



Technical Information

No. : 008 - 2026

5 May 2026

To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Marine Environment Protection Committee 84th Session (MEPC 84)

Summary

This Technical Information summarizes the result of 84th Session of the IMO Marine Environment Protection Committee (MEPC 84) that was held from the 7 April to 1 May 2026 at the IMO headquarters in London.

Information

1. The information provided in this Technical Information is the ones which have high relevance with the work of BKI. Any information or advice provided in this document shall be no responsibility of BKI and BKI shall not be liable to any person for any loss, damage or expense cause by its reliance.
2. The following agenda are among those discussed during the meeting:

Agenda Number	Subject
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	Reduction of underwater radiated noise from commercial shipping
10	Pollution prevention and response
11	Reports of other Sub-Committees

3. Brief information regarding the above resolutions can be found in the attached document.

More info

Inquiries concerning the subject of this Technical Information should be directed to:

BKI Statutory Division

Yos Sudarso 38-40

Jakarta, 14320

Indonesia

Phone : +62 21 436 1899, 436 1901, 436 1903, 436 1904

Fax : +62 21 4390 1974

Email : sta@bki.co.id

Classification Business Operations Director



ARIEF BUDI PERMANA



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BRIEF INFORMATION ON IMO MEETING OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) 84TH SESSION (MEPC 84)

A. CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (AGENDA ITEM 3)

Amendments to MARPOL Annex VI: The designation of the North-East Atlantic as an Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter (regulations 13, 14 and appendix VII)

MEPC 84 adopted resolution MEPC.407(84), establishing a new Emission Control Area (ECA) for both NO_x and SO_x emissions in the North-East Atlantic. The designated area covers Greenland, Iceland, the Faroe Islands, and the western coasts of the United Kingdom and Ireland, extending southward to Spain and Portugal.

For NO_x Tier III requirements, the regulation applies to ships operating within the ECA that meet any of the following conditions:

1. a building contract is signed on or after 1 January 2027;
2. in the absence of such a contract, the keel is laid on or after 1 July 2027; or
3. the ship is delivered on or after 1 January 2031.

With respect to SO_x requirements, vessels operating within the ECA are required to use fuel oil with a sulphur content not exceeding 0.10% m/m. This requirement will become effective from 1 September 2028, i.e. 12 months after the entry into force of the new ECA.

Amendments to MARPOL Annex VI: Accessibility to the IMO Ship Fuel Oil Consumption Database (regulation 27 and Appendix IX)

The Committee also adopted further amendments to MARPOL Annex VI regulation 27 to enhance transparency by expanding access to IMO DCS data.

Under these amendments, the Administration of a ship, or its recognised organisation, is granted full access to the reported fuel oil consumption data for that specific ship.

In addition, all Parties to MARPOL Annex VI are provided with comprehensive access to anonymised data for analytical purposes. The release of non-anonymised data, however, remains subject to the explicit approval of the ship's flag State prior to its inclusion in the non-anonymised database.

Furthermore, public users are allowed access to anonymised datasets, ensuring that individual vessels cannot be identified. Access to non-anonymised fuel oil consumption reports for a company's own ships may only be made publicly available by the IMO upon request from the company concerned.

Amendments to MARPOL Annex VI: The review clause of the short-term GHG reduction measure (regulation 20, 25, and 28)

Under the same resolution MEPC.407(84), the Committee also adopted amendments to MARPOL Annex VI regulations 20, 25 and 28 addressing the review clause of the short-term GHG reduction measure.

These amendments revise and harmonise the relevant provisions, ensuring that the requirements related to EEXI and CII are aligned with the 2023 IMO Strategy on Reduction of GHG Emissions from Ships.

The amendments adopted under this resolution are expected to enter into force on 1 September 2027.

Amendments to MARPOL Annex VI: Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles

The Committee adopted resolution MEPC.408(84) on amendments to MARPOL Annex VI regarding the use of multiple engine operational profiles for a marine diesel engine, including the clarification of engine test cycles.

These amendments ensure that the changes introduced under resolution MEPC.397(83) to the NO_x Technical Code 2008 are effectively implemented at the ship level, aligning certification, enforcement, and on-board verification processes.

Specifically, the amendments include revisions to Regulation 2 and Appendices I and II of MARPOL Annex VI. Regulation 2 is updated to align the definition of “irrational emission control strategy” with MEPC.397(83).

