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From: General Secretariat of the Council

To: Delegations

Subject: 21st meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 21) (London, 20 - 24 April 2026)
84th session of the Marine Environment Protection Committee (MEPC 84) (London, 27 April - 1 May 2026)
- Non-paper from the Commission drafted to facilitate EU co-ordination

DOCUMENT PARTIALLY ACCESSIBLE TO THE PUBLIC (05.05.2026)

This is a paper intended for a specific community of recipients. Handling and further distribution are under the sole responsibility of the addressees.

Delegations will find attached a non-paper from the Commission drafted to facilitate co-ordination between the EU Member States and the Commission in respect of the subject mentioned above, **revised in light of the discussions at the EU coordination meeting on 9 April 2026^{1,2}**

¹ It is the intention of the Presidency to ensure the necessary co-ordination of the Member States' positions on the spot on the basis of the discussion of this paper.

² General scrutiny reservation: BE, CZ, DE, DK, EE, EL, ES, FI, FR, IT, LV, MT, NL, SE, SI.

**NON-PAPER
ON THE POSITION OF THE UNION FOR THE
EIGHTY-FOURTH SESSION OF THE
IMO MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC 84)
(27 APRIL TO 1 MAY 2026), AND
THE TWENTY-FIRST MEETING OF THE INTERSESSIONAL WORKING GROUP ON
REDUCTION OF GHG EMISSIONS FROM SHIPS (ISWG-GHG 21)
(20 - 24 APRIL 2026)**

The annotated agenda is presented to the Council with a view to establishing the EU positions on agenda items for the 84th session of the IMO Marine Environment Protection Committee (MEPC 84) as well as the preceding 21st session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 21) lists all received documents on issues of EU competence³.

The comments by the Commission are printed in *italics*. The proposed position of the Union is printed in ***bold italics***.

Should Member States wish to express a position on matters not covered by the Union position, in accordance with the principle of loyal cooperation they shall refrain from any measure that may jeopardise the attainment of the Union's objectives.^{4 5 6 7}

Agenda item 1 – Adoption of the agenda

³ Based on documents received up to 24 March 2026.

⁴ Member States urge the Commission to use agreed and long-established wording for the EU coordination documents, including the initial paragraphs of IMO coordination non-papers, namely: "Non-restrictive list of items for which EU, common or coordinated positions could be established. This document lists all received documents. The Commission suggests focussing the discussion on the proposed positions and on the consideration of support to submissions by another EU or EEA State as fellow EU/EEA Member State. This does not exclude the discussion of any other item on the agenda, if explicitly requested by an EU/EEA Member State or the Commission."

⁵ Reservation: all delegations (pending the outcome of discussions on IMO – EU coordination procedural matters within the framework of the SWP in Brussels).

⁶ At BLG 17, the Commission and the Council Secretariat informed the EU Member States' delegations about emerging changes resulting from the adaptation to the requirements of the Lisbon Treaty to the EU IMO coordination process and the scope of EU competence over issues addressed in IMO. Many delegations expressed serious concerns about these changes, including their immediate effect on the current and upcoming EU-IMO coordination exercise(s), and requested the Commission to clarify and elaborate these changes in writing for further consideration. Consequently, the following delegations entered a reservation or a scrutiny reservation against EU competency claims in this document and the procedural changes until their further clarification:

Scrutiny reservation: ES, FI, FR, IT, PL.

Reservation: BE, CY, DE, DK, EL, MT, NL, SE.

⁷ **DELETED**

Docs: MEPC 84/1/Rev.1, MEPC 84/1/1

MEPC 84/1/Rev.1 (Secretariat): provides the provisional agenda for this session.

MEPC 84/1/1 (Secretariat): provides information on the action the Committee will be invited to take in relation to the items on the agenda of MEPC 84. Annotations to the provisional agenda are contained in annex 1 and the provisional timetable for the meeting is set out in annex 2.

In accordance with MEPC 84/1/1 (Secretariat) the following working and drafting groups are expected to be established at this session:

- .1 Working Group on Air Pollution and Energy Efficiency;*
- .2 Working Group on Reduction of GHG Emissions from Ships;*
- .3 Drafting Group on Amendments to Mandatory Instruments; and*
- .4 Ballast Water Review Group.*

Agenda item 2 – Decisions of other bodies

Docs: MEPC 84/2, MEPC 84/2/1-7

MEPC 84/2 (Secretariat): provides information on the outcome of FAL 49 on matters relevant to the work of the Committee.

MEPC 84/2/1 (Secretariat): provides information on the outcome of LEG 112 on matters relevant to the work of the Committee.

MEPC 84/2/2 (Secretariat): provides information on the outcome of TC 75 on matters relevant to the work of the Committee.

MEPC 84/2/3 (Secretariat): provides information on the outcome of MSC 110 on matters relevant to the work of the Committee.

MEPC 84/2/4 (Secretariat): provides information on the outcome of C 134 on matters relevant to the work of the Committee.

MEPC 84/2/5 (Secretariat): reports on the outcomes of C 135 and A 34 on matters relevant to the work of the Committee.

MEPC 84/2/6 (Secretariat): reports on the outcome of the forty-seventh Consultative Meeting of Contracting Parties to the London Convention 1972 and the twentieth Meeting of Contracting Parties to the 1996 Protocol to the London Convention.

MEPC 84/2/7 (Russian Federation): provides comments on document MEPC 84/2/3 containing the Secretariat's report on the outcome of MSC 110 regarding the matter of implementation of provisions of IMO instruments "to the satisfaction of the Administration", or equivalent.

EU relevance

DELETED Therefore, they should be taken into consideration when the Committee approves or endorses such actions.

Consideration at MEPC 84

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- a. Action point 4.4 of MEPC 84/2 (Secretariat) invites the Committee to concurrently approve the Guidelines for the use of electronic certificates (FAL-LEG-MEPC-MS.C.1/Circ.1). These Guidelines have already been approved by MSC 110, FAL 49, and LEG 112. **DELETED**
- b. Action point 2.2 of MEPC 84/2/3 (Secretariat) invites the Committee to consider relevant environment-related aspects of the use of ammonia, as shipping fuel, addressed in documents MSC 110/6/1 and MSC 110/6/8, and to take action, as appropriate. **DELETED**

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Agenda item 3 – Consideration and adoption of amendments to mandatory instruments

Docs: MEPC 84/3, MEPC 84/3/1-2

MEPC 84/3 (Secretariat): invites the Committee to consider, with a view to adoption, proposed amendments to MARPOL Annex VI approved by MEPC 82 and 83 concerning the clarification of entries and data reporting required by regulations 27 and 28, accessibility to the IMO Ship Fuel Oil Consumption Database (IMO DCS), the review clause of the short-term GHG reduction measure, and the designation of the North-East Atlantic as a new Emission Control Area for SO_x, PM and NO_x.

MEPC 84/3/1 (Secretariat): invites the Committee to consider, with a view to adoption, proposed amendments to MARPOL Annex VI approved by MEPC 82 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles.

MEPC 84/3/2 (Norway): provides modifications to the coordinates of the North-East Atlantic Emission Control Area, as contained in the annex to document MEPC 84/3, to align them with the coordinates of the adjacent Canadian Arctic Emission Control Area (ECA) and the Norwegian Sea ECA. The document ensures that the North-East Atlantic ECA covers an area within the limits of the exclusive economic zones or fisheries zones.

EU relevance

DELETED

Background

The above-mentioned draft amendments were due to be adopted at MEPC ES.2. However, due to the adjournment of that session, the Committee did not finalise the adoption process. Therefore, the Secretariat, on the request of two IMO Member States (United Kingdom and Norway), again circulated the draft amendments with a view to be adopted at this session. **DELETED**

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Agenda item 4 – Harmful aquatic organisms in ballast water

Docs: MEPC 84/4, MEPC 84/4/1-25, MEPC 84/INF.9, 12, 13, 14, 16, 17, 19, 24, 28, 29, 30, 32, and 34

MEPC 84/4 (Denmark): contains the non-confidential information for evaluation of Final Approval of the Blue Ocean Shield Electrolytic Chlorination (BOS EC) ballast water management system submitted in accordance with the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57). The complete application dossier will be submitted to the Marine Environment Division of IMO for review by the GESAMP-Ballast Water Working Group in accordance with Procedure (G9).

MEPC 84/4/1 (Australia): provides the results of a project which determined the levels of regulation D-2 compliance for 30 ships deballasting at Australian ports in 2025. In addition, the document provides a summary of levels of crew training and familiarization reported by the relevant crew on these same ships. The document proposes the inclusion of the results of this project in the development of a number of objectives under the review of the BWM Convention, specifically objectives 56, 59, 60, 62, 68, 69 and 78.

MEPC 84/4/2 (Australia): contains the report of the Correspondence Group on Review of the BWM Convention re-established by MEPC 83. Draft amendments are provided for the consideration of the Committee with a view to approval of a package of amendments to the BWM Convention and adoption of revised Guidelines (G4).

MEPC 84/4/3 (Secretariat): contains the report of the forty-seventh meeting of the GESAMP-Ballast Water Working Group (GESAMP-BWWG) and includes the evaluation of a proposal submitted for approval by Denmark.

MEPC 84/4/4 (Marshall Islands, INTERTANKO, INTERCARGO and NI): proposes amendments to resolution MEPC.387(81) on Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions based on operational experience gained since its adoption. The Committee is invited to consider specific amendments to the Guidance, including revising the "operational demand" definition, clarifying ballast water exchange procedures, replacing existing sample flow charts with a simplified pre-arrival assessment, and incorporating risks associated with equipment damage or port disruption.

MEPC 84/4/5 (Global TestNet): As suggested by the report of the Correspondence Group on Review of the BWM Convention, in-person discussions for the finalization of highly technical matters are considered more appropriate than the format of a correspondence group (by email). In order to support the finalization of objective 30 associated with the revision of the BWMS Code during MEPC 84, the Global TestNet has drafted text for consideration by the Committee.

MEPC 84/4/6 (China): introduces proposed measures for safe management of the exceptional uptake of untreated ballast water during ship undocking. China proposes amending regulation A-3 of the BWM Convention to formally legitimize this exceptional uptake and revising the 2024 Guidance on ballast water record-keeping and reporting (BWM.2/Circ.80/Rev.1) to provide guidance on the management of such exceptional uptake of untreated ballast water.

MEPC 84/4/7 (China): highlights the importance of ballast water reception facilities in emergency response to ballast water management system (BWMS) failure, control of non-compliant ballast water discharge and addressing issues of challenging water quality. By analysing the data in the GISIS Port Reception Facilities module, this document proposes the necessity of revising the Guidelines for ballast water reception facilities (G5) to incorporate technical requirements for the treatment of ballast water at a reception facility, as well as key factors to be considered when developing such technical requirements.

MEPC 84/4/8 (Norway): provides empirical data on dissolved organic carbon (DOC) characteristics and TRO consumption in natural waters to support the Committee's work under objectives 29 and 32 of the BWM Convention review on harmonized challenge water criteria. The findings demonstrate that the proposed total residual oxidant (TRO) consumption curve offers a practical and uniform means of implementing strengthened DOC requirements, ensuring comparable oxidant-demand challenge conditions across test locations and facilities.

MEPC 84/4/9 (BIMCO, INTERTANKO and INTERCARGO): reports on the results of an industry survey on ballast water management operational realities and compliance challenges. The findings highlight persistent operational, environmental and enforcement issues and are intended to inform the ongoing review of the guidelines associated with the BWM Convention under the experience-building phase.

MEPC 84/4/10 (ICS, INTERTANKO, CLIA and INTERCARGO): identifies unintended and increasingly divergent interpretations of the Guidance on contingency measures under the BWM Convention (BWM.2/Circ.62), particularly paragraph 3.2, and proposes targeted amendments to BWM.2/Circ.62 to clarify applicability, prevent indirect penalization of compliant ships, and ensure that port reception or treatment facilities are not mandated as a contingency measure for ships fitted with BWMS.

MEPC 84/4/11 (Australia, Canada and Denmark): provides proposals for the review of the Procedure (G9) and amendments to the BWMS Code in combination with the continued gathering of the information and data required. In addition, this document proposes an expanded scope for objectives 77 and 79 of the review of the BWM Convention. This document is supported by the information provided in document MEPC 84/INF.28.

MEPC 84/4/12 (Republic of Korea): provides comments on document MEPC 84/4/2 (Australia) regarding the amendment to regulation E-1 to establish a survey scheme and criteria for designating the BWMS installation date in the transition of a ship's ballast water management method from compliance with regulation D-4 to regulation D-2. The intent is to propose the removal of the testing period (within 12 months prior to the transition) and to clarify the testing scheme in the amendment to regulation E-1.1.5.

MEPC 84/4/13 (Republic of Korea, United Arab Emirates, ICS, BIMCO, INTERTANKO and WSC): provides a proposal to convert the Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions (resolution MEPC.387(81)) into a standard guidance, to streamline the reactive bypass and decontamination procedures, and to mitigate constraints arising from the designation of ballast water exchange (BWE) areas under the current Guidance. The proposal takes into account the ongoing review of the BWM Convention, the operational challenges encountered by ships and crews in implementing the existing procedures, and study results demonstrating that the application of ballast water exchange plus treatment (BWE + BWT) alone ensures compliance with the D-2 standard even when ballast water is bypass-taken under CWQ conditions.

MEPC 84/4/14 (Republic of Korea): provides a proposal to consider incorporating, in developing new guidance under objective 80 of the BWM Convention review, the testing requirements (necessary tests) for major modifications to ballast water management systems (BWMS) that have been established and validated through the Republic of Korea's practical experience with various cases.

MEPC 84/4/15 (Australia, Republic of Korea and United Arab Emirates): provides a proposal to clarify the term "final total quantity" in the 2024 Guidance on ballast water record-keeping and reporting (BWM.2/Circ.80/Rev.1) by defining it as the aggregated volume of ballast water remaining in all ballast water tanks on board and harmonizing the related terminology across all operational codes. The proposal aims to eliminate inconsistencies in current recording practices, reduce confusion during port State control inspections, and improve the clarity and uniformity of record-keeping requirements, thereby supporting more consistent implementation and verification of the BWM Convention.

MEPC 84/4/16 (India, Republic of Korea, United Arab Emirates, ICS, BIMCO, INTERTANKO and WSC): provides a proposal for a unified interpretation to clarify the installation date provisions applicable to ballast water management systems (BWMS) approved taking into account the 2016 Guidelines (G8) (resolution MEPC.279(70)), with a view to ensuring consistent implementation under the Convention. This proposal is based on the identified inconsistencies and interpretational difficulties between regulation D-3 and the BWMS Code regarding permitted installation dates, as well as recent port State control (PSC) observations under the Paris and Tokyo MOU concentrated inspection campaigns (CIC), which indicate that these inconsistencies have resulted in confusion within the industry.

MEPC 84/4/17 (BEMA): presents the results of an evaluation of data available in information documents submitted to IMO on type approval of BWMS between MEPC 74 and MEPC 83. The evaluation showed high variability of organism concentrations and differing physical water quality parameters present in challenge water during type approval testing, as well as inconsistent presentation of data in submissions to IMO. The data is provided in document MEPC 84.INF.34 and the evaluation results are shared in this document to inform discussions anticipated at this session regarding BWMS Code amendments as part of the BWM Convention review stage.

MEPC 84/4/18 (Global TestNet): discusses the feasibility of the inlet density criteria in proposed draft paragraph 2.35novies of the annex to the BWMS Code. Analysis of interquartile operational ranges across recognized facilities demonstrates that the proposed densities of 2×10^6 org m⁻³ (≥ 50 μ m) and 10^5 org mL⁻¹ (10–50 μ m) fall well outside reproducibly achievable conditions. For both size classes, such concentrations cannot be attained on a reproducible basis under routine operational conditions. At full test scale, the proposed levels would make valid and harmonized land-based type approval testing impossible within the framework of ambient-source-water testing under a mandatory instrument.

MEPC 84/4/19 (BEMA): presents comments relating to the conclusion of objective 25 of the BWM Convention review and the proposed amendments to the BWMS Code relating to this objective. The concerns regarding the broad scope of the proposed amendments are shared in this document to inform discussions anticipated at this session regarding BWMS Code amendments as part of the BWM Convention review stage.

MEPC 84/4/20 (France): Following discussions during the Correspondence Group on Review of the BWM Convention and related submissions concerning proposals for introducing a new endurance test, this document provides comments on the different topics highlighted by the Correspondence Group Coordinator taking into account the proposal submitted by Global TestNet (MEPC 84/4/5), with a view to advancing the discussion anticipated at this session regarding BWMS Code amendments as part of the BWM Convention review stage.

MEPC 84/4/21 (France and Global TestNet): provides comments and proposals on information to be documented for the new endurance test and where it is to be recorded, with a view to advancing the discussion anticipated at this session on objective 30 of the BWM Convention review.

MEPC 84/4/22 (INTERTANKO): provides comments on documents MEPC 84/4/1 (Australia), MEPC 84/4/4 (Marshall Islands et al.), MEPC 84/4/9 (BIMCO et al.) and MEPC 84/4/13 (Republic of Korea et al.) regarding the review of resolution MEPC.387(81). INTERTANKO advocates for converting the Interim CWQ Guidance into standard guidance and proposes using annex 1 to document MEPC 84/4/4 as the primary base document to ensure a streamlined pre-arrival assessment and robust bypass justifications. The review should re-evaluate paragraph 10 of the Guidance to remove unnecessary flushing requirements based on efficacy studies (MEPC 84/4/13) and amend paragraph 45 of the Guidance to align with regulation B-4.3, ensuring ships are not required to deviate or delay during decontamination. By incorporating an assessment of historical bypasses as highlighted by Australia (MEPC 84/4/1), the review ensures a globally consistent, practicable, and evidence-based framework within the BWM Convention review process.

MEPC 84/4/23 (INTERTANKO): provides comments on document MEPC 84/4/15 (Australia et al.) and proposes an alternative definition for the term "final total quantity retained on board" within the 2024 Guidance on ballast water record-keeping and reporting (BWM.2/Circ.80/Rev.1). The proposal advocates for a granular, tank-specific recording methodology to ensure regulatory consistency with MARPOL, facilitate effective port State control (PSC) inspections, particularly in challenging water quality (CWQ) scenarios, and support the data integrity requirements of electronic Ballast Water Record Books (e-BWRBs).

MEPC 84/4/24 (Global TestNet): has been prepared based on a comprehensive review of recent IMO information documents for ballast water management system (BWMS) type approvals submitted by international test facilities. In relation to strengthened inlet criteria (objective 29 of the BWM Convention review), Global TestNet proposes reference levels for dissolved organic carbon (DOC), particulate organic carbon (POC), and total suspended solids (TSS) that are technically reproducible and globally attainable within a range of demonstrated operational practicability.

MEPC 84/4/25 (CSC): comments on the GESAMP-Ballast Water Working Group report by sharing a new study on ballast water operations, discharges and their impacts in the Gulf of California (GoC) from future liquefied natural gas (LNG) tanker traffic.

