can raise relevant BBNJ considerations in this Committee whenever they are genuinely pertinent to a shipping matter. Additionally, the IMO Secretariat already has authority, under Articles 64 and 65 of the IMO Convention, to liaise with external bodies and report back to Member States as specific issues arise.

What is not needed is a standing ten-year institutional programme that locks this Organisation into external obligations before any specific need has been identified

The Kingdom also draws the Committee's attention to a material inconsistency within the submission itself. The main text of document MEPC 84/14/2, at paragraph 22, states that the proposed output is not expected to impose additional costs on the maritime industry or additional legislative and administrative burdens. Yet Annex 2 to the same document - the checklist for capacity-building implications, identifies requirements for new legislation, new equipment and systems, additional financial resources, additional human resources, infrastructure upgrades, implementation guidance, and industry system enhancements. This inconsistency reflects the fundamental gap between how this proposal is presented and what it would actually require.

The Kingdom also notes that this is not the first time these proposals have come before the Committee. Submissions were made at MEPC 82 and MEPC 83 without resulting in a new output. The fact that the BBNJ Agreement has now entered into force is relevant context, but it does not change the analysis of whether a specific new output is necessary, proportionate, and consistent with this Organization's mandate and priorities.

The Kingdom therefore submits that no new output is necessary and we invite the Committee to determine that all the concerns in the proposal can be addressed through existing channels within this Organization. In particular, under Articles 64 and 65 of the IMO Convention, the Secretariat is already empowered to enter into consultation and cooperation arrangements with other international bodies, and to report to Member States as specific issues arise. And IMO's existing instruments can respond to any concrete request that falls within this Organization's mandate. What is not needed, is a standing decade-long work programme that pre-commits this Organization to obligations it has not agreed, on a timeline it does not control.

Thank you, Chair."