Appendix I introduces new entries in the IAPP Supplement to clearly identify engines approved for multiple engine operational profiles, including their applicable Tier (I, II or III).

Appendix II is fully revised to reflect the updated engine categorisation, test cycles (E2, E3, D2, C1), and associated weighting factors.

Overall, these amendments permit the use of multiple engine operational profiles under a controlled framework, requiring appropriate documentation, crew familiarisation with certified operating limits, and, where necessary, coordination with engine manufacturers and Flag States. The amendments are expected to enter into force on 1 September 2027.

B. HARMFUL AQUATIC ORGANISMS IN BALLAST WATER (AGENDA ITEM 4)

Draft amendments to the BWM Convention

MEPC 84 approved draft amendments to the Ballast Water Management (BWM) Convention aimed at strengthening the effective implementation of Ballast Water Management Systems (BWMS).

These amendments shift the focus from installation and type approval towards demonstrating that BWMS are functioning properly in operation. As a result, inspections are expected to increasingly cover maintenance records, alarms, failures and corrective actions, rather than relying solely on certificates. This places greater responsibility on shipowners and operators to ensure continuous and effective management of BWMS on board.

The amendments introduce several key improvements:

1. They clarify that, under specific conditions and in line with IMO guidance, the discharge of unmanaged or partially managed ballast water may be permitted in designated situations.
2. Ballast Water Management Plans (BWMP) must be more comprehensive and controlled, including clear identification of system approval status, maintenance procedures, contingency measures, and other operational aspects. BWMPs will need to be updated and reapproved to reflect the new requirements introduced by the amendments, as well as when significant changes to the system or its operation occur.
3. Auditable maintenance records for BWMS will be required, either through an equivalent system or a dedicated maintenance log, supported by a standardised format.
4. Crew familiarisation with the installed BWMS will be enforceable, with evidence of training required to be maintained on board.
5. The performance of BWMS will become a regulatory obligation, with surveys verifying that systems are properly installed, maintained, and achieving D-2 performance standards.
6. Systems using Active Substances will be subject to tighter operational control, including discharge limits and annual sampling of residual substances.
7. Surveys will be expanded to include verification of maintenance records and annual sampling activities.
8. Failures and defects will trigger mandatory reporting and time-bound repair planning, requiring coordination with both flag and port State authorities.

These amendments are expected to be adopted at MEPC 85, with a projected entry into force in May 2027. It is also anticipated that the experience-building phase under the BWM Convention will conclude upon the entry into force of these amendments.

Revised Guidelines (G4)

MEPC 84 adopted resolution MEPC.409(84) on the 2026 Guidelines for Ballast Water Management and the development of Ballast Water Management Plans (G4). The 2026 G4 guidelines expand and clarify the mandatory requirements for BWMP, bringing them into closer alignment with the updated provisions of the BWM Convention. These revised guidelines also revoke MEPC.127(53), as amended.

Unified interpretation to regulation D-3 of the BWM Convention

MEPC 84 agreed on a new unified interpretation of regulation D-3 to address uncertainties regarding installation dates for BWMS approved under the 2016 G8 Guidelines. This interpretation will be incorporated into an update of BWM.2/Circ.66.

Under the current framework, BWMS installed before 28 October 2020 may be approved under earlier G8 Guidelines (MEPC.125(53) and MEPC.174(58)), the 2016 G8 Guidelines (MEPC.279(70)), or the BWMS Code (MEPC.300(72)). For systems installed on or after 28 October 2020, approval in accordance with the BWMS Code is required.

This phased approach was intended to support the transition from guideline-based approvals to the mandatory BWMS Code. However, in practice, Port State Control officers, particularly during the Paris and Tokyo MoU CICs (2025), raised concerns regarding BWMS approved under the 2016 G8 Guidelines but installed after October 2020, with some cases being treated as non-compliant with regulation D-3.

The unified interpretation clarifies that BWMS approved in accordance with the 2016 G8 Guidelines are to be considered compliant with the BWMS Code. Accordingly, such systems may be installed on or after 28 October 2020 without being regarded as non-compliant.

Revisions of guidelines outside of the BWM Convention review

MEPC.387(81) Interim Challenging Water Quality Guidance

The Committee reviewed operational experience and feedback on the implementation of the MEPC.387(81) Interim Challenging Water Quality Guidance. Concerns were noted regarding its application in practice, particularly where it has been treated as mandatory, despite its original purpose as guidance to support BWMP development when BWMS cannot operate effectively under challenging water quality conditions.