MEPC 84/INF.9 (Global TestNet): presents general information on disinfection by-products (DBPs) monitoring during type approval testing, commissioning testing, and routine compliance monitoring in response to discussions at MEPC 83 on DBPs from ballast water management systems (BWMS) making use of active substances. It also addresses the challenges of performing robust risk assessments during basic and final approval due to the lack of available information existing from ecotoxicological studies.

MEPC 84/INF.12 (Denmark): provides information to the Organization by the Danish authorities that they have type approved the OceanGuard Sim ballast water management system (BWMS) manufactured by Headway Technology Group in accordance with the Code for Approval of Ballast Water Management Systems (BWMS Code).

MEPC 84/INF.13 (Norway): provides information on the modification of the type-approved Optimarin Ballast System (OBS) by Optimarin by the Norwegian Maritime Authority pursuant to resolution MEPC.174(58).

MEPC 84/INF.14 (Norway): provides information on the type approval of the PureBallast 3.5 Ultra and PureBallast 3.5 Ultra Ex manufactured by Alfa Laval Technologies AB, by the Norwegian Maritime Authority. The approval is based on the BWMS Code (resolution MEPC.300(72)) and the 2024 Guidance for Administrations on the type approval process for ballast water management systems (BWM.2/Circ.43/Rev.2).

MEPC 84/INF.16 (Liberia): provides information by the Liberia Maritime Administration to the Organization on the type approval of the BlueBallast II NK-O3 ballast water management system (BWMS), manufactured by NK Co., Ltd, in accordance with the Code for Approval of Ballast Water Management Systems (BWMS Code) and in compliance with regulation D-3.1 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.

MEPC 84/INF.17 (Norway): provides information to the Organization from Norway that it has amended the type approval of the Senza BWMS TG2 ballast water management system, manufactured by TeamTec AS, in accordance with the Code for Approval of Ballast Water Management Systems (BWMS Code) and the 2024 Guidance for Administrations on the type approval process for ballast water management systems (BWM.2/Circ.43/Rev.2).

MEPC 84/INF.18 (Norway): provides information from Norway to the Organization that it has amended the type approval of the Cyeco BWMS ballast water management system (BWMS) manufactured by Shanghai Electric Cyeco Environmental Technology Co., Ltd., in accordance with the Code for Approval of Ballast Water Management Systems (BWMS Code) and the 2024 Guidance for Administrations on the type approval process for ballast water management systems (BWM.2/Circ.43/Rev.2).

MEPC 84/INF.19 (Norway): provides information from Norway to the Organization that it has amended the type approval of the inTank BWTS ballast water management system manufactured by Scienco/FAST, a subsidiary of BioMicrobics, Inc., in accordance with the Code for Approval of Ballast Water Management Systems (BWMS Code) and the 2024 Guidance for Administrations on the type approval process for ballast water management systems (BWM.2/Circ.43/Rev.2).

MEPC 84/INF.24 (BIMCO): reports on the results of an industry survey on ballast water management operational realities and compliance challenges.

MEPC 84/INF.28 (Australia, Canada and Denmark): presents a review of the current level of information related to disinfection by-products (DBPs) produced by ballast water management systems (BWMS); a timeline of the development of relevant type approval processes as well as the discussion of DBPs by the GESAMP-BWWG; a discussion of the DNV database of type approval documents; new DBP data collected by Australia and Canada; a high-level review of the current general knowledge of DBPs produced by BWMS; and highlights areas that may be deficient. This document is prepared in support of document MEPC 84/4/11.

MEPC 84/INF.29 (Republic of Korea): presents the key results from a study in which ballast water exchange plus treatment were carried out in line with the decontamination procedures set out in the Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions (resolution MEPC.387(81)).

MEPC 84/INF.30 (Republic of Korea): provides information on cases involving major modifications to type-approved ballast water management systems (BWMS) implemented in the Republic of Korea since 2014, focusing on modifications to major components, including the applied modification procedures, the testing scope required and the assessment of test reports.

MEPC 84/INF.32 (INTERTANKO): provides an update on the progress of INTERTANKO's ports with challenging water quality database. The database provides regional trends and shows the continued issues with ballast water management systems globally.

MEPC 84/INF.34 (BEMA): presents a summary of data available in information documents submitted to IMO on type approval of ballast water management systems (BWMS). Specifically, data for organism concentrations and physical water quality parameters present in challenge water during type approval testing were compiled and summarized, as they relate to current discussions regarding BWMS Code amendments as part of the BWM Convention review stage.

EU relevance

The Union has interest in the management of ballast water and exclusive competence as regards the Ballast Water Management (BWM) Convention in so far as port state control measures are concerned.

Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control includes the BWM Convention in its list of Conventions so that they are enforced as part of the port State control system. The Directive identifies the certificates that are to be checked as part of a port state control inspection, including the International Ballast Water Management Certificate (IBWMC) (BWM Convention, Article 9.1(a) and regulation E-2), and the Ballast Water Record Book (BWRB) (BWM Convention, Article 9.1(b) and regulation B-2).

Background

MEPC 71 adopted the experience-building phase (EBP) associated with the implementation of the BWM Convention (resolution MEPC.290(71)) to monitor and improve the BWM Convention and includes undertaking a holistic and systematic review to support the development of a package of improvements to the Convention and/or its instruments. MEPC 78 initiated the development of a Convention Review Plan (CRP) that could take over from the data gathering and analysis plan that guided earlier EBP stages. The CRP which included clear principles (14 issues to be addressed, and a revised timeline for the development and finalization of a package of priority amendments to the BWM Convention) was approved at MEPC 80 (BWM.2/Circ.79). Consequently, MEPC 81 endorsed the list of provisions and instruments for revision and/or development (referred to as "the list of objectives") to guide the further work under the Convention review stage of the EBP. Further, the Committee re-established the Correspondence Group on Review of the BWM Convention, under the coordination of Australia, to resume work by developing draft text amendments to provisions of the BWM Convention and to associated instruments, and for new provisions and/or instruments in line with the endorsed list of objectives.

Consideration at MEPC 84

The report of the correspondence group on Review of the BWM Convention is set out in MEPC 83/4/4 (Australia). The correspondence group reports on the progress on developing the objectives under the endorsed list of provisions and instruments for revision and/or development. As regards to port state control, it should be noted that according to MEPC 84/4/2 (Australia), the review of the Guidelines for port State control under the BWM Convention (resolution MEPC.252(67)) has not yet started.

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Agenda item 5 – Air pollution prevention

Docs: MEPC 84/5, MEPC 84/INF.37-38

MEPC 84/5 (Türkiye): proposes a way to properly define how NO_x emissions should be regulated for novel propulsion systems based on electricity generated by combined-cycle gas turbine (CCGT) systems onboard ships. It is proposed that the NO_x emission in grams is divided by the total electricity produced in kWh, and that the regulated limit is set to the current Tier III emission of 2 gNO_x/kWh, where the denominator is the total electricity produced (instead of the shaft work produced by the engine as per the current regulation for the conventional propulsion system based on reciprocating engines) and the numerator is the NO_x (defined as NO + NO₂) at the stack of the ship.

MEPC 84/INF.37 (Secretariat): summarizes relevant information reported to the MARPOL Annex VI module in GISIS on equivalent means of compliance and presents the results of the sulphur monitoring programme for 2025.

MEPC 84/INF.38 (Canada): presents information on a study on the availability of emission factors for shipboard incinerators, their current use in practice and existing requirements for incineration of ship-generated waste internationally. The study's findings underscore the dearth of measurements and research, and it recommends that additional research on the emissions of shipboard incinerators is warranted. The study report was published in March 2025, and a link is provided in this document.

a) Exhaust Gas Cleaning Systems (EGCS)

EU relevance

This issue falls under Union exclusive competence.

Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels provides that emission abatement methods referred to in Article 8(4) shall comply at least with the criteria specified in Annex II of the Directive. As regards the criteria for the use of Exhaust Gas Cleaning Systems (EGCS), the Directive refers to IMO Resolution MEPC.184(59) 2009 on Guidelines for exhaust gas cleaning systems, which were later superseded by Resolution MEPC.340(77) (adopted on 26 November 2021) 2021 on Guidelines for exhaust gas cleaning systems.

Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements covers illegal discharges of polluting substances, including EGCS residues into the sea.

On-board EGCS are listed in the Commission Implementing Regulation (EU) 2025/1533 which lays down the design, construction, performance requirements and testing standards for equipment falling within the scope of application of Directive 2014/90/EU on marine equipment. The regulation also refers to the EGCS Guidelines.

Furthermore, in relation to environmental quality in the field of water policy, Member States have to meet the obligations stemming from existing EU rules. These are laid down in the Water Framework Directive (2000/60/EC), the Environmental Quality Standards Directive (2008/105/EC as amended by Directive 2013/39/EC), as well as in the Marine Strategy Framework Directive (2008/56/EC) and Good Environmental Status Decision (Commission Decision (EU) 2017/848).

Background

This agenda item was established after MEPC 74 agreed to the new agenda item for PPR (output 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) proposed by the Union in MEPC 74/14/1. The Union also submitted MEPC 76/9/2 proposing, inter alia, amendments to MARPOL Annex VI to include a specific reference to the ability of Member States to regulate EGCS discharges in ports, harbours, estuaries or other sea areas under their jurisdiction, taking into account the risk assessment guidelines to be developed by the IMO. However, due to time constraints this proposal was deferred to MEPC 77. The Sub-Committee agreed to postpone the consideration of regulatory matters to a future session of the Sub-Committee subject to further proposals to the Committee on this part. For MEPC 80, the Union submitted document MEPC 80/5/5 proposing that the PPR Sub-Committee, as part of the work on part 3 (regulatory matters) of output 1.23 is tasked with considering draft regulatory amendments to MARPOL Annex VI taking into account the draft regulation proposed by the Union. Japan (MEPC 80/5/6-7) disagreed with some of the Union's proposals but still recognised the need to develop a regulation. MEPC agreed to refer all the documents to the PPR Sub-Committee.

MEPC 83 agreed to forward documents MEPC 83/5/1 (Canada) and MEPC 83/10/3 (FOEI et al.) to this session for further consideration and advice to the Committee and agreed to extend the target completion date for this output to 2026.

To progress the development of mandatory measures at PPR 13, the Union submitted PPR 13/7/2 proposing draft amendments to Regulation 4 of MARPOL Annex VI to protect Particularly Sensitive Sea Areas (PSSAs) from EGCS' discharge water through a case-by-case, regional approach.

DELETED

DELETED, *several others did not agree with using PSSA's arguing that consultation alone of the appropriate IMO body before adoption of EGCS discharge bans is not enough. Instead, priority should be given to performance-based measures, existing ships with EGCS should be duly considered, need for more scientific evidence as regards the harm to the marine environment, premature to advance mandatory measures, and the need to take into consideration UNCLOS provisions related to the regulation of sea areas beyond the territorial waters. The Chair summarized the discussion by noting that there were diverging views expressed regarding the proposal set out in document PPR 13/7/2 and proposed that the Sub-Committee recommend that MEPC invites those Member States considering applications for the designation of PSSAs to assess the relevance of an EGCS-related associated protective measure (APM), when formulating and submitting a PSSA proposal (i.e. proposal for designating a new PSSA or proposal for a new APM in an existing PSSA).*

Furthermore, and taking into account that the target completion date of this output would have to be extended to allow for further discussions on the outcomes of the GESAMP EGCS Task Team, the Sub-Committee invited Member States and international organizations to submit new proposals on appropriate measures to control discharges of EGCS discharge water to PPR 14. The Sub-Committee agreed with the Chair's summation and recommendations to MEPC.

Consideration at MEPC 84

*The Committee will be invited to consider the relevant outcome of PPR 13, including matters concerning the harmonization of rules and guidance on the discharge of discharge water from exhaust gas cleaning systems (EGCS) into the aquatic environment. **DELETED***

Agenda item 6 – Energy efficiency of ships

Docs: MEPC 84/6, MEPC 84/6/1-27, MEPC 84/INF.2 (+Add.1), MEPC 84/INF.22, 23, 26, and 31

MEPC 84/6 (IMLA): provides performance assessment results for Energy Efficiency Design Index (EEDI) implementation based on the representative example of container ships. Key determinants of EEDI performance and their effects on the selection of decarbonization measures are also presented.

MEPC 84/6/1 (Secretariat): provides the report of the fuel oil consumption data for 2024 submitted to the IMO Ship Fuel Oil Consumption Database in GISIS, in accordance with regulation 27 of MARPOL Annex VI and the 2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database (resolution MEPC.349(78)).

MEPC 84/6/2 (Secretariat): reports on demand-based and supply-based carbon intensity for the year 2024, in accordance with the 2022 Guidelines for the development and management of the IMO Ship fuel oil consumption database (resolution MEPC.349(78)), using the mathematical modelling process described in document MEPC 81/6/1.

MEPC 84/6/3 (Secretariat): provides the results of the calculation by the Secretariat of the CII reference line parameters and rating boundaries for using the proposed cgHRS metric for cruise passenger ships on the basis of verified, non-anonymized IMO DCS data for the 2019 reporting year and describes the methodology used. The document also provides an analysis of the implications of possible metric change on the CII ratings of cruise passenger ships using 2023 and 2024 IMO DCS data.

MEPC 84/6/4 (Brazil, Chile, Indonesia and Malaysia): proposes adding a methodology for accounting for fuel consumption that uses specific fuel consumption (SFC) in relation to engine power and operating hours. The proposal would strengthen the verification process and serve as a supplement to the IMO Data Collection System (IMO DCS).

MEPC 84/6/5 (Cook Islands, India, Malaysia, Panama, United Arab Emirates, ICS, IPTA and WSC): details the impact of adverse weather on a ship's CII rating and further highlights the need for an adverse weather voyage adjustment. Using authoritative references, this document explains the significant variations in sea states that are experienced within the regions of the world, and how these can significantly affect fuel consumption and CII ratings. To demonstrate the impact, a case study for a Faroe Islands-based ro-ro cargo ship details how the ship is experiencing a 45% seasonal variation in CII due to the weather. This document invites the Committee to recognize the significant impact of adverse weather on CII, and to allocate sufficient time within the review to address this system anomaly.

MEPC 84/6/6 (Norway): contains the report of the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage.

MEPC 84/6/7 (IACS): proposes amendments to the 2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database (resolution MEPC.349(78)). These proposals aim to remove a potential inconsistency (and a risk) in the application of the anonymization, and to ensure consistency with the draft amendments to regulation 27 of MARPOL Annex VI, set out in document MEPC 84/3 (Secretariat).

MEPC 84/6/8 (ICS, INTERTANKO and INTERCARGO): is invited to examine how the BWM Convention impacts IMO's carbon intensity/energy efficiency and the IMO Net-Zero (the energy intensity-based approach) frameworks.

MEPC 84/6/9 (China): proposes a method of sea trials for correcting the propulsion coefficient of the wind-assisted propulsion ship, with the aim of improving the reliability of attained EEDI calculations. Compared with document MEPC 83/6/3 (China), this document first clarifies that the proposed method is applicable to the verification stage of attained EEDI for wind-assisted ships; then, it supplements the test procedures and propulsion power calculation methods for sea trials; finally, it introduces two calculation methods of effective propulsion power matrix based on sea trials, thus enhancing overall applicability and flexibility.

MEPC 84/6/10 (China): proposes to revise the 2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database (resolution MEPC.349(78)), including improvement of the anonymization method for newly added IMO DCS data, and clarifying data accessibility for different users. It is also recommended to establish a multi-tier cybersecurity protection framework to complement the relevant GISIS module for the security of data disclosure.

MEPC 84/6/11 (China): seeks to refine the fuel category references and the carbon conversion factor (Cf) accounting approach under the current Carbon Intensity Indicator (CII) rating mechanism. It addresses technical deficiencies arising from misalignment between updated industry standards and the existing calculation logic. It seeks to further refine the mapping between ISO 8217 fuel grades and the fuel categories referenced in the 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) (resolution MEPC.364(79)). For biofuels, it seeks to address inconsistencies in emission accounting arising from the application of the "energy-weighted" method for biofuel blends in MEPC.1/Circ.905 and defines the Cf determination pathway for biofuels (DF/RF) without sustainability certification. Regarding LPG (propane-butane mixture), it proposes to fill the regulatory gap in composition-based accounting.

MEPC 84/6/12 (China): contains proposals on amending resolution MEPC.402(83) on the Guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines intended to clarify the applicable fuel scope of CfCH₄ (methane emission factor) and Cslip-CH₄ (methane slip rate), and to clarify the definition of "fuel flow" in the Cslip-CH₄ calculation formula, in order to avoid inconsistencies during industry implementation and enhance the comparability and consistency of methane emission data.

MEPC 84/6/13 (ICS): Initially launched in October 2023, the ICS CII Data Collection System has been set up to support the Committee's review of the Carbon Intensity Indicator (CII) rating system. The collected data enables a better understanding of how effectively the CII regulations are performing. Responders can elect to share their data in anonymized form with IMO, and with trade associations. This document summarizes the key findings for the 2024 reporting period. The key findings for the 2023 reporting period were previously submitted as document MEPC 82/6/10 (ICS).

MEPC 84/6/14 (IACS): proposes amendments to the 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships (resolution MEPC.364(79)) and the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) (resolution MEPC.365(79)), taking into account the increased use of methanol dual-fuel engines on ships.

MEPC 84/6/15 (RINA): provides considerations on the interaction between the short-term measure and the emerging IMO Net-Zero Framework in the context of the review of the short-term measure. Building on previous analysis, it examines the original intent and metric design of the carbon intensity indicator (CII), contrasts it with the purpose of fuel-based regulation under the IMO Net-Zero Framework, and provides initial considerations on how the interaction could be addressed. This document highlights the importance of clearly articulating regulatory intent to preserve the effectiveness and complementarity of IMO measures.

MEPC 84/6/16 (Republic of Korea): shows six alternative options for the development of new carbon intensity indicator (CII) metrics through the integrated use of IMO Data Collection System (IMO DCS) and GHG Fuel Intensity (GFI) data. These options explore methodological approaches to reflect ships' operational efficiency in a more precise and robust manner by distinguishing between "under way" and "not under way" conditions. Without advocating for the adoption of any particular option, this document seeks to provide a technical basis to support future deliberations on the refinement of the CII framework. It also highlights five key considerations that warrant priority attention in the course of metric development.

MEPC 84/6/17 (Brazil, India, Republic of Korea, RINA and WSC): proposes amendments to the CII Guidelines, G1 and the 2024 SEEMP Guidelines in order to clarify that, in light of the potential unintended impacts on CII calculation arising from the enhanced granularity of the IMO DCS and the introduction of the under way definition, the current approaches to the calculation of total distance travelled and transport work should be maintained until the completion of the CII phase 2 review and revision process.

MEPC 84/6/18 (INTERFERRY): There is no definition of what constitutes a hybrid propulsion system in regulation 2.2.19 of MARPOL Annex VI, which inhibits the uptake of alternative technologies since they are not properly recognized in the EEDI calculation framework. This effect may be especially pronounced for the ro-ro cargo and passenger ship segments, considering the highly complex correction factors for the EEDI formula. This document provides two options on how to define hybrid propulsion: 1) relating to maximum continuous rating (MCR), or 2) relating to V_{ref} .

MEPC 84/6/19 (EUROMOT): proposes amendments to the 2024 Guidelines on life cycle GHG intensity of marine fuels (resolution MEPC.391(81)) and Guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines (resolution MEPC.420(83)) to take into account the effect of fuel gas composition in determination of Cslip emission factors and GHG intensity calculation.

MEPC 84/6/20 (RINA): provides further clarification and explanation of the SEEMP-based approach described in document ISWG-APEE 1/2/7 (United Kingdom et al.).

MEPC 84/6/21 (RINA): provides an explanation of changes to the amendments to MARPOL Annex VI first proposed in document ISWG-APEE 1/2/7 (United Kingdom et al.) as a result of further consultation. These changes aim to further strengthen oversight of the SEEMP.

MEPC 84/6/22 (CSC and EDF): urges the Committee to expedite phase 2 of the review of the carbon-intensity indicator (CII), ensuring that the CII remains at full scope and that future improvements in energy efficiency are guaranteed and in line with the goals of the 2023 IMO GHG Strategy. In particular it calls for a proper discussion of the enforcement options that are available for the CII to ensure this happens.

MEPC 84/6/23 (EUROMOT): proposes targeted amendments to resolution MEPC.402(83) to improve the accuracy, clarity, and practicality of methane (CH₄) emission measurements from marine diesel engines. The proposal responds to identified gaps and ambiguities in current measurement provisions and aligns them with best practices outlined in ISO 81784:2020 and the NO_x Technical Code 2008 (NTC 2008).

MEPC 84/6/24 (INTERTANKO): comments on the report of the Correspondence Group on the Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture (MEPC 83/6/6). User experience gained through the installation and operation of a full scale OCCS on a ship has produced useful insights on a practical and implementable regulatory and enforcement framework towards achieving the GHG emissions reduction ambitions under the 2023 IMO GHG Strategy.

MEPC 84/6/25 (China): provides comments on document MEPC 84/6/6 (Norway) regarding measurement and verification of non-CO₂ GHG emissions. For LNG-fueled marine engines (gas mode), it clarifies that 90% of the measured total hydrocarbon emissions (THC) data can be used as the CH₄ emission value (rather than 100%), and the application scope is limited to LNG. In the annex to this document, an addition of paragraph 5 in annex 1 of document MEPC 84/6/6 is proposed, specifying the dual pathway principle "default factor method - measured factor method" and the tier structure of three guidelines is clarified. It also proposes deleting the crankcase default emission value of 1 g/kWh in paragraph 2.1.3 of annex 1, accepting technical justification based on data from comparable test-bed engines or other relevant studies.

MEPC 84/6/26 (China): comments on document MEPC 84/6/6 regarding onboard carbon capture and storage (OCCS) and proposes speeding up the development process of the regulatory framework for OCCS, establishing a "reporting-verification-prevention" control mechanism for OCCS emissions/by-products, expanding the disposal pathways for captured carbon from sub-seabed sequestration to onshore sequestration or resource utilization sequestration, and clarifying the legal application boundaries of the London Convention/London Protocol (LC/LP); moving the ecc accounting methodology to the 2024 LCA Guidelines; focusing on product technology verification and data monitoring (Scheme B is recommended); and specifying that OCCS data can be integrated with the IMO DCS/GFI reporting mechanism to avoid duplicate reporting.

MEPC 84/6/27 (CSC): comments on terms of reference (ToR) 2 contained in the report of the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage (MEPC 84/6/6). Drawing from a recent publication, it presents regulatory needs to accurately account for the abatement potential of OCCS, and suggests key priorities for further work.

MEPC 84/INF.2 (Secretariat): provides the latest summary of data and graphical representations of the information in the EEDI database as of 11 June 2025.

MEPC 84/INF.2/Add.1 (Secretariat): provides the latest summary of data and graphical representations of the information in the EEDI database as of 2 December 2025, following the publication of document MEPC 84/INF.2 of 24 July 2025.

MEPC 84/INF.22 (Secretariat): provides a summary of reported uses of a power reserve in 2024 by ships fitted with a shaft/engine power limitation system to comply with the EEXI requirements.

MEPC 84/INF.23 (INTERTANKO): presents the results of an INTERTANKO survey on the uptake of energy-saving devices (ESDs), operational efficiency measures, alternative fuels and emission-abatement technologies across the tanker fleet. The survey covered 31 members and 1,522 ships, representing around 40% of the INTERTANKO fleet and about 10% of the global tanker and gas carrier fleet. The results show that the vast majority of ships have implemented one or more efficiency or abatement measures. While mature efficiency and optimization measures are widely adopted, the uptake of energy-harvesting systems and alternative fuels remains limited, highlighting the importance of efficiency as the foundation of the sector's short- and mid-term decarbonization pathway.

MEPC 84/INF.26 (France): Due to its distinctive features, including an annual compliance cycle and a primarily soft-enforcement approach, the CII remains unlike other regulatory instruments under MARPOL Annex VI and may require, in certain circumstances, tailored interventions and decisions from the Administration. Three years after its entry into force and following two full compliance years, this document provides an updated overview of the fundamental choices and guiding principles adopted by the French flag Administration in implementing the CII. It aims at sharing lessons learned and supporting constructive exchanges with other flag Administrations.

MEPC 84/INF.31 (CLIA): outlines a study on the use of direct CO₂ emissions measurement as an alternative method for emissions reporting under the IMO Data Collection System (DCS).

EU relevance

The Union has exclusive competence in the matter.

Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC establishes the legal framework for an EU system to monitor, report and verify GHG emissions and energy efficiency from shipping (MRV Regulation). The regulation aims to deliver robust and verifiable GHG emissions data, inform policy makers and stimulate the market uptake of energy efficient technologies and behaviours. It does so by addressing market barriers such as the lack of information.

The Energy Efficiency Design Index (EEDI), Energy Efficiency Existing Ship Index (EEXI) and the Carbon Intensity Indicator (CII) values are linked to the MRV Regulation, as the EU Regulation aims to collect and publish information on the technical and operational energy efficiency of ships on a per-ship basis.

The commitment by the EU and the relevant legal instruments and policies adopted to reduce GHG emissions, including from shipping, are further described under agenda item 7.

In addition, from a policy point of view, the Commission's Sustainable Blue Economy Communication notes that "A sustainable blue economy offers many solutions to achieve the European Green Deal objectives. Many of the current activities need to reduce their carbon footprint, while new, carbon-neutral activities need to take centre stage. The blue economy can contribute to carbon neutrality by developing offshore renewable energy and by greening maritime transport and ports."

Furthermore, the European Ocean Pact, published by the European Commission in June 2025, promises support for developing new business models that benefit both nature and people, including establishing European blue carbon reserves. Blue carbon" ecosystems, such as seagrasses, saltmarshes, and coastal wetlands, play a crucial role in carbon storage and climate change mitigation. Healthy coastal ecosystems provide also numerous benefits to local communities, including enhancing livelihoods, preserving food security, improving water quality, and contributing to coastal protection. Therefore, the protection and restoration of these ecosystems is vital and can be notably effective in mitigating climate change, while the EU priority remains the reduction of greenhouse gas emissions.

Background

MEPC 75 to MEPC 79

MEPC 75 adopted amendments to regulation 21 to strengthen the EEDI by advancing the starting year of EEDI phase 3 to 2022. It also noted the progress of the Correspondence Group on Possible Introduction of EEDI Phase 4 and instructed it to continue its work and to submit its final report to MEPC 76. The latter Committee session deferred all documents related to EEDI Phase 4 to MEPC 78, but approved amendments to the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships; and the unified interpretation to clarify the dates related to EEDI Phase 2 and 3 for "new ships", as draft amendments to circular MEPC.1/Circ.795/Rev.4. Again MEPC 78 did not have the time to consider the submitted documents and deferred them to MEPC 79 which:

- approved amendments to the 2018 Guidelines on the method of calculation of the Attained Energy Efficiency Design Index (EEDI) for new ships and adopted the relevant MEPC resolution to publish the same guidelines as the 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships;
- agreed to include ShaPoLi and EPL in the EEDI framework, and invited interested Member States and international organizations to liaise with Germany to work informally intersessionally to develop draft amendments to the EEDI calculation guidelines, draft guidelines on the shaft power limitation system to comply with the EEDI requirements and use of a power reserve, and any other instrument as may be necessary, and submit concrete proposals to a future session;
- noted that there was no sufficient support for the draft guidance for Administration in case of use of a power reserve by unlimiting the shaft/engine power limitation system to comply with the EEDI;
- approved amendments to the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) and adopted the relevant MEPC resolution to publish the guidelines as the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI); and
- approved unified interpretations clarifying:
 - the requirements of EEDI data reporting as specified in regulation 22.3 of MARPOL Annex VI;
 - the reporting of boil-off gas (BOG) consumed on board ships in the IMO ship fuel oil consumption data collection system (DCS) as specified in regulations 2, 27 and Appendix IX of MARPOL Annex VI; and
 - several issues relating to the development and verification of SEEMP Part III and the issuance of the Statement of Compliance for the first year as specified in regulations 8, 26 and 28 of MARPOL Annex VI.

As regards the possible introduction of **EEDI Phase 4**, the Committee concluded, **DELETED**, that it would be more appropriate to put the discussion on hold until work on the IMO Life-cycle guidelines for alternative fuels would be completed when the Committee would be in a better position to provide a clear direction on the role and form of future EEDI in taking into consideration the new regulatory context.

MEPC 80

The Committee approved:

- the **review plan** of the STM which foresees the conclusion of the review at MEPC 83 (2025).
- amendments to appendix IX of MARPOL Annex VI, to include data on transport work and on enhanced level of **granularity** in the DCS, with a view to adoption at MEPC 81; and
- amendments to regulation 27 of MARPOL Annex VI, on **accessibility** of IMO DCS data, with a view to adoption at MEPC 81. In this regard, the Committee also invited interested Member States and international organizations to work together to submit proposals to a future session on how to address the comments and concerns made on the accessibility of IMO DCS data.
- amendments to the 2022 Guidelines on the survey and certification of the Energy Efficiency Design Index (**EEDI**); and
- amendments to the 2021 Guidelines on the shaft/engine power limitation system to comply with the **EEXI** requirements and use of a power reserve.

MEPC 81

The main discussions and decisions were the following:

a) Data Collection System

MEPC 81 adopted the amendments to appendix IX of MARPOL Annex VI, to include data on transport work and on enhanced level of **granularity** in the DCS and to regulation 27 of MARPOL Annex VI, on **accessibility** of IMO DCS data, which were the following:

- "14 On an ad hoc basis, the Secretary-General of the Organization may share data with analytical consultancies and research entities, under strict confidentiality rules.
- 15 The Secretary-General of the Organization, on the request of a company, shall grant access to the fuel oil consumption reports of the company's owned ship(s) in a non-anonymized form to the general public."

DELETED. This view was also expressed by several other delegations. The working group discussed how best to deal with the different fuel types (VLSFO, ULSFO, biofuels and e-fuels). Several delegations stressed that guidance for uniform reporting of VLSFO and ULSFO to the IMO DCS should be agreed and included in the unified interpretations to MARPOL Annex VI, while other delegations expressed their preference for addressing this in the SEEMP guidelines. After considering the report of the working group, the Committee invited interested Member States and international organizations to submit, to a future session, proposals for unified interpretation for the consistent reporting of VLSFO and ULSFO.

b) *Shaft/engine power limitation system*

The Committee adopted the amendments to the 2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve, as finalised by the working group. The Committee also invites interested Member States and international organizations to submit concrete proposals to a future session of the Committee on cases where specific measures for EPL/ShaPoLi reactivation would not be required. It was also recalled that MEPC 80 had agreed that Administrations should annually report uses of a power reserve to the Organization according to a reporting procedure to be defined by the Secretariat. In this context, the working group considered a draft procedure for reporting to the Organization of uses of a power reserve prepared by the Secretariat. Subsequently, the Committee approved the procedure as well as the accompanying MEPC Circular.

c) *Energy efficiency design index (EEDI)*

DELETED. *Since these Unified Interpretations of regulations 2.2.15 and 2.2.18 of MARPOL Annex VI were **DELETED** supported by other delegations, the Committee instructed the Secretariat to revise the circular.*

d) *Carbon Intensity Indicator (CII) calculations*

DELETED, *the Committee endorsed the outcome of the working group that LNG carriers should be reported as LNG carriers and not gas carriers. Therefore, all LNG carriers currently categorized as gas carriers should be reported as LNG carriers for the purpose of DCS reporting and CII. The Committee requested the Secretariat to recalculate the AER of the LNG and gas carrier fleet for 2021 and 2022 once the recategorization was completed.*

e) *SEEMP*

The Committee adopted the amendments to the 2022 Guidelines for the development of a SEEMP, as well as amendments to the 2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity.

f) *Suitability of the DCS for the implementation and enforcement of current and future regulatory GHG reduction measures*

The Committee requested the Secretariat to carry of a review of the suitability of the IMO DCS for the implementation and enforcement of current and future regulatory GHG reduction measures and to report to a future session of the Committee.

g) *Review of the Short-Term Measure*

*In accordance with the Review plan, the Committee agreed to forward relevant documents to MEPC 82 for consideration, where a working group was expected to be established to conduct the review of the short-term measure. **DELETED**.*

h) Data analysis stage

*The delegations were rather divided on the proposal in MEPC 81/6/6 (Bahamas et al.) to agree to a draft MEPC resolution that was intended to raise awareness among all stakeholders (e.g. financiers, insurers, charterers, brokers, and PSC) that the CII was currently within an **experience building phase** and key elements of the system are of an interim nature. Therefore, calling on Member States to advise the wider community of stakeholders not to utilize CII, or its metrics (i.e. AER or cgDIST) for assessment of energy efficiency or regulatory compliance risk. **DELETED**. Other delegations agreed with the co-sponsors that the CII framework should be of an interim nature as several weaknesses have been found in its implementation which would have to be addressed during the review process. The Chair concluded that while the Committee noted the commitment of all delegations to the CII process including the review process, the proposed resolution did not receive clear support, and the working group did not have the time to consider the issues raised.*

*Regarding the proposal in document MEPC 81/6/17 (India) to conduct a study to ensure a more accurate calculation of the CII reference lines, several delegations, **DELETED**, remarked that this issue should be considered during the review process and suggested to defer the consideration of this document to MEPC 82, after the data gathering stage had been conducted. The EU Member States also stressed that any correction factor introduced in the CII framework should be compensated for in the review process. The Committee agreed to defer the further consideration of document MEPC 81/6/17 to MEPC 82 so that the scope of the study could be further defined.*

The Committee accepted without discussion the editorial amendments proposed in MEPC 81/6/7 (Republic of Korea and IACS) and MEPC 81/6/12 (China) to correct in the 'Interim Guidelines on correction factors and voyage adjustments for CII calculations' (G5) to replace an incorrect reference to the CII Reference Lines Guidelines, G2, for the calculation of a ship's capacity by a reference to the CII Calculation Guidelines, G1. Therefore, the Committee requested the Secretariat to issue a corrigendum to the report of MEPC 78 with an editorial correction to the 2022 Interim Guidelines on correction factors and voyage adjustments for CII calculations (CII Guidelines, G5).

MEPC 82

The main outcomes were the following:

a) Review of the Short-Term GHG reduction measure

The Committee noted the update of the initial analysis of available data and proposals to be considered during the review of the short-term measure as provided by the Secretariat. The Committee also endorsed in principle the way forward to address challenges/gaps in the short-term GHG reduction measure. This process would follow the two-step approach for the review and revisions of the CII approach as proposed by a Union submission, with minor adaptations (agreed as a first step on CII reduction factors for the years 2027 to 2030, as well as potentially minor adjustments to the CII (to be completed at MEPC 83), and in the second step to major adjustments after MEPC 83).

To embark on the next steps, the Committee agreed to establish a Correspondence Group on the review of the short-term GHG reduction measure under the joint coordination of Brazil, Japan and the European Commission. The Group was tasked to further consider possible options to address the identified challenges/gaps in the short-term GHG reduction measure, as well as to develop draft amendments to existing instruments and/or develop new instruments, as appropriate. The Committee also agreed to the holding of a 3-day meeting of the Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1) on 2-4 April 2025, with a view to finalise the draft amendments. Therefore, the Correspondence Group would first provide an interim report to the latter Group, before it submits a final report to MEPC 83.

b) Reports on the 2023 ship fuel oil consumption data submitted to the IMO DCS and on annual carbon intensity

The Committee approved, in principle, the summary of the fuel oil consumption data submitted to the IMO Data Collection System (DCS) for 2023 and noted the ongoing improvements to the reporting process in the IMO DCS module in GISIS, in particular the intended timeline and updates to report transport work and to add granularity from 1 January 2025. It also approved, in principle, the reporting on carbon intensity developments on the basis of supply-based measurements, using AER and cgDIST indicators, as well as the reporting of CII values. Finally, the Committee noted that in the absence of cargo-related data, in particular transport work, the Secretariat intended to submit a separate document reporting on the demand-based carbon intensity of international shipping for the period from 2019 to 2023.

c) Review of the Data Collection System (DCS) for the implementation of current and future measures

The Committee considered Union submission MEPC 82/6/1 calling on interested parties to take part in a study to monitor DCS quality and integrity, while ensuring the protection of sensitive data in order to avoid market distortions. Some delegations supported the intention of the submission, while others raised concerns on the need for such a study since MEPC 81 had already requested the Secretariat to carry out a study to review the suitability of the IMO DCS. In addition, concerns were raised on the involvement of external consultants and the use of complex and expensive systems including artificial intelligence. In this regard, the Committee noted an oral update by the Secretariat that, based on the invitation by MEPC 81, an invitation to tender had been issued in April 2024 but, following a technical assessment of the bids, none of the responding companies were considered capable of completing the required tasks in a satisfactory manner. Therefore, the Secretariat requested the contractor who would be carrying out an overall review of GISIS to also consider the possible enhancement to the DCS GISIS module. The Chair concluded that the proposal in MEPC 82/6/1 would be an independent study at no cost to the IMO, and interested parties could participate in the study on a voluntary basis.

d) *Proposed Unified Interpretation (UI) on application of amendments to appendix IX of MARPOL Annex VI (resolution MEPC.385(81)) on inclusion of data on transport work and enhanced granularity in the IMO DCS*

As regards this issue, **DELETED**.

*This issue was discussed in the working group, but while the delegates supported the UI proposal from a practical perspective, they could not agree on whether the proposal could be addressed through a UI or an amendment to MARPOL Annex VI. When the issue returned to the Committee, the Chair provided two options: i) agree with the intention of the proposal, and to disseminate the proposal not as a UI but as guidance through a MEPC circular; or ii) postpone the discussion to a further decision/agreement at MEPC 83, allowing interested parties to submit relevant proposals. **DELETED**. IACS also preferred option 1, as option 2 would be too close to the August 2025 deadline, and its proposal would also support early implementation from 1 January 2025. Therefore, the Chair concluded that the Committee agreed to the publication of a guidance document.*

e) *Data reporting required by regulations 27 and 28 of MARPOL Annex VI*

The Committee approved draft amendments to appendix IX of MARPOL Annex VI concerning clarification of entries in data reporting required by regulations 27 and 28 of MARPOL Annex VI, as it aims to address the different approaches between regulations 27 (IMO DCS) and 28 (CII) of MARPOL Annex VI in cases where a ship changes a flag in the middle of a calendar year.

f) *Amendments to the 2022 SEEMP Guidelines*

The Committee adopted the MEPC resolution on amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP).