Proposals were submitted to revise the guidance, including updating the definition of “operational demand”, clarifying ballast water exchange procedures, simplifying detailed flowcharts into a pre-arrival assessment approach, and better reflecting risks such as equipment damage and port disruption.

However, the Committee did not agree to amend the guidance at this time. Instead, further submissions were invited for future consideration, and it was noted that the update of MEPC.387(81) will be addressed as part of the ongoing review of the Convention.

BWM.2/Circ.62 Guidance on contingency measures

The Committee considered a proposal to urgently revise the Guidance on contingency measures (BWM.2/Circ.62) to address differing interpretations and operational challenges, outside the formal Convention review process.

The proposed changes aimed to clarify how the guidance should be applied, avoid indirect penalisation of compliant ships, and confirm that port reception or treatment facilities should not be mandatory as contingency measures for ships fitted with BWMS.

However, discussions were not conclusive and the Committee did not proceed with revising the guidance at this stage. Instead, MEPC 84 encouraged port States to work with flag States and ships to determine appropriate contingency measures on a case-by-case basis, using the full range of options available under the existing guidance.

C. AIR POLLUTION PREVENTION (AGENDA ITEM 5)

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

With regard to the identification and development, as appropriate, of regulatory measures and instruments addressing the discharge water from EGCS into the marine environment, the Committee took note of the outcome of PPR 13, including the proposal to amend regulation 4 of MARPOL Annex VI to enable coastal States to request additional protective measures to restrict such discharges within Particularly Sensitive Sea Areas (PSSAs).

The Committee further invited Member States to submit information on local or regional restrictions and conditions related to EGCS discharge water, using the dedicated tab under the MARPOL Annex VI module in GISIS.

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

Taking into account the outcomes of PPR 13 regarding the consideration of the polar fuels concept, the Committee invited interested Member States and international organizations to submit updated or new proposals to PPR 14.

Such proposals should ensure consistency with existing provisions under MARPOL Annex VI on fuel oil quality, as well as alignment with relevant existing measures, including the prohibition on the carriage and use of heavy fuel oil in the Arctic (regulation 43A of MARPOL Annex I) and the established Emission Control Areas in North America, the Canadian Arctic and the Norwegian Sea.

Matters related to NOX emissions & Incinerator

The Committee approved updates to the unified interpretations under MARPOL Annex VI to clarify the application of relevant provisions.

These include the unified interpretation of regulation 13.2.3 on the application date for a major conversion, together with the revised unified interpretation of regulation 13.2.2 on the “time of replacement of an engine,” in the context of the introduction of new Emission Control Areas (ECAs).

Furthermore, the Committee also approved the revised unified interpretation of regulation 16.9 to clarify requirements related to shipboard incinerator type approval testing.

The Committee further requested the Secretariat to update the existing Unified Interpretations to MARPOL Annex VI (MEPC.1/Circ.795/Rev.9) and to issue a consolidated version as MEPC.1/Circ.795/Rev.10.

Matters related to volatile organic compounds

The Committee approved draft amendments to MARPOL Annex VI addressing the installation of pressure-vacuum devices on tankers carrying crude oil, covering related amendments to regulation 15 (volatile organic compounds) and appendix I (Form of the International Air Pollution Prevention Certificate), with a view to adoption at MEPC 85 (expected November 2026).

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

The Committee considered a proposal to introduce an alternative method for defining and applying NO_x limits to ships using combined cycle gas turbine (CCGT) electricity generation, noting that the current MARPOL Annex VI approach based on shaft power from reciprocating engines may not be suitable for such systems.

It was noted that regulation 13 of MARPOL Annex VI applies to marine diesel engines, and that CCGT systems therefore fall outside the existing regulatory scope. Concerns were also raised that system wide output based approaches could reduce calculated emission values without delivering corresponding actual emission reductions. In the absence of sufficient support, it was agreed that interested Member States may bring this issue forward for further consideration at a future stage.

Draft amendments to the NO_x Technical Code 2008

The Committee approved the draft amendments to the NO_x Technical Code 2008 on certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels, with a view to adoption at MEPC 85.