MEPC 83

a) *Review of the Short-Term Measure*

*This session of MEPC was preceded by ISWG-APEE 1 (2 to 4 April 2025) which considered the review of the short-term measure (STM), in particular the possible options to address the identified challenges/gaps in the measure. **DELETED**.*

Therefore, the Committee agreed to refer the matter to the APEE working group.

Following the report of the APEE working group, the Committee noted that the Group had finalized phase 1 of the review of the short-term GHG reduction measure and adopted the draft MEPC resolution on amendments to the 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) with a reduction factor CII value of 21.5%.

During the consideration of this part of the report, while CSC opined that the agreed CII reduction factors were not high enough, Saudi Arabia argued that the reduction factors were unachievable in

view of limited access to fuel, technology and infrastructures particularly in developing countries and therefore, was not able to accept them. Malaysia, Iran, Russia, Venezuela, Oman, Kuwait, Somalia, and Thailand, align with Saudi Arabia. However, many other delegations, **DELETED**, as well as industry organisations and those who supported higher values such as the UK and the Pacific Islands, supported the outcome of the working group. ZESTAs confirmed that efficiency technologies are already available and are cost effective and they can help in achieving the target without affecting food security. They noted that in addition many technological solutions are in development, but the market needs a clear signal for investments to be made. The established CII values will create the necessary demand. Therefore, this is an opportunity which cannot be missed.

The Chair concluded that based on interventions made and the explanation provided by the Chair of working group, the Committee approved the action point, but Saudi Arabia, Venezuela, and Iran reserved their position.

b) IMO Ship Fuel Oil Consumption Database (IMO DCS)

The APEE working group was also requested to consider the initial draft amendments to MARPOL Annex VI and to associated guidelines on accessibility to the IMO DCS data. In this regard, the Group was unable to reach consensus. Some delegations, particularly China and India, expressed concerns to allow public access to data, owing to the commercially sensitive information, including transport work. They argued that such access could risk commercial exploitation and jeopardize market fairness, and noted that even with anonymization, cross-referencing of DCS data with other commercial databases could lead to ship identification. Several delegations, **DELETED**, pointed out that data on cargo carried by ships was already easily available in the EU MRV and other sources and no commercial complaints were registered.

Following the presentation of the report of the APEE working group, the Committee approved the draft amendments to regulation 27 of MARPOL Annex VI on accessibility to the IMO DCS while agreeing on the need to further strengthen anonymization provisions in 2022 Guidelines for the development and management of the IMO DCS (resolution MEPC.349(78)) and to make sure that incorrect reports are filtered out before the data set can be downloaded in GISIS. The main changes were that Parties shall have access to a non-anonymized database containing data for all ships to which the regulation applies strictly for their analysis and consideration, while the public shall have access to an anonymized data, in a way that the identification of a specific ship will not be possible.

c) Draft work plan for phase 2 of the review of the short-term GHG reduction measure

The Committee also noted the draft work plan developed by ISWG-GHG 19 for phase 2 of the review of the short-term GHG reduction measure and referred it to the APEE Working Group for further consideration, with a view to finalization. Subsequently, the Committee approved the draft work plan prepared by the working group.

d) Enhanced SEEMP

DELETED

DELETED

The Working Group agreed to forward document ISWG-APEE 1/2/7 to phase 2, and endorsed the following recommendations for possible improvements to the SEEMP framework in phase 2 to allow for a robust individual ship-based assessment of operational energy efficiency performance:

- *.1 require internal reviews with a minimum frequency per year;*
- *.2 strengthen the annual audit requirement by amending the Statement of Compliance format to refer explicitly that audits have been conducted and found satisfactory;*
- *.3 change the current focus on E and D ships to a continuous incremental improvement approach to all ships based on their previous performance – to be more in line with the implementation, monitoring and self-evaluation cycle contained in the SEEMP guidelines;*
- *.4 development and maintenance of an implementation log to provide evidence for implemented measures;*
- *.5 development of much more detailed guidance around implementation of company audits (resolution MEPC.347(78)) such as procedures, auditor qualifications, reporting format, acceptable audit timelines, follow-up actions, actions following non-conformities; and*
- *.6 development of guidance for internal reviews*

e) Other matters

The Committee also:

- *adopted the amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP);*
- *adopted the Guidelines for test-bed and onboard measurements of methane (CH₄) and/or nitrous oxide (N₂O) emissions from marine diesel engines;*
- *adopted the draft MEPC resolution on amendments to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI);*
- *approved the draft work plan on the development of a regulatory framework for the use of onboard carbon capture systems (OCCS), and referred document MEPC 83/INF.9 to GESAMP-LCA WG for information in the context of the scientific review of OCCS boundaries;*
- *re-established the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture.*

Finally, the Committee noted that the APEE working group was unable to finalize draft guidelines for the use of engine load monitoring (ELM). In addition, there was insufficient support for the proposed amendments to the 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI (MEPC.1/Circ.896) set out in document MEPC 83/6/3 and invited interested Member States and international organizations to work together and submit further concrete proposals to a future session of the Committee.

Consideration at MEPC 84

The Committee will be invited to consider the following issues:

- a) the 2024 Report of fuel oil consumption data submitted to the IMO Ship Fuel Oil Consumption Database (MEPC 84/6/1)*
- b) the 2024 Report on annual carbon intensity and efficiency of the fleet (MEPC 84/6/2)*
- c) Implementation of the IMO DCS framework*
- d) Phase 2 of the review of the short-term GHG reduction measure*
- e) Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture*

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Agenda item 7 – Reduction of GHG emissions from ships

Docs: MEPC 84/7, MEPC 84/7/1-49, MEPC 84/INF.3, 4, 6, 8, 10, 11, 15, 25

MEPC 84/7 (Brazil): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents the well-to-tank (WtT) and tank-to-wake (TtW) default GHG emission factors for intermediate crop corn-based ethanol production pathway for Brazil. The document considers three reference values from different and representative sources with life cycle (or WtW) GHG emission factors developed, and proposes the adoption of default GHG emission factors of Brazil intermediate crop corn ethanol pathway for incorporation into the table of default GHG emission factors of the 2024 LCA Guidelines (resolution MEPC.391(81)). The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the Methodology.

MEPC 84/7/1 (Norway): contains the non-confidential information for the scientific review and recommendation by the GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents both well-to-tank (WtT) and tank-to-wake (TtW) proposed default emission factors for LNG and ammonia fuel pathways. The complete application dossier has been submitted to the GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/2 (IMLA): reviews various concepts pertaining to clean marine fuels. It proposes an easily understandable classification of marine fuels to facilitate the general understanding of clean marine fuels in industry-wide applications.

MEPC 84/7/3 (France): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document provides well-to-tank (WtT) proposed default GHG emission factors for fossil LNG, bio-LNG and e-LNG as marine fuels. This submission further develops and completes the table in appendix 2 to the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)) of initial default emission factors per fuel pathway code. The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/4 (United Kingdom): contains the non-confidential information for the scientific review and recommendation by the GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents both well-to-tank (WtT) and tank-to-wake (TtW) proposed default emission factors for ammonia as a marine fuel for three ammonia fuel pathways. The complete application dossier has been submitted to the GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/5 (Finland): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) proposed default GHG emission factors for renewable diesel (HVO) produced from waste and residue feedstocks (order: 77; fuel pathway code: HVO_b_HD_2ndgen_gm). The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/6 (Brazil): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) and tank-to-wake (TtW) proposed default GHG emission factors for the sugarcane-based ethanol production pathway for Brazil. The document proposes reference values for life cycle (or well-to-wake (WtW)) GHG emission factors, developed by using different approaches and representative sources for data. Finally, Brazil suggests that a standard GHG emission factor for the sugarcane ethanol production pathway in Brazil be incorporated into the table of default GHG emission factors of the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)). The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/7 (Brazil): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) and tank-to-wake (TtW) proposed default GHG emission factors for soybean biodiesel (FAME) produced in Brazil. The document considers reference values from three representative sources (BioGrace, GREET and RenovaCalc), and proposes the adoption of the results obtained into the table of default GHG emission factors of the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)). The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/8 (Brazil): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) and tank-to-wake (TtW) proposed default GHG emission factors for beef tallow biodiesel (FAEE) produced in Brazil. The document considers reference values from three representative sources (GREET, ISCC and RenovaCalc) and proposes the adoption of the results obtained into the table of default GHG emission factors of the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)). The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/9 (Brazil): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well to-tank (WtT) and tank-to-wake (TtW) proposed default GHG emission factors for soybean biodiesel (FAME) produced in Brazil. The document considers reference values from three representative sources (BioGrace, GREET and RenovaCalc), and proposes the adoption of the results obtained into the table of default GHG emission factors of the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)). The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/10 (Brazil): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) and tank-to-wake (TtW) proposed default GHG emission factors for beef tallow biodiesel (FAME) produced in Brazil. The study considers reference values from three representative sources (GREET, ISCC and RenovaCalc) and proposes the adoption of the results obtained into the table of default GHG emission factors of the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)). The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/11 (Republic of Korea): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents a well-to-tank (WtT) proposed default GHG emission factor for a liquefied natural gas (LNG) (methane) fuel pathway. The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/12 (Denmark): contains non-confidential information for the scientific review and recommendation by the GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) proposed default GHG emission factors for liquefied natural gas (LNG), liquefied biomethane, and e-ammonia via electrolysis, as marine fuels. It also presents tank-to-wake (TtW) proposed default GHG emission factors for liquefied biomethane and e-ammonia. The complete application dossier has been submitted to the GESAMP-LCA WG for review in accordance with the approved methodology.

MEPC 84/7/13 (Japan): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) proposed default GHG emission factors for liquefied natural gas (LNG) and e-methane. The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/14 (Secretariat): provides the report of the twentieth meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 20).

MEPC 84/7/15 (Secretariat): contains the report of the second meeting of the GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) and includes evaluations of the proposed default emission factors submitted by Brazil and Norway for scientific review and recommendation by GESAMP-LCA WG.

MEPC 84/7/16 (Secretariat): contains the report of the third meeting of the GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) and includes evaluations of the proposed default emission factors submitted by Brazil, Denmark, Finland, France, Japan, Norway, the Republic of Korea and the United Kingdom for scientific review and recommendation by GESAMP-LCA WG.

MEPC 84/7/17 (Türkiye): presents a methodology to calculate well-to-tank (WtT) and tank-to-wake (TtW) greenhouse gas (GHG) emissions for the case of onboard hydrogen production with carbon capture, using liquefied natural gas (LNG) from fossil or biogenic sources as the primary feedstock and energy source. The assessment applies reference WtT GHG emission factors consistent with the IMO life cycle assessment (LCA) framework and demonstrates the calculation of TtW GHG emission factors for pathways involving onboard pre-combustion carbon capture to produce hydrogen-rich reformat that is subsequently used for ship propulsion. The document is submitted to support the development and potential inclusion of new fuel pathway codes and associated emission factors within the tables of GHG emission factors under the 2024 LCA Guidelines (resolution MEPC.391(81)), subject to scientific review and recommendation by the GESAMP-LCA WG.

MEPC 84/7/18 (China): is based on a closed-loop full-process demonstration of "Capture-Transportation-Storage-Mineralization" for onboard carbon capture and storage (OCCS). The onboard captured carbon is mineralized and fixed in the form of calcium carbonate, achieving a practical effect equivalent to permanent storage. Meanwhile, data on CO₂ emissions during the mineralization process of onboard captured carbon have been recorded. This indicates that the data of this process is traceable and quantifiable, enabling effective supervision of carbon captured by OCCS. It may also serve as an important reference for the subsequent development of the OCCS regulatory framework.

MEPC 84/7/19 (Secretariat): provides an update on the preparatory work initiated by the Secretariat to ensure the timely establishment of the IMO GFI Registry.

MEPC 84/7/20 (Indonesia): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document presents well-to-tank (WtT) and tank-to-wake (TtW) proposed default GHG emission factors for FAME from the palm oil production pathway in Indonesia and proposes the adoption of default GHG emission factors of the FAME pathway for incorporation into the table of default GHG emission factors of the 2024 LCA Guidelines (resolution MEPC.391(81)). The complete application dossier will be submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/21 (ISO and ITTC): provides a procedure for speed trials for evaluation of wind propulsion installation energy contributions so that wind energy can be incorporated into the midterm measures developed to implement the 2023 IMO Strategy on reduction of GHG emissions from ships. This procedure supports the proposed amended formula outlined in document MEPC 82/7/9 (IWSA) to allow for the reduction of greenhouse gas by wind assisted propulsion in attained GHG Fuel Intensity (GFI).

MEPC 84/7/22 (ITTC): provides a procedure for providing a predictive model of power saving from wind propulsion installation so that wind energy can be incorporated into the midterm measures developed to implement the 2023 IMO Strategy on reduction of GHG emissions from ships. This procedure supports the proposed amended formula outlined in document MEPC 82/7/9 (IWSA) to allow for the reduction of greenhouse gas by wind-assisted propulsion in attained GHG fuel intensity (GFI).

MEPC 84/7/23 (Solomon Islands): contains the non-confidential information for the scientific review and recommendation by GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by GESAMP-LCA WG (MEPC.1/Circ.916). This document proposes a revision to the existing tank-to-wake (TtW) Cslip default emission factor for LNG Otto (dual fuel medium speed) energy converters, for consideration by GESAMP-LCA WG. The values and methodologies presented herein are derived from the Fugitive and Unburned Methane Emissions from Ships (FUMES): Characterizing methane emissions from LNG-fueled ships using drones, helicopters, and on-board measurements report, conducted by the International Council on Clean Transportation (ICCT), Nederlandse Organisatie voor Toegepast Natuurwetenschappelijk Onderzoek – TNO (Netherlands Organisation for Applied Scientific Research – TNO), and Explicit ApS. The complete application dossier has been submitted to GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/7/24 (Türkiye): Regulation 40 of the draft revised MARPOL Annex VI 2025 states that the IMO Net-Zero Fund shall receive and manage GHG emissions pricing contributions and disburse collected revenue in accordance with regulation 41, and that the Committee shall adopt the governing provisions for the IMO Net-Zero Fund, including allocations of revenue to the purposes set out in regulation 41. Regulation 41 sets out the principal purposes for disbursement, including promoting a just and equitable transition in States and supporting the development and implementation of National Action Plans (NAPs), including fleet renewal and upgrade. This document proposes that, when developing the IMO Net-Zero Fund's governing provisions, allocation approaches for relevant disbursement purposes consider Member States' fleet exposure based on ownership/control, in addition to other criteria, rather than relying primarily on flag-based indicators.

MEPC 84/7/25 (Norway): presents scientific information on the status of climate change and emphasizes that this information is of utmost importance when making decisions on amendments to MARPOL Annex VI, as was considered by MEPC/ES.2. The document proposes that the Committee get regular updates on the status of climate change and its effects.

MEPC 84/7/26 (INTERTANKO): provides considerations on the role of bio-liquefied natural gas (bio-LNG) as a transitional pathway for GHG emissions reduction in international shipping. While the LNG-capable fleet currently represents a limited share of the global fleet, it is concentrated in energy-intensive segments and the newbuilding orderbook, offering an opportunity for near-term emissions reductions using renewable methane-based fuels. The document outlines how bio-LNG can be assessed within the existing IMO life cycle assessment (LCA) framework without requiring changes to the overarching regulatory architecture. It highlights the consistent application of established LCA principles related to chain of custody, the treatment of avoided methane emissions for certain biogenic feedstocks, and the role of bio-LNG as a transitional fuel option. The document concludes that bio-LNG can be transparently accounted for under the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)) and may support early progress towards decarbonization objectives.

MEPC 84/7/27 (INTERTANKO): presents an analysis of the sensitivity of LNG carrier compliance to alternative proposed default well-to-tank (WtT) emission factors for fossil LNG. Using operational data from 139 LNG carriers covering the period 2023–2025, the analysis assesses the impact of different WtT values on attained GHG Fuel Intensity (GFI) and compliance outcomes over the period 2028–2035. The results show that relatively small differences in the applied WtT assumptions lead to materially different compliance outcomes and associated economic impacts, particularly in the early years of implementation. The findings underline the relevance of carefully considering upstream emission assumptions for ship types with constrained operational flexibility.

MEPC 84/7/28 (Fiji, Kiribati, Nauru, Palau, Solomon Islands, Tuvalu and Vanuatu): The one-year adjournment decided at MEPC/ES.2 threatens the timelines of the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (2023 IMO GHG Strategy) and its reduction pathways. The current Net-Zero Framework is a "fragile compromise" that, despite falling short of 1.5-alignment, is the only politically viable option which could support a timely decarbonization whilst delivering sufficient revenues to fund a just and equitable energy transition. Furthermore, due to the delay in adopting the mid-term measures, this submission calls for an urgent strengthening of the short-term measures' carbon intensity indicator (CII) to mitigate emissions growth in the interim.

MEPC 84/7/29 (INTERTANKO): provides factual operational experience from tanker operators regarding the commercial use of sustainable biofuels, including FAME blends up to B40 and limited use of B100. The reported experience indicates that these fuels are technically compatible with existing marine fuel systems and can be integrated without fundamental engine redesign or major retrofits. The submission also provides scale context relative to global marine fuel demand, the sustainability of such demand, and highlights practical considerations related to fuel management and sustainability certification.

MEPC/84/7/30 (Algeria, Bahrain, Iraq, Kuwait, Russian Federation, Saudi Arabia, Somalia and United Arab Emirates): sets out a series of guiding principles for an IMO Net-Zero Framework that can enable consensus. It highlights the need for a consensus-based, technology-neutral and equitable approach. The document outlines principles aimed at safeguarding international trade, food and energy security, and the stability of global maritime transport, while enabling the shipping sector to contribute effectively to the achievement of net-zero emissions by or around mid-century.

MEPC 84/7/31 (Türkiye): proposes that the guidelines consider a tiered annual administration fee structure based on gross tonnage, in order to enhance proportionality and avoid disproportionate burdens on smaller ships, including ships operated by entities in developing States and ships operating primarily around national coastlines but occasionally trading internationally, while maintaining predictability, administrative simplicity and cost recovery.

MEPC 84/7/32 (United Arab Emirates): provides comments on document MEPC 84/INF.10 (Secretariat).

MEPC 84/7/33 (INTERTANKO): provides an update of the current contribution from international shipping to global anthropogenic CO₂ emissions. An assessment is also provided on possible fuel pathways to reduce CO₂ emissions to achieve the targets of the 2023 IMO GHG Strategy, together with priorities for regulatory development needed to achieve these targets.

MEPC 84/7/34 (Solomon Islands and Mexico): outlines the further progress that has been made to mature the implementation of the IMO Net-Zero Framework and the continued commitment to constructively resolve further issues in the context of the Framework as they are identified. It highlights the ability of the Framework to 1) deliver feasible GHG emissions reduction 2) address any disproportionately negative impacts on States, and support a just and equitable transition and 3) be adopted and implemented in a smooth and timely manner in 2026. It recommends that the Committee's second Extraordinary Session be restored in connection with MEPC 85, with a view to completing the adoption of the Framework.

MEPC 84/7/35 (Brazil): aims to contribute to the economic rationale underlying the methodology to be employed in actions designed to reward the use of zero or near-zero GHG emission technologies and fuels (ZNZs). The open design question is therefore not whether to price emissions (as this is already part of the IMO Net-Zero Framework), but how to introduce additional rewards for ZNZs without undermining the cost-effectiveness of the overall policy package. A key point is that fuel-specific adoption is not the objective of the IMO Net-Zero Framework. Rather, the objective is to achieve a given emissions-reduction pathway at minimum social cost.

MEPC 84/7/36 (Fiji, Kiribati, Nauru, Palau, Tuvalu and Vanuatu): is made in support of document MEPC 84/7/28 and contains potential amendments to the IMO Net-Zero Framework which could be made by the co-sponsors in the event that the IMO Net-Zero Framework is not adopted "as is".

MEPC 84/7/37 (Brazil): presents Brazil's views on possible approaches to building trust and preparing for the adoption, by consensus, of the midterm measures designed to drive the fulfilment of the 2023 IMO GHG Strategy.

MEPC 84/7/38 (Argentina, Liberia and Panama): outlines concerns raised regarding the current formulation of the IMO NetZero Framework and proposes a revised, pragmatic, and consensus building approach to defining and adjusting the trajectory of the Global Fuel Intensity (GFI) target. The proposed method links GFI adjustments to the demonstrated market uptake of lowcarbon marine fuels and introduces clear, evidence based technical boundaries and criteria related to affordability, availability, and scalability.

MEPC 84/7/39 (Solomon Islands): The IMO Net-Zero Framework is the best available negotiated framework that can put Member States on a trajectory to respond as all have agreed to in the 2023 IMO GHG Strategy. It is not realistic to expect a new round of negotiations to deliver consensus for a GHG regulation that corresponds to the suggestions outlined in document MEPC 84/7/38 (Argentina et al.).

MEPC 84/7/40 (China): provides comments on document MEPC 84/7/15, which contains the report of the second meeting of GESAMP-LCA WG. It presents views on the Group's conclusions regarding default emission values for carbon capture and storage (CCS) and onboard carbon capture and storage (OCCS), the system boundary for OCCS and embodied carbon emissions. It also addresses related issues requiring further clarification and proposes specific recommendations for consideration.

MEPC 84/7/41 (United States): provides comments on the proposals in MEPC 84/7/30 (Algeria et al.) and presents policy positions that should guide any possible international regulation to reduce greenhouse gas shipping emissions, emphasizing affordability, availability, and scalability of fuels. Specifically, any framework must avoid economic penalties or levies, carbon taxes, or multilateral funds that would burden the shipping industry and its consumers. Regulations must not disadvantage any fuel types, including conventional fuels, LNG, nuclear, biomass-based fuels, or other marine propulsion technologies, and should welcome an "energy-all" approach. Any framework must ensure reliability for existing fleets and avoid disruption to global trade, with emissions reduction targets based on current market conditions rather than arbitrary end-state goals. Regional schemes such as the European Union Emissions Trading System (EU ETS) must be phased out to avoid duplicative frameworks. Finally, given the significance of any global emissions agreement, any GHG emissions regulation should use the explicit acceptance procedure for entry into force.

MEPC 84/7/42 (Pacific Environment, CSC and EDF): comments on the report of the third meeting of the GESAMP-LCA Working Group, highlighting the need for a robust, regular, and evidence-based assessment of the global ILUC risk for crop feedstocks used in the production of maritime biofuels. It suggests quantitative assessment as the main criterion for the suggested high-risk category, and provides parameters used in existing frameworks to inform the development of a similar approach within the qualitative ILUC risk-assessment.

MEPC 84/7/43 (Pacific Environment and CSC): comments on the report of the third meeting of GESAMP-LCA WG, regarding the development of a default well-to-tank (WtT) emission factor for fossil LNG. It highlights systematic underestimation of upstream emissions in life cycle assessments, cautions against adoption of non-representative or supplier-specific factors, and calls for a conservative, globally representative default value consistent with established benchmarks. It also provides alternative emission factors.

MEPC 84/7/44 (Democratic Republic of Congo, Ghana and Togo): comments on document MEPC 84/INF.10 and provides proposals for the IMO Net-Zero Fund revenue disbursement system.

MEPC 84/7/45 (Pacific Environment): All States face binding legal obligations under numerous international legal instruments to reduce GHG emissions to a 1.5°C-aligned level, to protect and preserve the marine environment, and to fulfil their climate finance commitments. Adoption of the IMO Net-Zero Framework will go some way to discharging States' international legal obligations. Even if States do not adopt the IMO Net-Zero Framework, they remain bound to act to achieve these obligations. Failure to do so may carry significant legal consequences. The IMO Net-Zero Framework offers all States an opportunity to move towards fulfilling these commitments in an efficient and coordinated manner.

MEPC 84/7/46 (Pacific Environment, CSC and EDF): comments on the report of the third meeting of GESAMP-LCA WG (MEPC 84/7/16) and invites the Committee to instruct GESAMP-LCA WG to conduct an initial classification of fuel feedstocks into high-, medium-, or low-ILUC-risk categories at the global level, and to submit a report to MEPC 85 for consideration.

MEPC 84/7/47 (Pacific Environment and CSC): comments on the report of the third meeting of the GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) (MEPC 84/7/16) and highlights the potential issues arising from the possible methodological refinements to the 2024 LCA Guidelines identified by GESAMP-LCA WG with respect to finding ways forward for addressing the default well-to-tank (WtT) GHG intensity of fossil LNG. The document advises that the Organization should continue moving forward with single, conservative, global default emission factors for purely fossil fuel pathways and proposes that the Committee provide guidance to GESAMP-LCA WG accordingly and as requested.

MEPC 84/7/48 (Pacific Environment): presents comments and suggestions on the report of the third meeting of GESAMP-LCA WG (document MEPC 84/7/16.) While a mass-balance chain of custody system can enable scalable deployment of sustainable fuels, its environmental integrity depends heavily on how key design parameters are defined. Pacific Environment recommends prioritizing two critical elements of the mass balance chain-of-custody (CoC) framework: 1) balance period stringency; and 2) traceability requirements to ensure safeguards are established early in the design phase.

MEPC 84/7/49 (Japan): comments on document MEPC 84/7/14 (Secretariat) with the aim of providing a potential basis for discussion among broader Member States and presents some ideas that may address the concerns raised at MEPC/ES.2.

MEPC 84/INF.3 (Secretariat): provides information on the Technical Seminar on Onboard Carbon Capture and Storage (OCCS), held on 11 September 2025 and organized by the IMO Future Fuels and Technology Project.

MEPC 84/INF.4 (Secretariat): reports on the outcome of the United Nations Climate Change Conference (COP 30) held in Belém, Brazil, in November 2025.

MEPC 84/INF.6 (Secretariat): provides information on the Technical Seminar on Marine Biofuels, held on 12 February 2026 and organized by the IMO Future Fuels and Technology Project.

MEPC 84/INF.8 (China): shares a case of "capture, transportation, storage and mineralization" for onboard CO₂ capture, demonstrating the technical feasibility of handling liquid CO₂ generated by onboard carbon capture and storage (OCCS), and providing a reference case for the Committee to discuss and develop the regulatory framework for OCCS.

MEPC 84/INF.10 (Secretariat): provides a comparative analysis of existing practices of 10 intergovernmental or multilateral funds operating, in particular in developing countries, and focuses on the composition of their executive body, their operating procedures, specific financing mechanism, and possible contractual arrangements with other entities/organizations in the disbursement of revenue. The information provided aims at facilitating informed discussion on governance practices.

MEPC 84/INF.11 (Indonesia): contains the non-confidential information for the scientific review and recommendation by the GESAMP-LCA WG submitted in accordance with the Methodology for submission, scientific review and recommendation of proposed default emission factors by the GESAMP-LCA WG (MEPC.1/Circ.916). This document presents the well-to-tank (WtT) and tank-to-wake (TtW) proposed default GHG emission factors for FAME from the palm oil production pathway in Indonesia and proposes the adoption of default GHG emission factors of the FAME pathway for incorporation into the table of default GHG emission factors of the 2024 LCA Guidelines (resolution MEPC.391(81)). The complete application dossier will be submitted to the GESAMP-LCA WG for review in accordance with the approved Methodology.

MEPC 84/INF.15 (Türkiye): provides supplementary technical information on recent developments in carbon dioxide (CO₂) capture and nitrogen oxides (NO_x) reduction technologies applicable to large liquefied natural gas (LNG) carriers, with reference to ships with a cargo capacity of approximately 174,000 m³. The document focuses on the system integration aspects of an onboard pre-combustion carbon capture concept, including hydrogen production integrated with a combined-cycle gas turbine (CCGT) powertrain, and highlights the potential emission-reduction performance of such technologies when applied to gas-fuelled deep-sea shipping. The described system provides an attractive alternative to a more typical post-CCS configuration. This information document is submitted in support of documents MEPC 84/5 and MEPC 84/7/17 (Türkiye).

MEPC 84/INF.25 (RINA): presents a study on onboard carbon capture and storage as a sequel to previous work (MEPC 80/7 (RINA)), in which the additional energy consumption for the container ship case has been recalculated by incorporating waste heat recovery and a highpressure exhaust gas recirculation (EGR) solution for NO_x Tier III compliance, combined with a highpressure exhaust boiler, to reduce overall energy use.

Twenty-First Meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 21)

Docs: ISWG-GHG 21/1, ISWG-GHG 21/2/2-16, ISWG-GHG 21/3, ISWG-GHG 21/3/1-21

ISWG-GHG 21/1 (Secretariat): provides the provision agenda for this session.

ISWG-GHG 21/2 (Norway and United Kingdom): contains draft guidelines on ZNZs rewards and methodology to determine such rewards, and draft guidelines for the definition, evaluation, approval, monitoring and publication of uptake of ZNZs, for the consideration of the Working Group and to advance discussions on these matters. The co-sponsors offer these draft guidelines to the Group so that they can be used as a basis for the Working Group's work on these topics.

ISWG-GHG 21/2/1 (Norway and United Kingdom): this document is the outcome of informal discussions among Member States and international organizations, and includes the following for the consideration of the Working Group: 1) draft guidelines for the calculation of the attained GHG fuel intensity (GFI guidelines); 2) draft text for adding an energy multiplier to the GFI guidelines; 3) draft amendments to the 2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity (resolution MEPC.348(78) to also cover verification of the GFI; and 4) draft guidance for determining the energy derived from wind propulsion systems (WPS). The co-sponsors request that these draft guidelines be used as the basis of the Working Group's work on these topics.

ISWG-GHG 21/2/2 (Saudi Arabia): proposes targeted amendments to the 2024 SEEMP Guidelines (resolution MEPC.395(82)) to ensure they remain technically coherent and capable of accommodating planning level considerations arising from future amendments to MARPOL Annex VI, without implying support for or connection to any specific regulatory framework. A new SEEMP Part IV is proposed to be introduced as a planning element.

ISWG-GHG 21/2/3 (Antigua and Barbuda, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands (Kingdom of the), Poland, Portugal, Romania, Slovakia, Slovenia, Spain, South Africa, Sweden and EC): proposes a way to ensure safe and sustainable ice navigation in applying the IMO Net-Zero Framework, taking into account the technical characteristics of ice-strengthened ships when calculating the ship's attained GHG fuel intensity (GFI). The proposed approach reflects the increased energy needs and navigational hazards caused by sailing in ice conditions, responding to the issues identified in ISWG-GHG 20/INF.2 (Antigua and Barbuda et al.).

ISWG-GHG 21/2/4 (Mexico and Solomon Islands): provides comments on interpreting the concept "within the boundaries of the energy transition in shipping" to achieve the goals and objectives of the 2023 IMO GHG Strategy, including ensuring a just and equitable transition (JET) that leaves no Member State or seafarer behind with a port and coastal community approach. The co-sponsors approach this task by proposing a port-industrial framework to facilitate the IMO Net-Zero Fund's activities.

ISWG-GHG 21/2/5 (Brazil, Singapore, United Kingdom, IPIECA and RINA): provides an update on the development of the draft guidelines for the recognition of Sustainable Fuel Certification Schemes (SFCS) and the reporting of certification activities to the Organization, building on the initial text submitted in document ISWG-GHG 20/2/30 (Brazil et al.). Progress has been made across the main chapters; however, further work is needed to (i) finalize the traceability requirements and identify appropriate chain of custody models (chapter 5), (ii) agree on the SFCS application options, (iii) complete the terms of reference for the SFCS Assessment Group, and (iv) agree on the list of data to be reported by the recognized SFCS (chapter 7). This document also invites the Group to progress with the development of the guidelines using the draft guidelines set out in annex 1 to this document as a basis and consider the implications of adopting the draft guidelines presented in annex 1 as interim guidelines at MEPC 84.

ISWG-GHG 21/2/6 (China): proposes the integrated procedures for the attained GHG fuel intensity (GFI) and zero or near-zero GHG emission technologies, fuels and/or energy sources (ZNZ) related data reporting and verification under the IMO Net-Zero Framework, in order to ensure data verifiability, avoid duplicate verification, and reduce administrative burdens, and provides procedural integration for the GFI compliance, compliance balancing and ZNZ reward applications.

ISWG-GHG 21/2/7 (China): Based on the existing tiered assessment methodologies of energy derived from wind propulsion system (WPS), this document proposes the following supplementary suggestions: first, extending these methods to five tiers to further enhance their flexibility and applicability; second, providing additional recommendations on the power models used within the assessment methodologies to improve the practicability of the calculation process. These enhancements are intended to be applied to the quantification of WPS contributions in both the GHG fuel intensity (GFI) calculation guidelines and the zero or near-zero GHG emission technologies, fuels and/or energy sources (ZNZs) reward guidelines.

ISWG-GHG 21/2/8 (China): comments on the progress report and the draft guidelines submitted by the SFCS discussion group. It emphasizes that Member States/Contracting Parties are the responsible parties for the implementation of the Convention, that they should play a role in the recognition process of the Sustainable Fuels Certification Schemes (SFCSs), and proposes recommendations for strengthening the protection of the commercially sensitive information of economic operators during the operation of the SFCS.

ISWG-GHG 21/2/9 (China): identifies key issues requiring further clarification in the GHG fuel intensity (GFI) calculation guidelines, with particular focus on the treatment of onboard carbon capture and storage (OCCS)-related emission reductions in the GFI calculation. It also addresses the introduction of energy-equivalent conversion factors for shore power and other zero-emission energy sources, the potential role of a zero or near-zero GHG emission technologies and fuels (ZNZ) multiplier, and sets out draft textual elements in the annex for consideration by the Working Group.

ISWG-GHG 21/2/10 (China): addresses key issues in the development of the ZNZ reward guidelines, including ZNZs definition and eligibility, the reward mechanism, and implementation arrangements. It also sets out draft textual elements in the annex for consideration by the Working Group.

ISWG-GHG 21/2/11 (Kenya): proposes key considerations to strengthen the definition of a "just and equitable transition" and to operationalize the governance, transparency, eligibility and disbursement modalities of the IMO Net-Zero Fund under the IMO Net-Zero Framework (MEPC 83/WP.11).

ISWG-GHG 21/2/12 (Brazil): provides views regarding technology-agnostic definitions of zero or near-zero GHG emission technologies, fuels and or/energy sources (ZNZs) and proposes a definition that can be applied across a wide range of raw materials, technologies, fuels, and energy carriers. The approach prioritises sustainability and GHG emissions reductions throughout the life cycle, in accordance with the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) and the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (2023 IMO GHG Strategy). It is designed to enhance the scalability and flexibility of biofuels, support innovation, and promote investment in sustainable fuel technologies worldwide.

ISWG-GHG 21/2/13 (IMarEST): The 2023 IMO GHG Strategy committed to "effectively promote shipping's energy transition". Evidence produced earlier in IMO's mid-term measure debates, including in the IMO's Comprehensive Impact Assessment (CIA) Task 2, indicates that depending on the policy design detail there can be large variance in cost of abatement, and therefore cost-effectiveness. Higher cost, lower cost-effectiveness transitions, will have higher impacts on States (all else being equal). The ZNZ reward mechanism guidelines can have a strong effect on the cost, cost-effectiveness and impact on States of a given GHG reduction. ZNZ reward mechanisms that make use of differentiation and the reverse auction mechanism have good potential to maximize cost-effectiveness, and should be further developed to help ensure minimum impacts on States from IMO's Net-Zero Framework. The document also evidences that adopting the NZF and its guidelines as soon as possible can be expected to reduce the costs and impacts of delivering the GHG objectives of the 2023 IMO GHG Strategy.

ISWG-GHG 21/2/14 (Kenya): proposes targeted adjustments to the draft work plan (MEPC/ES.2/3) to ensure the timely and effective operationalization of the IMO Net-Zero Framework under the draft amendments to MARPOL Annex VI, approved in furtherance of the 2023 IMO Strategy on reduction of GHG emissions from ships.

ISWG-GHG 21/2/15 (Palau and Vanuatu): provides observations on the draft zero and near zero GHG emission technologies, fuels and/or energy sources (ZNZ) and GHG Fuel Intensity (GFI) guidelines provided in documents ISWG-GHG 21/2 and ISWG-GHG 21/2/1, respectively. The co-sponsors support using these documents as the basis for further work. Further refinement is required, including the selection of specific options that can maximize cost-effectiveness of revenue use, as well as ensuring an inclusive, just and equitable transition. Specifically, this includes the integration of sustainability criteria, ensuring accessibility of rewards to companies in low-income countries, the differentiation of rewards for different groups of ZNZs, supporting Wind Assisted Propulsion Systems (WAPS) technologies and the removal of the option of a ZNZ multiplier.

ISWG-GHG 21/2/16 (Canada): discusses the implementation guidelines for the IMO Net-Zero Framework and the IMO Life Cycle GHG Assessment (LCA) Framework, specifically the proposed "energy multiplier" for zero or near-zero GHG emission technologies, fuels and/or energy sources (ZNZs); the work on chain of custody models; the annual administration fee of the IMO GFI Registry; the legal nature and property aspects of Surplus Units (SUs); and possible external use cases for SUs.

ISWG-GHG 21/3 (Brazil): presents draft terms of reference for a correspondence group, to be proposed at MEPC 84, with the objective of advancing the development of sustainability themes and aspects within the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines). It also aims to further develop social and economic sustainability themes and aspects related to marine fuels.

ISWG-GHG 21/3/1 (Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands (Kingdom of the), Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and European Commission): intends to contribute to the discussion of the Group on chain of custody models, as part of the requirement to ensure fuel supply chain traceability under the draft IMO Net-Zero Framework and the 2024 LCA Guidelines, by proposing a framework for further discussions. First, the co-sponsors propose to organize an expert group meeting/workshop before ISWG-GHG 22 on fuel supply chain traceability requirements and chain of custody models. Second, the co-sponsors propose to consider existing ISO terminology on chain of custody models as a starting reference point. Third, the co-sponsors set out a starting list of parameters to be considered when examining existing chain of custody systems. Lastly, it is underlined that existing chain of custody systems should also be assessed against their interaction, links but also leakages amongst them.