D. ENERGY EFFICIENCY OF SHIPS (AGENDA ITEM 6)

Matters relating to the IMO DCS

The Committee considered proposed further amendments to enhance accessibility of the IMO DCS database, including measures to strengthen anonymisation by covering both ship identifiers and recognised organisations acting as data submitters, while allowing Administrations and their duly authorised ROs to access relevant non anonymised and historical data.

As the amendments have not yet been adopted, it was agreed to defer their consideration to MEPC 85. In the meantime, the Secretariat was requested to undertake a preliminary assessment of IT and resource implications related to the proposed data access and security arrangements, taking into account the ongoing GISIS review.

Matters relating to EEDI

Amendments to the EEDI Calculation Guidelines

The Committee noted that the existing EEDI Calculation Guidelines (MEPC.364(79)) do not fully address emerging engine technologies, particularly ships using dual fuel engines with two liquid fuels and vessels equipped with hybrid propulsion systems. The absence of clear definitions and coverage for these configurations has led to uncertainty and inconsistent application within the EEDI and EEXI frameworks.

To address these gaps, the Committee adopted MEPC.410(84) introducing amendments to the 2022 EEDI Calculation Guidelines. The amendments expand the definition of “gas” to include any fuel used in dual fuel mode, including liquid fuels, and establish a definition of hybrid propulsion based on a power threshold relative to the main engine MCR as certified under the NTC 2008.

Amendments to the EEDI Survey and Certification Guidelines

Following the amendments to the EEDI Calculation Guidelines, the Committee also adopted MEPC.411(84), the 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI), to ensure that verification practices are aligned with the updated calculation framework.

Wind Assistance Calculations for EEDI

Regarding the development of a correction method for the effective propulsive power matrix of wind-assisted propulsion ships, based on sea trial data to improve the reliability of attained EEDI calculations, the Committee invited interested Member States and international organizations to further update and refine the proposal.

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

Under Phase 2 of the review, the Committee advanced efforts to improve the clarity, consistency, and practical implementation of the CII and SEEMP frameworks.

In particular, the Committee adopted MEPC.412(84) introducing amendments to the 2022 CII Guidelines (G1), confirming that supply-based transport work, defined as capacity multiplied by total distance travelled, remains the appropriate proxy for calculating the attained annual operational CII. It was also clarified that “total distance travelled” comprises both “underway” and “not underway” data recorded within a calendar year.

To ensure consistency across instruments, the Committee further adopted MEPC.413(84) amending the 2024 SEEMP Guidelines, aligning the definition of total distance travelled with the CII framework. The amendments also update Appendix 4 on the standardised data reporting format under the Data Collection System.

In addition, the Committee approved MEPC.1/Circ.905/Rev.1 on revised interim guidance for the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI, with an agreed application date of 1 January 2027.

Looking ahead, the Committee invited interested Member States and international organizations to submit further proposals on fuel category references in the EEDI Calculation Guidelines, taking into account discussions in the Working Group, for consideration at a future session.

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

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

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

In the 2026 Guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines, the following updates are introduced:

1. Enhanced technical clarity through more detailed provisions on measurement, calibration and interference checking, aligned with updated ISO 8178:2022 practices.
2. Improved treatment of methane slip, including refined definitions, calculation methods and correction to a reference gas composition, enhancing comparability.
3. Clearer scope covering methane-containing fuels, including natural gas, bio-methane, e-methane and their mixtures.
4. Strengthened provisions for addressing data gaps, including the formal use of existing measurement data and conservative default assumptions where direct measurements are not available.
5. Clarification on the applicability of onboard measurements to individual engines and engine groups, including limitations for engine families.
6. Positioning of the guidelines as a foundational voluntary tool to support future integration with LCA, CII and net-zero frameworks, without implying mandatory application.

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

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

Matters relating to Onboard Carbon Capture and Storage (OCCS)

The Committee noted that, following the approval of the work plan at MEPC 83 to develop a regulatory framework for Onboard Carbon Capture and Storage (OCCS), significant progress has been made in outlining the framework.

However, key technical elements, including detailed testing parameters, monitoring requirements, discharge criteria, and integration with LCA accounting, remain insufficiently developed and require further technical work and operational experience.

In response, the Committee agreed to re-establish the intersessional correspondence group, with a mandate to report to MEPC 86. The group will focus on advancing the development of the OCCS framework, including the measurement and verification of actual tank-to-wake methane (CH₄) and/or nitrous oxide (N₂O) emission factors and slip values for marine diesel engines, as well as examining how the framework can support the application of the 2024 LCA Guidelines.

The work will also cover the continued development of a regulatory framework for the use of OCCS, in accordance with the agreed work plan, excluding aspects related to the accounting of CO₂ captured onboard ships. In parallel, the group is tasked with developing detailed methodological guidance on OCCS accounting, verification, and certification, building upon the existing OCCS elements within the LCA Guidelines.

E. REDUCTION OF GHG EMISSIONS FROM SHIPS (AGENDA ITEM 7)

Further consideration of the development of the IMO LCA framework

Based on the outcomes of ISWG-GHG 21, the Committee noted that the IMO LCA Guidelines establish default emission factors to support the calculation of fuel GHG intensity. These default values may be used by fuel suppliers for certification and by ships when calculating their GHG Fuel Intensity (GFI) and total GHG emissions.

The values are pathway-specific and must be submitted to IMO and assessed by the GESAMP-LCA Working Group prior to their inclusion in the LCA Guidelines, in accordance with the methodology set out in MEPC.1/Circ.916.

LCA default emission factors

The Committee considered proposals for 48 Well-to-Tank (WtT) and 29 Tank-to-Wake (TtW) default emission factors covering a range of fuel pathways, including LNG (methane), ammonia (fossil, fossil with CCS, and renewable/electro-ammonia), ethanol, and biodiesel (FAME).

These proposals have been referred to the GESAMP-LCA Working Group for further technical assessment and potential recommendation for inclusion in the LCA Guidelines.

Agreed default emission factors

Following initial assessments by the GESAMP-LCA Working Group, only a limited number of proposed fuel pathways progressed due to data gaps in several submissions. Submitters were invited to provide additional information, including:

1. Clearer value-chain descriptions, including logistics and process flow;
2. Transparent and complete LCA data; and
3. Robust Tank-to-Wake emissions datasets supported by documented methodologies and associated uncertainties.

Member States were also encouraged to improve the overall quality of future submissions in line with these requirements.

Based on the Working Group's recommendations, new fuel pathway codes and, where applicable, provisional default emission factors were agreed, while some pathways remain under review pending additional data.

These outcomes are expected to be incorporated in a future update of the IMO LCA Guidelines. The next meeting of the GESAMP-LCA Working Group is scheduled for 29 June to 3 July 2026.

Development of the LCA Framework

Inter-sessional work has progressed through ISWG-GHG 20 and 21 to further develop the LCA framework, particularly in the following key areas:

1. Well-to-Tank (WtT) calculation methodology;
2. Tank-to-Wake (TtW) calculation methodology;
3. Sustainability themes and aspects;
4. Methodologies for determining default emission factors;

5. Methodologies for determining actual emission factors; and
6. Development of chain of custody models.

Further technical work remains ongoing under the GESAMP-LCA Working Group.

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

The Committee approved the Terms of Reference (ToR) for the Fifth IMO GHG Study, building on the Fourth IMO GHG Study and using recent IMO DCS data. The study will retain key analytical elements, including:

1. A global emissions inventory;
2. Carbon intensity analysis; and
3. Emission scenarios.

The study framework will apply Well-to-Tank (WtT), Tank-to-Wake (TtW), including fugitive and non-combusted emissions, and Well-to-Wake (WtW) approaches, in alignment with the IMO LCA guidelines.

Transparency requirements are also strengthened through the use of replicable models, sensitivity analysis, and public access to anonymised output data.

In addition, business-as-usual scenarios are to reflect current IMO policies at the time of contract award to ensure clarity and consistency.

The Committee further noted that the Fifth IMO GHG Study will serve as the next comprehensive global scientific assessment of greenhouse gas emissions from international shipping. The study is expected to provide a transparent and non-policy-prescriptive analysis covering the period 2018–2025/26, with projections extending to 2050, in line with the 2023 IMO GHG Strategy.

The study will be overseen by a geographically balanced steering committee and carried out by an independent consortium selected through a competitive tender process, with robust QA/QC procedures in place. Final delivery of the study is scheduled for MEPC 87 (Spring 2028).

Other Relevant Developments

Recognising the continued commitment to advance discussions towards a global measure on GHG reduction, the Committee agreed to convene two intersessional ISWG-GHG meetings ahead of MEPC 85. These sessions are intended to facilitate further progress, with the following key focus areas:

1. Consideration of proposals submitted to MEPC 84, MEPC 85, previous ISWG-GHG sessions, and upcoming submissions to ISWG-GHG 22 and 23, particularly those addressing draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework in line with the 2023 IMO GHG Strategy;
2. Development of draft guidelines to support consistent and effective implementation of IMO mid-term measures; and
3. Continued advancement of the IMO Life Cycle GHG Assessment (LCA) framework.