ISWG-GHG 21/3/2 (INTERTANKO, IPIECA, CLIA, SGMF and MI): presents comments and recommendations on the report of the second meeting of the GESAMP-LCA Working Group (MEPC 84/7/15). The document proposes refinements and clarifications to the understanding and assessment of "representativeness" and "conservativeness", emphasizing the importance of meeting these criteria in the selection of proposed default emission factors. For globally traded fuels in shipping involving multiple producing, processing and bunkering regions, the co-sponsors propose that the application of geographical representativeness should be clarified to ensure that default values remain robust and suitable for global application. For purely fossil fuel pathways, the co-sponsors recommend that the development of default emission factors should be based on recent and high-quality data sets (actual values when applicable), noting that such pathways are not allowed to demonstrate superior GHG performance compared to default emission factors. In relation to tank-to-wake (TtW) default emission factors, the co-sponsors propose the development of an energy converter categorization as a basis for differentiating TtW emission factors.

ISWG-GHG 21/3/3 (INTERTANKO, CLIA, IPIECA, SGMF and MI): IMO's GHG reduction measures framework will rely on robust and comparable default well-to-wake (WtW) GHG emission factors for fuel pathways. This document proposes refinements to the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)) by further clarifying data quality requirements and the consistent application of "representativeness" and "conservativeness". It introduces a transparent data quality assessment (DQA) approach that operationalizes the data quality requirements through a pedigree scoring matrix and common data quality goals, providing a consistent basis for submission, assessment and recommendation of proposed default emission factors.

ISWG-GHG 21/3/4 (IBIA): presents comments on the report of the second meeting of the GESAMP-LCA Working Group (MEPC 84/7/15). IBIA notes that in paragraph 6.13 of the report attached to document MEPC 84/7/15, the description of the onboard carbon capture systems (OCCS) value chain is limited to technologies that produce liquid CO₂ for subsequent geological injection. Noting that OCCS technologies which mineralize carbon permanently have been recognized by the Correspondence Group on Measurement and Verification of Non-CO₂ GHG Emissions and Onboard Carbon Capture and Storage reporting to MEPC 84 (MEPC 84/6/6), the Working Group is invited to request GESAMP-LCA WG to also note, as part of its future deliberations, OCCS technologies which permanently mineralize CO₂.

ISWG-GHG 21/3/5 (Norway, ICS, OCIMF, INTERTANKO, SIGTTO, IPIECA, IBIA and SGMF): addresses the treatment of ships using part of their cargo as fuel and proposes that the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) develops fuel pathway specific emission factors representing the emissions that can be deducted from the default pathway emission factors in case cargo is used as fuel. An alternative, if GESAMP-LCA WG does not have sufficiently detailed information, could be to use percentage-based correction factors associated with the relevant default pathway emission factors.

ISWG-GHG 21/3/6 (Brazil): evaluates GESAMP-LCA WG's understanding of "representativeness" and "conservativeness" in the context of the assessment of well-to-tank (WtT) default emission factors, with particular focus on the application of these concepts to renewable fuels. Brazil believes that the proposed definitions are appropriate, as they address remaining definitional ambiguities, including those related to regional and technological differences, while ensuring compliance with the requirements of the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)). With regard to the application of these concepts to WtT for purely fossil fuels and of tank-to-wake (TtW) emissions, as noted by GESAMP-LCA WG, further methodological refinement might be required.

ISWG-GHG 21/3/7 (Norway, Republic of Korea and SGMF): provides comments on the current approach to establishing well-to-tank (WtT) default emission factors under discussion within the GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG). In this context, the co-sponsors propose that GESAMP-LCA WG undertakes further technical consideration of statistical approaches, such as weighted averages or measures of central tendency, when determining default emission factors. For purely fossil fuel pathways, the co-sponsors consider it particularly important that default emission factors be established on the basis of recent, high-quality data consistent with representativeness criteria, noting that the application of "actual values" is not permitted for these fuel pathways.

ISWG-GHG 21/3/8 (CLIA, IPIECA and SGMF): proposes a definition of avoided emissions and a methodological approach for quantifying avoided emissions from the manure pathway as part of the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)), Equation (1), parameter *efecu*, which covers emissions associated with the feedstock.

ISWG-GHG 21/3/9 (OCIMF, CLIA, IPIECA and SGMF): proposes amendments to the 2024 LCA Guidelines to clarify that, where the Guidelines do not set specific requirements on the methodology to calculate actual well-to-wake (WtW) emission factors, existing standards from the International Organization for Standardization (ISO) on life cycle assessment (LCA) and product carbon footprinting (PCF), which are already referenced elsewhere in the 2024 LCA Guidelines, should be applied.

ISWG-GHG 21/3/10 (IPIECA and SGMF): recommends expanding the 2024 LCA Guidelines for greater completeness by: 1) extending recognition of Power Purchase Agreements (PPAs) to cover the entire well-to-wake (WtW) life cycle emissions of marine fuel and energy carriers; 2) including provisions for other contractual mechanisms, such as electricity spot purchases using recognized energy attribute certificates (EACs); and 3) promoting consistency in the information required for all types of electricity procurement contracts.

ISWG-GHG 21/3/11 (China): comments on the sustainability themes/aspects in the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)). It proposes that the setting or refining of sustainability themes/aspects is to facilitate the implementation of the IMO Net-Zero Framework, rather than creating barriers to its implementation, or trying to exclude certain fuel pathways. Certain sustainability themes/aspects should be assessed in a practicable, implementable and qualitative way, being at the same time fully respectful of national laws and regulations of Member States. This document proposes revisions of the text of the metric/indicator on "water" in table 1 of the 2024 LCA Guidelines, as an example to amend the other similar sustainability themes/aspects. This document also presents similar views on the other social and economic sustainability themes/aspects in the 2024 LCA Guidelines.

ISWG-GHG 21/3/12 (China): proposes approaches for determining emission parameters associated with onboard carbon capture and storage (OCCS) systems within the life cycle assessment (LCA) calculation methodology. It further recommends clarifying the interface between downstream certification arrangements, covering ship emissions, OCCS unloading/delivery and final storage or equivalent treatment, and the upstream (well-to-tank (WtT)) fuel certification schemes.

ISW-GHG 21/3/13 (Kuwait and Saudi Arabia): reviews sustainability theme/aspect 2 (carbon source) in the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)) and proposes its removal or clarification to prevent ambiguity, misapplication in certification, and unintended impacts on life cycle GHG assessment (LCA).

ISWG-GHG 21/3/14 (Saudi Arabia): draws attention to provisions in the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)) that risk creating structural and methodological asymmetries across fuel pathways, particularly through (i) the current treatment of direct land use change (DLUC) and indirect land use change (ILUC); and (ii) the differentiated application of default and actual well-to-tank (WtT) emission factors across pathways, undermining life cycle comparability and technology neutrality. It proposes targeted technical work, within the existing 2024 LCA Guidelines framework, to operationalize pending land use change parameters and develop appropriate quantified approaches to ILUC, and to clarify the symmetric, technology-neutral application of default and actual WtT values, in order to preserve life cycle comparability and environmental integrity.

ISWG-GHG 21/3/15 (Kuwait, Saudi Arabia and United Arab Emirates): examines the explicit exclusion of actual well-to-tank (WtT) emission values for purely fossil fuel pathways under the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)) and proposes that fossil fuels be treated in the same manner as non-fossil fuels with respect to the use of actual WtT values, subject to the same data governance, certification and verification requirements. This document discusses the consideration of taking a more agnostic approach to calculating conventional fuel baselines based on actual baselines rather than global averages in the 2024 LCA Guidelines.

ISWG-GHG 21/3/16 (Saudi Arabia): notes that the 2024 LCA Guidelines already include (i) a defined well-to-tank (WtT) term for carbon capture and storage (eCCS), and (ii) a defined tank-to-wake (TtW) term for onboard carbon capture and storage (eOCCS), including the relevant sub-parameters (eSC, ecc, et, est, ex). However, the 2024 LCA Guidelines do not yet provide the operational methodological guidance needed to apply these parameters consistently across fuel pathways and OCCS configurations (including onboard temporary storage and port offloading/handling). In particular, the 2024 LCA Guidelines explicitly provide that eOCCS should be set to zero pending further methodological guidance. This document proposes tasking GESAMP-LCA WG to develop draft amendments to the 2024 LCA Guidelines to operationalize CCS and OCCS in a transparent, robust and verifiable manner, drawing where appropriate on relevant international precedents and existing monitoring, reporting and verification (MRV) and storage integrity approaches, while preserving the existing equation structure of the 2024 LCA Guidelines.

ISWG-GHG 21/3/17 (Norway): provides input to the GESAMP-LCA WG discussion on the methodological guidance for onboard carbon capture and storage (OCCS) and the term eoccs in the 2024 Guidelines on life cycle GHG intensity of marine fuels (2024 LCA Guidelines) (resolution MEPC.391(81)) and considers the verification of emissions from the use of OCCS.

ISWG-GHG 21/3/18 (Pacific Environment, CSC and EDF): proposes that the Working Group recommend the Committee to re-establish the correspondence group on other social and economic sustainability themes/aspects of marine fuels at MEPC 84. It provides potential terms of reference for the same.

ISWG-GHG 21/3/19 (RINA): highlights a number of practical and methodological issues identified during the initial implementation of the 2024 LCA Guidelines and through the work of GESAMP-LCA WG. Experience from the first meetings of GESAMP-LCA WG indicates that progress in establishing default emission factors remains limited, while many fuel pathways listed in the 2024 LCA Guidelines still lack complete well-to-tank (WtT) or tank-to-wake (TtW) values. The document also identifies broader challenges related to the representativeness of default emission factors, pathway granularity, regional variability in supply chains, and potential double counting of emissions within certain lifecycle parameters. In addition, questions arise regarding the role of actual emission values, certification and reporting arrangements for blended fuels, and sustainability aspects such as indirect land use change (ILUC). Based on these observations, the document outlines possible ways forward aimed at supporting the effective development, prioritization and implementation of the IMO LCA framework.

ISWG-GHG 21/3/20 (Pacific Environment and EDF): There is a range of substances that influence Earth's climate. GHGs like CO₂ do so directly, while other substances change the global carbon cycle and/or atmospheric chemistry to warm the planet indirectly. Some of these substances are not currently targeted by IMO climate measures, and recent work has highlighted the importance of considering the climate impacts of shipping's hydrogen and reactive nitrogen emissions. This document summarizes the evidence regarding the indirect climate impacts of hydrogen and reactive nitrogen emissions from shipping. Though uncertain, these impacts currently arise from the use of conventional fossil fuels in ship engines and may result from the use of alternative fuels in the future. The associated public health, environmental, biodiversity and safety impacts of some of these emissions strengthen the case for action to control them.

ISWG-GHG 21/3/21 (United States): highlights significant concerns with how the 2024 LCA Guidelines address land-use change risk for crop-based marine fuels. Technical approaches must be able to distinguish between feedstocks with low land-use change risk and those associated with high risk, as scientific evidence shows that land-use impacts vary widely across regions. Maritime fuels should not originate from regions with high land-use change risk or regions where carbon-dense vegetation is at high risk of land clearing. The Organization's current risk-based guidelines, which are designed at the project-level, can overlook extensive deforestation outside of the system boundary of biofuel projects. The logic underpinning these guidelines is inconsistent with extensive evidence that land-use change risks are higher in the vicinity of new biofuel projects, and that processing or sourcing biofuels in proximity to at-risk forests increases land-use change risks.

ISWG-GHG 21/4 (Republic of Korea): provides comments on the draft terms of reference for the Fifth IMO GHG Study developed at ISWG-GHG 20. It also proposes that the tasks of the steering committee for this study include preparing a draft framework for the regularization of future IMO GHG studies and an annual update mechanism.

ISWG-GHG 21/INF.2 (IWSA): presents the work programme developed by wind propulsion experts to further refine, update and validate the robustness and reliability of the methods proposed in documents MEPC 82/7/9, MEPC 83/7/33 and MEPC 83/INF.33 by IWSA. These methods quantify the share of energy provided by the direct use of wind propulsion technologies onboard vessels, with the purpose of integrating these methods into the calculation of the GHG Fuel Intensity (GFI). Its purpose is to keep the maritime community and Member States updated on the current maturity of these methods and on the progress on delivering available case studies in order to reaffirm and demonstrate the efficacy of these methods.

ISWG-GHG 21/INF.3 (EDF): The draft guidelines for the recognition of Sustainable Fuel Certification Schemes (SFCS) establish requirements for scheme approval, application procedures, and annual reporting to the Organization, with the objective of ensuring credible certification of marine fuels under the IMO Net-Zero Framework. Following broad support at ISWG-GHG 20, an intersessional informal discussion group of interested Member States and international organizations further developed the text, with particular progress on traceability provisions in chapter 5. Section 5.6 addresses chain of custody models as a core element for safeguarding the integrity of well-to-wake GHG intensity values. An expert-informed comparison of physical segregation, mass balance, and book and claim models was prepared to clarify their characteristics and current regulatory use. This work provides the technical basis for further discussion on the role and acceptability of different chain of custody approaches within the SFCS recognition process.

EU relevance

The Union has exclusive competence for GHG emissions in shipping.

The related Union legal instruments and policies include the following:

- i. In April 2015, the European Parliament and the Council adopted Regulation (EU) 2015/757 to establish the legal framework for an EU system to monitor, report and verify (MRV) CO₂ emissions and energy efficiency from shipping. The regulation aims to deliver robust and verify CO₂ emissions data, inform policy makers and stimulate the market up-take of energy efficient technologies and behaviours by addressing market barriers such as the lack of information. This Regulation entered into force on 1 July 2015. It was amended in May 2023 to provide for the inclusion of maritime transport activities in the EU Emissions Trading System and for the monitoring, reporting and verification of emissions of additional greenhouse gases and emissions from additional ship types. Related delegated Commission regulations on verification and accreditation of verifiers and on the refinement of monitoring methods were adopted on 22 September 2016. Two additional implementing regulations on cargo parameters and templates were adopted by the Commission on 4 November 2016. The EU MRV Regulation provides for emission factors for fuels on board. Following the revision of Regulation (EU) 2015/757, several implementing and delegated acts were adopted in 2023 to spell out detailed rules and allow for a timely inclusion of the emissions from maritime transport within the EU ETS.*
- ii. The Renewable Energy Directive (2009/28/EC), in its 2018 revision (RED II - Directive 2018/2001/EU), establishes an overall policy for the production and promotion of energy from renewable sources in the EU. It defines a new binding renewable energy target for the EU for 2030 of at least 32%, with a clause for a possible upwards revision by 2023 – to be achieved through the attainment of individual national targets. More recently, on 31 October 2023, as part of the Fitfor55 initiative (addressed further below), a new RED revision was published (RED III – Directive 2023/2413) containing an augmented binding target of at least 42.5% by 2030, but aiming for 45%. Regarding the use of renewable energy in the Transport Sector, Member States have 2 options: 1) A binding target of a 14.5% reduction in greenhouse gas intensity from the use of renewables by 2030 or, alternatively, 2) A binding share of at least 29% of renewables within the final energy consumption of the transport sector by 2030. Specific multipliers of 1,2 and 1,5 are set in order to incentivise the supply of advanced biofuels/biogas, and green synthetic fuels for Maritime Transport, respectively. Article 25(1) RED II sets out that “Member States with maritime ports shall endeavour to ensure that as of 2030 the share of renewable fuels of non-biological origin in the total amount of energy supplied to the maritime transport sector is at least 1,2 %.”*
- iii. Directive (EU) 2018/410 on enhancing cost-effective emission reductions and low-carbon investments mandates the EU to review the progress achieved in the IMO towards an ambitious emission reduction objective, and on accompanying measures to ensure that the sector duly contributes to the efforts needed to achieve the objectives agreed under the Paris Agreement.*
- iv. In the Climate Diplomacy – Council Conclusions of 18 February 2019, the EU also calls on the IMO to implement its initial greenhouse gas emission strategy consistent with the temperature goals of the Paris Agreement.*
- v. The Communication on the European Green Deal of 11 December 2019 states that greenhouse gas emissions from shipping need to be reduced and that actions by the EU to achieve this should be coordinated with the IMO.*

- vi. *The Smart and Sustainable Mobility Strategy of 9 December 2020 calls for the EU to strive at IMO for high standards, including in the field of safety, security, and environmental protection, notably climate change. Its accompanying Action Plan includes actions to foster development of energy efficiency and alternative fuel measures at IMO and to put forward market-based measures for shipping at IMO.*
- vii. *In line with the European Union's commitment to global climate action under the Paris Agreement, the EU decided to become climate-neutral by 2050, by enacting the European Climate Law (Regulation 2021/1119). This objective is at the heart of the European Green Deal and the Climate Law which sets out a binding objective of climate neutrality in the Union by 2050 in pursuit of the long-term temperature goal set out in point (a) of Article 2(1) of the Paris Agreement. The Climate Law also provides a framework to achieve the 2050 objective, including the new EU target for 2030 of reducing greenhouse gas emissions by at least 55% compared to levels in 1990. To achieve these ambitious levels of reduction, all sectors of the economy will need to contribute, including shipping.*
- viii. *On 14 July 2021, the Commission adopted the Fit for 55 package of proposals to reduce GHG emissions to deliver on the 2030 climate target under the EU Green Deal. The package included a number of Commission's proposals that specifically target the shipping sector, such as the revision of the EU Emission Trading System (ETS) to include the maritime transport sector (and the corresponding amendments to the EU MRV Regulation) but also the FuelEU Maritime proposal, which focuses specifically on the use of renewable and low-carbon fuels in the maritime sector and mandates the uptake thereof by ships calling at EU ports.*
- ix. *On 25 of April 2023 the revised ETS Directive has been adopted. The EU ETS Directive includes the emissions from bigger ships (above 5000 gross tonnage) into EU's Emissions Trading System. As of 1st January 2024 those ships are facing a price on CO₂ emissions starting with surrendering obligations of 40% of emissions reported for 2024, 70% of emissions reported for 2025 and 100% of emissions reported from 2026 and beyond. Emissions from voyages from and to non-EU are priced in 50%. . The revised ETS Directive includes clauses to review this legislation subject to several criteria, should the IMO adopt a global market-based measure to reduce the emissions from the maritime sector.*
- x. *On 23 September 2023, the FuelEU Maritime Regulation was adopted (Regulation 2023/1805) requiring all vessels larger than 5000 GT used for commercial purposes, irrespective of their flag, to meet annual target reductions for GHG intensity of the energy they use on board (2025 – 2%, 2030 – 6%, 2035 – 14.5%, 2040 – 31%, 2045 – 62%, 2050 – 80%). The regulation is technology neutral as different compliance strategies are available to reduce the carbon intensity of the energy used and meet targets and, in addition, for the first time, in the regulatory framework for shipping, a “Well-to-Wake” life-cycle assessment methodology is established for the evaluation of GHG emissions from marine fuels. Default Emission factors are defined, for both Well-to-Tank (WtT) and Tank-to-Wake (TtW) emissions, including values for slippage emissions from use of dual-fuel gas engines. A GHG marine fuel certification framework is defined, based in RED sustainability criteria and certification. In addition, container and passenger ships, when at berth, are required to connect to onshore power supply (OPS) in all ports covered by the Alternative Fuels Infrastructure Regulation (AFIR) as from 2030 and in all other ports which decide to install OPS as from 2035 – to reduce air pollution in port areas.*

Background

(a) Update on UNFCCC matters – COP 29 in Baku, Azerbaijan on the 11-22 November 2024

At MEPC 83, the UNFCCC representative highlighted developments related to the measures to reduce GHG emissions from shipping and civil aviation. He noted that at COP 29 parties agreed to scale up financial support from all public and private parties to assist developing countries. It was clear that States were not moving fast enough to reduce GHG emissions, as 2024 recorded the warmest weather on record. Further action will be taken during COP 30 in Brazil. The IMO Secretariate provided an overview of its participation at COP 29 during which IMO's progress with the implementation of the 2023 IMO GHG Strategy was presented. It was also highlighted that during COP 29 several maritime events were held.