The Committee also agreed on the tentative schedule for upcoming meetings:

1. ISWG-GHG 22: 1–4 September 2026;
2. ISWG-GHG 23: 23–27 November 2026 (immediately prior to MEPC 85); and
3. MEPC 85: 30 November – 3 December 2026.

With respect to MEPC ES.2, the Committee noted that the session had been adjourned for one year. It was further agreed that MEPC ES.2 will resume for one day on 4 December 2026, subject to further consideration at MEPC 85.

F. FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS (AGENDA ITEM 8)

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

The Committee considered the report of PPR 13 regarding the regulation of plastic pellet carriage. In this context, the Committee noted discussions on introducing a new IMSBC Code schedule explicitly stating that plastic pellets should not be carried in bulk, or alternatively incorporating such a prohibition into an existing schedule. It was agreed that this matter would be referred to CCC for further consideration.

In parallel, the Committee reviewed a broader analysis by PPR 13 on potential mandatory instruments to regulate the carriage of plastic pellets. Noting the recommendation to develop a new mandatory code, potentially under MARPOL Annex III and/or SOLAS, MEPC agreed that PPR should proceed with drafting and finalising the text of the new code, along with the necessary amendments to support its implementation.

The decision on the appropriate supporting instrument(s) will be taken at a later stage, and the draft Code, together with the related MARPOL and SOLAS amendments, will be submitted to a future session of MEPC.

Marking of fishing gear

The Committee approved an MEPC circular on the implementation of fishing gear marking systems, aimed at promoting the application of fishing gear marking practices and the FAO Voluntary Guidelines for the Marking of Fishing Gear, pending the development of mandatory measures. The circular will be issued as MEPC.1/Circ.921 on Implementation of fishing gear marking systems.

G. REDUCTION OF UNDERWATER RADIATED NOISE FROM COMMERCIAL SHIPPING (AGENDA ITEM 9)

The Committee discussed a number of related issues, including the co-optimisation of energy efficiency and underwater radiated noise (URN). In this context, the Committee approved MEPC.1/Circ.922 on Technical guidance on co-optimizing energy efficiency (EE) and underwater radiated noise (URN) at the design and retrofit stage.

The guidance applies to both newbuild and retrofit ships, with a focus on design-stage decisions as well as maintenance and upgrade interventions that demonstrate co-benefits. It provides non-mandatory, practical guidance to assist ship designers, builders, owners and operators in identifying and implementing measures that deliver combined benefits in fuel efficiency, GHG reduction and underwater noise reduction.

H. POLLUTION PREVENTION AND RESPONSE (AGENDA ITEM 10)

Safety and pollution hazards of chemicals in bulk

Considering the report of PPR 13, the Committee concurred with the ESPH conclusion to allow the short-term re-establishment of tripartite agreements, valid until 31 December 2026, for products removed during the mandatory review as referred to in PPR.1/Circ.10.

The Committee also agreed that draft amendments to the IBC Code, being prepared by PPR, should incorporate entries listed in List 1 of the MEPC.2 circular, which are applicable globally and do not have an expiry date, with final approval to be undertaken by MEPC and MSC.

In addition, the Committee concurred with the evaluation of two cleaning additives, Lumi-Seaclean and Lumi-Solv, supporting their inclusion in the next revision of MEPC.2/Circ.32, scheduled for issuance in December 2026.

The Committee further noted the completion of the review of products in Lists 2 and 3 of the MEPC.2 circular, as prescribed by PPR.1/Circ.10, and approved the revised version of that circular.

IBTS Guidelines and amendments to MARPOL Annex I

The Committee approved draft amendments to MARPOL Annex I, including a new regulation 12B addressing ships fitted with integrated bilge water treatment systems (IBTS), covering associated holding and service tanks, including arrangements such as heating coils for forced evaporation of bilge water, with a view to adoption at MEPC 85.

In addition, the Committee approved, in principle, the draft 2026 Guidelines for handling oily wastes in machinery spaces, which include guidance on IBTS, as well as the draft revised Guidance for recording operations in Oil Record Book Part I (machinery space operations). The related draft MEPC circulars were also endorsed, with final approval expected at MEPC 85 alongside the adoption of the MARPOL Annex I amendments.