(b) IMO Strategy on GHG Emissions reduction from ships

The Initial IMO Strategy on reduction of GHG emission from ships was adopted at MEPC 72 (2018) with a view to be revised by 2023 (i.e. MEPC 80 (July 2023)). In fact, after long and difficult discussions over several meetings, MEPC 80 adopted, with acclamation, the 2023 IMO GHG Strategy which sets a goal of net zero emissions from shipping by or around, i.e. close to, 2050, taking into account different national circumstances. This was a major increase in ambition compared to the previous Initial Strategy, which aimed at reducing emissions from ships by just 50% in the same time horizon. A trajectory has also been agreed with indicative checkpoints set at reducing GHG emissions from ships by at least 20% – striving for 30% – in 2030 and at least 70% - striving for 80% - in 2040, both in comparison to 2008 levels. The 2023 Strategy also sets an important target of at least 5% - striving for 10% - uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources by 2030.

(c) Comprehensive Impact Assessment (CIA) of the basket of candidate mid-term measures (MTM)

The Initial IMO GHG Strategy acknowledged the need to assess the impact of any emission reduction measure on States. For this purpose, MEPC 74 (2019) approved the Procedure for assessing impacts on States of candidate measures (MEPC.1/Circ.885). As part of the agreement on the short-term measure, the Committee agreed to undertake a lessons-learned exercise from the comprehensive impact assessment that was carried out by UNCTAD on behalf of the IMO and overseen by a Steering Committee comprising a number of IMO member states. MEPC 79 finalized the lessons-learned exercise which led to the approval of MEPC.1/Circ.885/Rev.1 on Revised procedure for assessing impacts on States of candidate measures. MEPC 80 requested the Secretary-General to establish the Steering Committee on the comprehensive impact assessment of the basket of candidate mid-term measures, so that the Steering Committee could conduct the comprehensive impact assessment in accordance with MEPC.1/Circ.885/Rev.1 and the terms of reference agreed by the working group. The interim report of the comprehensive impact assessment should be submitted to MEPC 81 with a view to have a finalized report at MEPC 82 (Autumn 2024).

DELETED

Several other delegations noted that very limited time was available to review the full report, but even so considered that the CIA was incomplete as it included several assumptions and did not adequately cover the negative effects on developing countries particularly in respect of food security, remoteness from the market, connectivity, and socio-economic development. They again argued that the imposition of a levy could increase the divide between developed and developing countries and would hinder their efforts to achieve the UN Sustainable Development Goals, for example the eradication of poverty. For them there was lack of data validation and the modelling tools were not transparent, therefore the reliability of the results would be doubtful, the flexibility mechanism was not analysed in detail and the CIA was biased towards one set of measures, and other studies (as the one presented by Brazil) provided different results. Therefore, for them Task 3 (Impact on States) was considered inadequate, and more work is required. It was also argued that the IMO should not create a precedent and start collecting money, and that it was not appropriate to include the implementation of the levy in MARPOL, but the adoption of a separate Convention was required.

After long discussions, the Chair concluded that the Committee approved in general the report of the Steering Committee on the conduct of the CIA and noted the outcomes of the various tasks of the CIA of the basket of candidate MTMs. However, the Committee would carry out additional work on assessing the potential impacts of the possible policy scenarios assessed under the CIA on food security, in particular on essential food commodities and critical agricultural input, notably in net food importing developing countries. Finally, it was agreed that the outcomes of the CIA, the documents submitted, and comments made during this session, together with the supplementary information on potential impacts on food security to be submitted to MEPC 83, as well as other relevant scientific sources, would be taken into account, as appropriate, in the further development of the basket of candidate MTMs.

As regards to the impact on food security, it should be noted that the Secretariat organized an Expert Workshop (GHG-EW 6) on Further development of the basket of candidate measures to facilitate the understanding of possible impacts on food security, on 13 February 2025, where the WMU, relevant UN Agencies and nominated experts presented their views on the matter. The report on the proceedings of the workshop be submitted to MEPC 83. ISWG-GHG 19 considered the outcome of the workshop and agreed that food security remained an important issue to be addressed in the further development of the IMO Net-Zero Framework, without delaying the adoption of the amendments to MARPOL Annex VI. In this context, the Group agreed that in the period between the adoption of the IMO Net-Zero Framework and its entry into force, further assessment (qualitative and quantitative, as appropriate) of the potential impacts of an increase in maritime transport costs on food security resulting from the adopted framework should be conducted; and keep the potential impacts on food security under continuous review so that any necessary adjustments may be made, as appropriate, in accordance with the 2023 IMO GHG Strategy.

(d) Concrete measures for reducing GHG emissions from shipping

At MEPC 76 (2021), the Committee adopted the short-term measure in the form of amendments to MARPOL Annex VI concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping (primarily the Energy Efficiency Existing Ship Index (EEXI) to determine the energy efficiency of ships, and the annual operational Carbon Intensity Indicator (CII) with an associated CII rating). The Committee also approved several sets of guidelines to support the implementation of the short-term measure. MEPC 76 also approved a Workplan on mid- and long-term measures. Several proposals were submitted, proposing both market-based and technical proposals with a view to considering a possible basket of measures.

MEPC 80 had agreed to initiate Phase III of the Work Plan on the development of mid-term measures, with a view to be approved by MEPC 83 and adoption during the second extraordinary session of MEPC (MEPC ES.2) (14-17 October 2025) in order to come into force 16 months after adoption (2027). During the discussions, in subsequent MEPC and ISWG-GHG sessions, the delegates were divided between those who supported measures that could lead to zero or near zero GHG emissions by 2050 and those who argued for a slower phasing out of GHG emissions. The final mid-term proposal included a technical measure proposing the establishment of a Greenhouse Gas Fuel Standard (GFS) on a well-to-wake (WtW) basis, and an economic measure including a carbon pricing measure (i.e. a levy-based measure).

At MEPC 83, following lengthy and heated debates, Saudi Arabia requested for a vote asking whether the Committee approved the draft amendments to MARPOL Annex VI as set out in MEPC WP.11 with a view to circulation. Following a roll call vote, the Chair announced that after taking into consideration the delegations that voted, and had appropriate credentials and not prohibited from voting due to past arrears, amounted to 79 with 63 voting in favour of the amendments and 16 voting against. Therefore, he concluded that the Committee approved the draft amendments to MARPOL Annex VI on the IMO net-zero framework with a view to circulation and adoption at MEPC ES.2. Argentina, Tuvalu (on behalf of some Pacific island states who abstained from the vote) and Saudi Arabia re-affirmed their objections, and Saudi Arabia registered a reservation as well as on behalf of those who supported their statement. On the other hand, CSC stated that the draft amendments were not fit for purpose as they only reflected business as usual. The Committee also approved the holding of ISWG-GHG 20 and 21, and Council endorsed this decision.

DELETED At the end, rather than voting on the adoption of the amendments, the Committee voted, following a request by Saudi Arabia, on whether to adjourn the meeting for one year. The final result of the vote was that 57 votes for adjournment, 49 against the adjournment, 21 abstentions, and 8 were not present. Following this vote, the Chair closed the meeting by adjourning the session for one year.

(e) Lifecycle GHG/carbon intensity guidelines

In parallel to the consideration of MTMs, MEPC 76 agreed to consider the development of a life cycle GHG/carbon intensity guidelines (LCA guidelines) for all types of fuels, in order to prepare for an implementation programme for effective uptake of alternative fuels. The development of the guidelines continued to be considered during different MEPC and ISWG-GHG sessions. **DELETED**

MEPC 83 noted the indicative list of guidelines, governing provisions, and other guidance accompanying the amendments of the IMO net-zero framework to be developed or to be amended and request the Secretariat to prepare a draft work plan on preparing for the entry into force of the IMO net-zero framework, for consideration by MEPC/ES.2. The latter session agreed to the draft work plan to prepare for the entry into force of the NZF, but it was not formally adopted since the adoption of the revised MARPOL Annex VI related to NZF was adjourned.

(f) 5th IMO GHG Study

DELETED, MEPC 81 agreed to initiate the 5th IMO GHG Study. Therefore, the Committee requested the IMO Secretariat to provide a proposal for MEPC 82, including Terms of Reference, timeframes taking into consideration the ongoing GHG work, logistics and administrative arrangements. MEPC 82 discussed the proposal by the Secretariat and after consideration of the related submissions agreed to develop draft terms of reference and associated logistical arrangements for the Study and requested the Secretariat to submit a revised document to MEPC 83, taking into account relevant documents and the comments made at that session.

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At ISWG-GHG 20, the Chair recommended that rather than going through all the proposed draft amendments, delegations should work together to find solutions on texts which could be reviewed on the last day of the session and referred to ISWG-GHG 21 as work in progress and then finalised at that session. The NL coordinated this informal group, the outcome of which was agreed to be used as the draft terms of reference for the Fifth IMO GHG Study as the basis for further work during ISWG-GHG 21.

Consideration at ISWG-GHG 21 and MEPC 84

The Committee is expected to consider submissions received for MEPC 84 as well as the progress made at ISWG-GHG 20 and 21 on the following issues:

- .1 the development of new and/or revision of existing guidelines, provisions, guidance and other documents, as appropriate, to support the implementation of the IMO Net-Zero Framework;*
- .2 evaluations of the proposed default emission factors and further development of the LCA Framework, taking into account reports of the second and third meetings of the GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) (MEPC 84/7/15 and MEPC 84/7/16);*
- .3 revised draft terms of reference for the conduct of a Fifth IMO GHG Study;*
- .4 development of mid-term GHG reduction measures.*

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Agenda item 8 – Follow-up work emanating from the Action Plan to address marine plastic litter from ships

Docs: MEPC 84/8, MEPC 84/8/1-9

MEPC 84/8 (Australia): proposes that Member States commence the reporting of data on lost or discharged fishing gear on a voluntary basis, with data to be provided to IMO through the IMO Member State annual MARPOL reporting.

MEPC 84/8/1 (Antigua and Barbuda, Australia, New Zealand and South Africa): propose that an information gathering survey be conducted to establish baseline data on the onboard management of waste generated by ships during their normal operations to support the IMO Study on marine plastic litter from ships aimed at determining shipping's contribution to the issue of marine plastic litter.

MEPC 84/8/2 (Saudi Arabia and United Arab Emirates): presents context relevant to the potential mandatory instrument on whether a new code should be developed under SOLAS or MARPOL Annex III. Further, the document outlines key facts from the experience of Member States and international organizations on the implementation of the Recommendations for the carriage of plastic pellets by sea in freight containers (MEPC.1/Circ.909). Further, the co-sponsors propose that a new code be made mandatory under the SOLAS Convention.

MEPC 84/8/3 (Saudi Arabia and United Arab Emirates): outlines key facts from the experience of Member States and international organizations on the implementation of the Recommendations for the carriage of plastic pellets by sea in freight containers (MEPC.1/Circ.909). Further, the co-sponsors propose to have an impact assessment on the proposed measure.

MEPC 84/8/4 (FOEI, CSC, Pew and IPEN): comments on document MEPC 84/10 and the ongoing work to develop mandatory measures for plastic pellets. It provides comments on the development of a dedicated plastics code under MARPOL Annex III as the preferred instrument to effectively reduce the environmental risk associated with the maritime transport of plastic pellets.

MEPC 84/8/5 (FOEI and CSC): provides comments on the work on fishing gear, including comments on document MEPC 84/8 (Australia), and the outcomes of PPR 13. It provides recommendations for the next steps for work on abandoned, lost and otherwise discarded fishing gear (ALDFG) under MEPC and PPR.

MEPC 84/8/6 (FAO): comments on the development of the draft MEPC circular to promote the implementation of fishing gear marking systems and the FAO Voluntary Guidelines on the Marking of Fishing Gear (VGMFG). It provides an update on related work conducted by FAO to support the implementation of fishing gear marking systems and the VGMFG.

MEPC 84/8/7 (Russian Federation): presents comments on document MEPC 84/10 with regard to the outcome of the discussion at PPR 13 on the issue of development of potential mandatory measures to reduce the environmental risk of plastic pellets transported by sea in freight cargo containers.

MEPC 84/8/8 (FOEI and CSC): draws attention to the need to address the enforcement of MARPOL Annex V along with the need to consider mechanisms to enhance the enforcement of MARPOL Annex V requirements for the delivery of garbage to port reception facilities. If MEPC is to review the 2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships in 2030 and achieve zero plastic discharges from ships in line with the revised Strategy and Action Plan, then action to progress the measures must commence immediately.

MEPC 84/8/9 (Canada): comments on the recommendation to MEPC on the preferred mandatory instrument to be amended for mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers.

EU relevance

The Union has exclusive competence as regards the discharge of marine plastic litter, including waste from ships, carriage of plastic pellets by ships and fishing gear, in the sea.

Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive), as well as Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste (Waste Framework Directive), provide relevant provisions that call on Member States to ensure that properties and quantities of marine litter are monitored and do not harm the marine or coastal environment and to halt the generation of marine litter. Decision 2017/848/EU further specifies the inclusion of plastics and microplastics as elements to consider in Member States' marine strategies under Directive 2008/56/EC.

The issue of marine litter from ships is covered by Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships (PRF Directive) with regards to garbage from ships – MAPROL Annex V and passively fished waste. The Directive provides for a mix of incentives for ships and enforcement measures to ensure that ships deliver their waste on shore to adequate port reception facilities and that Member States report how much passively fished waste is collected.

As regards fishing gear, Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the common fisheries policy (“Fisheries Control Regulation”), requires Union fishing vessels to have the equipment on board to retrieve lost gear, and the retrieval by the master of the vessel in the case where gear is lost. The revised of the Fisheries Control Regulation (Regulation (EU) No 2023/2842), provides for reporting the loss of gear by the fishing vessel in an electronic logbook requiring Member States to collect and record the information concerning lost gear. The failure to fulfil obligations relating to marking of fishing gear and illegal disposal of fishing gear at sea are included in the list of serious infringements, for which Member States have to take additional enforcement measures.

Directive (EU) 2019/904 of the European Parliament and of the Council of 5 June 2019 on the reduction of the impact of certain plastic products on the environment regulates the use, production, consumption and waste management of single use plastics and fishing gear. As regards fishing gear, Member States have established extended producer responsibility (EPR) schemes for producers of fishing gear alongside national annual collection targets for fishing gear for recycling. Member States monitor and report fishing gear placed on the market and collected as waste.

Commission Regulation (EU) 2023/2055 of 25 September 2023 amending Annex XVII to Regulation (EC) No 1907/2006 concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH) as regards synthetic polymer microparticles addresses microplastic pollution by imposing a restriction on the placing on the market of microplastics that are intentionally added to products (the 'restriction'), as there is considerable microplastic pollution arising from the use of synthetic polymer microparticles on their own or intentionally present in products, and pollution poses an unacceptable risk to the environment. The same regulation addresses losses of synthetic polymer microparticles for use at industrial sites i.e. plastic pellets as avoidable releases. For these releases, a reporting requirement for an estimated quantity of microplastics released to the environment on an annual basis is introduced. While lacking a methodology to estimate losses, this requirement will increase information on pellet losses and improve the quality of the information collected to assess the risks deriving from these microplastics in the future. In addition, the recast 2021 Directive 2020/2184 (Drinking Water Directive) aims to protect human health from the adverse effects of any contamination of drinking water by ensuring that it is wholesome and clean, and to improve access to water intended for human consumption. Under the Directive, the Union is about to adopt a delegated act with a view to including microplastics in the DWD watch list as well as guidance regarding a methodology to measure microplastics in water intended for human consumption. Commission Regulation (EU) 2023/2055 of 25 September 2023 amending Annex XVII to Regulation (EC) No 1907/2006 concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH) as regards synthetic polymer microparticles addresses microplastic pollution by imposing a restriction on the placing on the market of microplastics that are intentionally added to products (the 'restriction'), as there is considerable microplastic pollution arising from the use of synthetic polymer microparticles on their own or intentionally present in products, and pollution poses an unacceptable risk to the environment.

Finally, Regulation (EU) 2025/2365 of the European Parliament and of the Council of 12 November 2025 on preventing plastic pellet losses to reduce microplastic pollution includes provisions imposing obligations on actors involved in the transport of pellets by sea in freight containers. These provisions are derived from the Recommendations for the carriage of plastic pellets by sea in freight containers (MEPC.1/Circ.909) and aim to make these recommendations legally binding within the Union. A review clause is also provided in case of developments at the IMO. They enter into force from 17 December 2028.

Background

a. Development of an action plan to address marine plastic litter from ships

MEPC 72 agreed to a new output on the "Development of an action plan to address marine plastic litter from ships" assigning the PPR Sub-Committee as the associated organ.

At MEPC 73, the Union submitted document MEPC 73/8/3 setting out elements for an IMO action plan with a view to increasing the delivery of MARPOL Annex V waste by all ships (including fishing vessels and recreational craft) to port reception facilities. In this regard, the Committee adopted an action plan on marine litter (resolution MEPC.310(73)). In view of this development, MEPC 73

agreed to change the output title to "Follow-up work emanating from the Action Plan to address marine plastic litter from ships".

MEPC 74 approved the terms of reference for an IMO Study on marine plastic litter from ships. At MEPC 79, the Committee agreed on the need to change the terms of reference of the study, with a view to adopting a step-wise approach as well as to collecting data by pursuing sub-projects that address specific data gaps to be in a better position to define the best options. Therefore, the Committee invited submissions to MEPC 80, proposing how best to progress this issue taking into account the consultant's proposals. **DELETED**

MEPC 77 adopted resolution MEPC.341(77) on Strategy to address marine plastic litter from ships.

MEPC 82 agreed that the review of the Action Plan should be entrusted to PPR 12, which concluded the review of the action plan and agreed to the draft 2025 Action Plan to Address Marine Plastic Litter from Ships. The revised Action Plan was adopted by MEPC 83. In addition, Committee agreed to the updated grouping of short-, mid-, long-term and continuous actions, with a view to inclusion in a future revision of the Strategy.