I. REPORTS OF OTHER SUB-COMMITTEES (AGENDA ITEM 11)

Outcomes of III 11

Having considered the outcomes of III 11, the Committee approved, subject to a concurrent decision by MSC, the draft MSC-MEPC.5 circular on Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications.

In addition, the Committee also approved, subject to a concurrent decision by MSC, the draft MSC-MEPC.5/Circ.3/Rev.1 on Unified interpretation of the date of completion of the survey and verification on which the certificates are based.

J. PROVISIONAL LIST OF RESOLUTIONS ADOPTED AND APPROVED BY MEPC 84

1. Resolution MEPC.406(84): Protection of the Marine Environment in the Arabian Sea, Sea of Oman and the Gulf Region (Strait of Hormuz)
2. Resolution MEPC.407(84): Amendments to MARPOL Annex VI (ECA Designation, DCS Accessibility and Review Clause of Short-term GHG Measures)
3. Resolution MEPC.408(84): Amendments to MARPOL Annex VI (Multiple Engine Operational Profiles and Engine Test Cycles)
4. Resolution MEPC.409(84): 2026 Guidelines for Ballast Water Management Plans (G4)
5. Resolution MEPC.410(84): Amendments to the 2022 EEDI Calculation Guidelines for New Ships
6. Resolution MEPC.411(84): 2026 Guidelines on Survey and Certification of EEDI
7. Resolution MEPC.412(84): Amendments to the 2022 Guidelines on Operational Carbon Intensity Indicators (CII G1 Guidelines)
8. Resolution MEPC.413(84): Amendments to the 2024 SEEMP Guidelines
9. Resolution MEPC.414(84): 2026 Guidelines for Test-bed and Onboard Measurements of CH₄ and/or N₂O Emissions from Marine Diesel Engines
10. Resolution MEPC.415(84): Guidelines for Engine Load Monitoring (ELM) and Emission Value Calculation
11. Resolution MEPC.416(84): Guidelines for Continuous Emission Monitoring Systems (CEMS) for CH₄ and/or N₂O Emissions
12. Resolution MEPC.417(84): 2026 Strategy and Action Plan to Address Marine Plastic Litter from Ships
13. Resolution MEPC.418(84): Amendments to MARPOL Annex I (Regulation 12B, IOPP Certificate, and Oil Record Book Forms)
14. Draft Amendments to the Ballast Water Management (BWM) Convention
15. Draft Amendments to the NO_x Technical Code (Certification of Engines Using Mixed Fuels)
16. Draft Amendments to MARPOL Annex VI (Pressure-Vacuum Devices on Crude Oil Tankers)
17. Unified Interpretation of Regulation D-3 of the BWM Convention
18. Unified Interpretation of Regulations 13.2.2 and 13.2.3 of MARPOL Annex VI

K. PROVISIONAL LIST OF CIRCULARS APPROVED BY MEPC 84

1. FAL-LEG-MEPC-MSC.1/Circ.1: Joint Guidelines for the Use of Electronic Certificates
2. MSC-MEPC.2/Circ.15/Rev.3: Guidelines for the Development, Review and Validation of Model Courses
3. BWM.2/Circ.66/Rev.6: Unified Interpretations to the BWM Convention
4. MEPC.1/Circ.795/Rev.10: Unified Interpretations to MARPOL Annex VI
5. MEPC.1/Circ.905/Rev.1: Revised Interim Guidance on the Use of Biofuels under MARPOL Annex VI (Regulations 26, 27 and 28)
6. MEPC.1/Circ.921: Implementation of Fishing Gear Marking Systems
7. MEPC.1/Circ.922: Technical Guidance on Co-optimizing Energy Efficiency and Underwater Radiated Noise at the Design and Retrofit Stage
8. PPR.1/Circ.10/Rev.1: Resubmission of Products in Lists 2 and 3 of the MEPC.2 Circular (Provisional Categorization of Liquid Substances under MARPOL Annex II and the IBC Code)
9. MSC-MEPC.5/Circ.17: Guidance on Assessments and Application of Remote Surveys, ISM Code Audits and ISPS Code Verifications
10. MSC-MEPC.5/Circ.3/Rev.1: Unified Interpretation on the Date of Completion of Survey and Verification for Certification