PPR 13 consolidated the revised Strategy to address Marine Plastic Litter from Ships and the 2025 Action Plan into a single resolution for adoption by MEPC. The Sub-Committee also agreed that a comprehensive review of the 2026 Strategy and the Action Plan should take place in 2030, and that it should be monitored and evaluated to ensure that it continued to deliver against its objective and outcomes. In addition, it was agreed that a separate review of the actions in the Action Plan should be undertaken in 2030 to ensure their currency and accuracy.

b. Reporting of the loss of fishing gear

Based on the scope of work established at MEPC 74, PPR 7 started the work on the reporting of accidental loss or discharge of fishing gear.

PPR 11 continued the development of reporting procedures and established the correspondence group on marine plastic litter from ships, under the coordination of Australia, to undertake an analytical overview of the existing global fishing gear reporting framework/s with the aim of identifying gaps and/or duplication in reporting, as well as to provide recommendations on what data should be reported to IMO, including which data should be voluntary or mandatory, and the issue of aggregation and anonymization. Based on this work, PPR 12 established the data to be reported to IMO to meet objectives 1 to 3 of the IMO database. However, PPR 13 was unable to consider the inclusion of the additional data.

c. Marking of fishing gear

MEPC 78 entrusted the PPR Sub-Committee to develop draft amendments to MARPOL Annex V on goal-based regulations for marking fishing gear.

Recognizing the divergent views on the potential regulatory options and on the feasibility of making marking of fishing gear mandatory, PPR 10 invited interested parties to submit proposals on amending Annex V and associate guidelines for the marking of fishing gear to PPR 11. However, since no new submissions were received at PPR 11 and 12, the Sub-Committee agreed to repeat the invitation to Member States and international organisations to submit proposals on this issue.

PPR 13 prepared a draft MEPC circular promoting both the implementation of fishing gear marking systems and the Food and Agriculture Organisation (FAO) Voluntary Guidelines on Marking of Fishing Gear, with a view to being approved by MEPC.

d. Carriage of plastic pellets by ships

On the basis of document MEPC 77/8/3 (Sri Lanka), highlighting the impacts of the MV X-Press Pearl spill of 11,000 tonnes of plastic pellets off the shore of Colombo, Sri Lanka in May 2021, referred to the Sub-Committee by MEPC 77, PPR 9 started the work by conducting an assessment of the options for reducing the environmental risk associated with the maritime transport of plastic pellets.

The unfortunate accidental plastic pellet losses from the vessel Toconao off the Portuguese coast during December 2023, which polluted the Spanish coast, proves the necessity to engage in ambitious measures as to the carriage of plastic pellets in freight containers. This kind of pollution events, with cleaning operations that are costly and challenging, has long-lasting harmful impacts on the environment as well as on local economic activities.

Based on the work at PPR 10 and PPR 11, MEPC 81 approved, the MEPC.1/Circ.909 on Recommendations for the carriage of plastic pellets by sea in freight containers, as well as the IMO Guidelines on good practice relating to clean-up of plastic pellets released by ships accidentally. Subsequent, Sub-Committee meetings invited interested parties to provide information on experience gained with the implementation of MEPC.1/Circ.909.

PPR 10 also developed a list of "Potential instruments that could form a legal basis for mandatory provisions for the maritime transport of plastic pellets in freight containers". This list showed the divergent views as regards which legal instruments should be used to develop mandatory provisions to regulate the transport of plastic pellets by sea. The 2025 Action Plan was updated to include a dedicated action concerning the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers.

PPR 12 identified and analysed a list of different options for developing mandatory measures, but no consensus could be found in identifying the best option or at least narrowing the options. There were also calls to gain more experience on the implementation of the MEPC.1/Circ.909. A table of considerations, advantages, limitations and impacts relating to amendments to mandatory instruments for each proposed approach for the carriage of plastic pellets by sea in freight containers was developed. This work was continued at PPR 13 which completed the analysis of the candidate regulatory instruments on the maritime transport of plastic pellets in freight containers, recommending to the MEPC the development of a new code to be made mandatory under MARPOL and/or SOLAS.

Consideration at MEPC 84

a. Development of an action plan to address marine plastic litter from ships

To establish shipping's contribution to marine litter, MEPC 79 invited Member States and international organizations to propose sub-projects that could inform an IMO Study on marine plastic litter from ships. Antigua and Barbuda, Australia, New Zealand and South Africa in MEPC 84/8/1 propose such sub-project. **DELETED**

b. Reporting of lost fishing gear

*PPR 12, agreed on what data should be reported to IMO to develop an evidence base for future measures targeting lost or discharged fishing gear. However, no further work was undertaken to solve the remaining issues relating to anonymization and aggregation of data, as well as the flow of reporting to IMO. Australia, in MEPC 84/8, is proposing that the Committee should agree that Member States should start reporting data on lost or discharged fishing gear on a voluntary basis. Such reporting would require the development of a new section in the IMO Member State annual MARPOL reporting template (i.e. the formats set out in MEPC.1/Circ.318). Member States would be able to anonymize and aggregate data, to protect commercially sensitive data. prior to submission to IMO, and such data would not be made public. **DELETED***

a. Carriage of plastic pellets by ships

*PPR 13 agreed to send three options, MARPOL and/or SOLAS to MEPC 84, with a view for the Committee to make a policy decision on the preferred mandatory instrument(s) to be amended. **DELETED** Furthermore, at PPR 13, three options were discussed at length and though agreement could not be reached, there was no mention of the need for an impact assessment, as there have been no reports suggesting that MEPC.1/Circ.909 requires adjustments. In this context, submissions to this session or referred to this session from previous PPR and MEPC sessions proposing other alternatives for introducing mandatory provisions should not be considered as well as any delaying tactics such as those proposed under MEPC 84/8/3 (Saudi Arabia and UAE). Further to this, submission MEPC 84/8/9 (Canada) proposes that the effective regulation of the maritime transportation of plastic pellets in freight containers could be achieved through the development of mandatory provisions, taking into account MEPC.1/Circ.909 in MARPOL Annex III and the SOLAS Convention, as this would address both the source of accidental discharges while providing a path towards reducing the environmental impacts. **DELETED***

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Agenda item 9 – Experience-building phase for the reduction of underwater radiated noise from shipping

Docs: MEPC 84/9, MEPC 84/9/1

MEPC 84/9 (FOED): provides an overview of a recent report on IMO stakeholder perspectives and case studies on reducing underwater radiated noise (URN). It outlines the need for a just and equitable approach, combining ship-based performance standards with area-based management measures, and mandatory measures for the effectiveness of URN mitigation and reductions.

MEPC 84/9/1 (Canada, Chile, France, Mexico and Spain): proposes that the Organization initiate the underwater radiated noise (URN) Action Plan item E(1): IMO policy road map, taking into account the URN Action Plan items C (standardize underwater radiated noise management planning process) and D (develop underwater radiated noise targets) and the list of technical aspects relevant to future policy considerations (SDC 12/WP.6, annex 2), and invites delegations to submit proposals to MEPC 85 to advance this work.

EU relevance

This issue falls under Union exclusive competence.

Directive 2008/56/EC, the Marine Strategy Framework Directive, sets out eleven descriptors as the basis for determining 'good environmental status', which is the Directive's main objective. This Directive defines human-induced marine underwater noise as a pollutant and the 11th descriptor in Annex I of the Directive requires Member States to ensure that anthropogenic noise is at levels that do not adversely affect the marine environment. The Directive further requires Member States to address the effects at an ecosystem level and ensure coordination in marine regions, through programmes of measures that achieve or maintain good environmental status in all EU seas. Commission Decision (EU) 2017/8485 sets out criteria and methodological standards to assess the extent to which good environmental status is achieved. It operationalises the descriptors of the Marine Strategy Framework Directive (MSFD). This includes criteria and methodological standards for underwater noise, including the setting of threshold values for continuous (radiated) and impulsive underwater noise.

In addition, underwater noise is implicitly covered by overarching directives, e.g. the Habitats and Birds Directives (Council Directive 92/43/EEC and Council Directive 79/409/EEC) and the Environmental Impact Assessment Directive.

The European Maritime Safety Agency has, through the NAVISON project, generated ship sound maps (soundscapes) for all European seas. Both hindcast yearly maps (from 2016 to 2023), based on vessel ship Automatic Identification System (AIS) records and ship characteristics, and forecast maps (from 2030 to 2050), based on projected future shipping volumes and a set of mitigation scenarios have been produced. Both operational and technical mitigation measures, aimed at both URN and GHG reduction, have been considered in these future scenarios. The study results include three milestone years: 2030, 2040, and 2050, to cover short, medium, and long-term predictions up to the end of the current IMO GHG emissions roadmap timeline. The study produced forecast scenarios for multiple combinations of mitigation measures, enabling exploration of various adoption pathways. Results show that the effectiveness of URN mitigation is highly dependent on ship type and regional characteristics. The GHG scenario presented mixed results, with some ships experiencing reductions in URN, while others, such as tankers, saw increases due to specific measures that inadvertently raised ship source levels. The most realistic and promising scenario showed significant reductions in URN across all ship types by 2050. However, it is important to note that some ship types exhibit slower progress in certain regions, due to GHG mitigation measures. The next phase of NAVISON, set to commence in mid-2026, will ensure continuity while further aligning with IMO's agreed frameworks and ongoing developments.

Background

MEPC 76 after considering document MEPC 75/14 (Australia et al.), as supported by the Union submission (MEPC 75/14/2), agreed to establish a new output on "Review of the 2014 Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on

marine life (MEPC.1/Circ.833) (2014 Guidelines) and identification of next steps", under the coordination of the SDC Sub-Committee.

The SDC Sub-Committee started considering this work at SDC 8, **DELETED**. SDC 9 finalised the Revised Guidelines, which were approved by MEPC 80. In this regard, the Committee invited interested Member States and international organizations to submit lessons learned/best practices in the implementation of the Revised Guidelines.

MEPC 80 also approved the convening of an expert workshop on the relationship between energy efficiency and underwater radiated noise (URN) from ships. The workshop was held on the 18 - 19 September 2023, the outcome of which was contained in SDC 10/INF.3 (Secretariat).

In the meantime, the SDC Sub-Committee while noting that the scope of the output was completed, agreed to a guidance document on the 3-year Experience Building Phase (EBP), and MEPC 82 approved the guidance and encouraged Member States and international organizations to follow the guidance document when gathering, preparing, and sharing experiences, data, and research during the EBP. Consequently, the Committee agreed with the proposal by the Sub-Committee to change the title of the output to "Experience Building Phase for the reduction of Underwater Radiated Noise (MEPC.1/Circ.906/Rev.1)".

At SDC 11, the work related to this agenda item was organised in the form of a workshop whereby the Secretariat and IMO consultant (sponsored by the US and Canada) described the status of the IMO Underwater Radiated Noise (URN) framework as well as the next steps during the EBP for monitoring and implementation of the URN Action Plan.

The Sub-Committee agreed to establish the Correspondence Group on Underwater Radiated Noise, under the coordination of Belgium, to develop next steps to progress the URN action plan, develop a framework to assess the progress made on the implementation of the Revised URN Guidelines, evaluate studies on URN emissions, and draft terms of reference for a study addressing the areas where knowledge gaps.

At SDC 12 (see also agenda item 11 'Reports of other sub-committees'), the draft Terms of Reference (ToR) for the IMO-commissioned study on URN emissions, the IMO URN Global Study, were agreed. This study is considered a priority for advancing the work of the IMO on URN. Since this study was depending on finding appropriate funding the Sub-Committee requested the Secretariat to submit a document to MEPC 84 providing an assessment of the options and resources needed to cover the cost of the study and the associated financial support to the Secretariat, the timeline and procedures applicable for such a study, and identifying possible pathways to support it. Notably, NAVISON Phase-2 is designed and structured to align with the agreed ToR, ensuring its results for European waters support and contribute to the IMO URN Global Study.

The Sub-Committee invited MEPC 84 to note the progress achieved so far during the EBP (its key outputs, lessons learned and identified gaps) and to agree to a two-year extension of the EBP to address the remaining gaps, needs and barriers, and consequently to extend the target completion year of the output to 2028. In this context, the Sub-Committee invited MEPC 84 to consider the list of technical matters relevant to future policy considerations of the Committee on how to reduce URN from shipping during the two-year extension of the EBP, if endorsed, and to identify a way forward to formalize these actions into a potential road map or similar document, to guide the work of the IMO on URN.

DELETED, the Sub-Committee agreed that SDC 12/8/3 (CSC) sharing the findings of a study on the potential URN impacts of LNG development in the Gulf of California and SDC 12/8/4 (Japan and ICS) proposing a regional approach to URN management should be referred to MEPC 84 for further consideration since they involved policy issues and a proposal to focus only in developing a regional approaches.

The Sub-Committee also noted the information provided in document SDC 12/INF.8, reporting on the outcome of the 2025 Workshop on the Relationship Between Energy Efficiency and URN. The workshop, co-sponsored by IMO and the GEF-UNDP-IMO GloNoise Partnership, was held on 6 and 7 November 2025 at IMO, with the objective of sharing practical lessons, strengthening public-private collaboration and identifying next steps towards more integrated EE/URN approaches. The workshop reaffirmed that technical solutions and processes exist for the integrated management of EE and URN, leading to significant co-benefits. The key obstacle is the cost and technical complexity of URN measurement on commercial vessels, while it was reported that there are trade-offs between maximizing propulsion efficiency and minimizing URN, requiring careful assessment of design options in a multi-objective optimization context. Nevertheless, it had been generally agreed that improvements in both areas were possible compared to traditional designs. Further to this, the Sub-Committee also agreed to the draft technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage, together with the associated draft MEPC circular, with a view to approval by MEPC 84.

Consideration at MEPC 84

MEPC 84 is invited to consider a series of actions stemming from SDC 12 (see agenda item 11). Firstly, MEPC 84 invited to approve the two-year extension of the EBP, resulting in a revised target completion year of 2028. This extension is essential to address the outstanding gaps, needs, and barriers that could otherwise hinder progress in this critical area. Without this extension, there is a risk of losing the momentum built thus far, which would set back efforts to integrate energy efficiency and URN reduction measures (cfr Action point 2.4 of document MEPC 84/11/2 (Secretariat)).

Additionally, MEPC 84 is invited to approve the draft MEPC circular containing technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stages. The Circular represents a significant step forward in providing practical tools for the industry to reduce its environmental footprint while maintaining operational efficiency. (cfr Action point 2.9 of document MEPC 84/11/2 (Secretariat)).

A priority consideration for MEPC 84 is the approval of the draft Terms of Reference (ToR) for the IMO Global Study on URN emissions. This study is considered a cornerstone for advancing the Organization's work on URN, and its approval is critical to maintaining the current trajectory of progress (cfr Action point 2.7 of document MEPC 84/11/2 (Secretariat)). Delaying the approval of the ToR risks losing valuable time and momentum in addressing URN emissions. While the Secretariat has, so far, not yet shared the document assessing the options and resources needed to cover the cost of the study, it is important to note that viable pathways may exist. These may include, inter-alia, leveraging existing regional efforts and initiatives, which could provide valuable technical support. Open discussion on options/resources/governance would enable the Committee to make informed decisions and ensure the study's timely initiation without unnecessary delay.

Finally, MEPC 84 is invited to consider submission MEPC 84/9/1 (Canada, Chile, France, Mexico and Spain) proposing the initiation of work on the "URN Action Plan E(1): IMO Policy Roadmap" from MEPC 85 onward. This roadmap will provide a structured approach to developing policies that

effectively reduce URN from shipping, aligning with the Organization's broader environmental goals.

DELETED



Agenda item 10 – Pollution prevention and response

Docs: MEPC 84/10, MEPC 84/10/1-4

MEPC 84/10 (Secretariat): provides the list of actions requested of the Committee on matters emanating from PPR 13.

MEPC 84/10/1 (BIMCO): PPR 13 was informed by the Secretariat that a new dedicated tab on "EGCS Discharge Water Provisions" had been added in the "MARPOL Annex VI" module on GISIS. In this connection, the Sub-Committee invited Member States to submit information using GISIS. In this document, BIMCO emphasizes the importance of Member States notifying the Organization of all local regulations on EGCS discharge water, including restrictions only applied within the jurisdiction of ports or terminals.

MEPC 84/10/2 (IACS): provides comments to paragraph 2.15 of document MEPC 84/10 and annex 1 to document PPR 13/WP.5 to promote unified implementation of the draft amendments to the NOx Technical Code 2008 concerning certification of engines that operate on non carbon-containing fuel or mixtures of carbon-containing and non carbon-containing fuels.

MEPC 84/10/3 (FOEI, WWF, Pacific Environment and CSC): comments on the latest polar fuel concept discussions and highlights ongoing research and a number of recent initiatives focused on reducing Black Carbon emissions from a variety of sources, because of the impact on climate, the environment, communities and on the Arctic.

MEPC 84/10/4 (WWF and Pacific Environment): recalls the outcomes of PPR 13 with regard to exhaust gas cleaning systems (EGCS) and invites input on a technology-neutral, goal-based approach to EGCS discharges by using fuel-based compliance as a benchmark.

EU relevance

DELETED

Consideration at MEPC 84

DELETED

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DELETED

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Agenda item 11 – Reports of other sub-committees

Docs: MEPC 84/11, MEPC 84/11/1-2

MEPC 84/11 (Secretariat): provides the list of actions requested of the Committee on matters emanating from III 11.

MEPC 84/11/1 (Secretariat): provides the list of actions requested of the Committee on matters emanating from CCC 11.

MEPC 84/11/2 (Secretariat): provides the list of actions requested of the Committee on matters emanating from SDC 12.

a. Action points from III 11

EU relevance

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- i. *Action point 2.4: agree to a two-year extension of the EBP to address the remaining gaps, needs and barriers, with a view to extending the target completion year of the output to 2028.*

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- ii. *Action point 2.6: consider the list of technical matters relevant to future policy considerations of the Committee on how to reduce URN from shipping during the two-year extension of the EBP, if endorsed, and identify a way forward to formalize these actions into a potential road*

map or similar document, to guide the work of the Organization on URN, subject to the Committee's decision to extend the EBP.

- iii. *Action point 2.7: agree to an IMO-commissioned study on URN emissions and associated draft terms of reference, taking into account the need to identify and secure the necessary financial resources.*
- iv. *Action point 2.9: approve the draft MEPC circular on the technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage.*
- v. *Action point 2.10 further consider documents SDC 12/8/3 and SDC 12/8/4, including elements relevant to policy consideration and regional impacts of URN.*

DELETED

Agenda item 12 – Identification and protection of Special Areas, ECAs and PSSAs

Docs: MEPC 84/12, MEPC 84/12/1-3, MEPC 84/INF.27, MEPC 84/INF.35

MEPC 84/12 (FOEI, IFAW, Pacific Environment and CSC): highlights the need for a 20-year review of the Particularly Sensitive Sea Areas framework to align with global biodiversity and climate targets and the recently ratified Agreement under the United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction. The co-sponsors recommend an explicit legal framework be developed with a comprehensive suite of potential mandatory and voluntary associated protective measures, requirements for community engagement, a management framework, monitoring and enforcement protocols, and updated application guidance.

MEPC 84/12/1 (ACOPS): Scientific evidence highlights that the cumulative effect of anthropogenic threats on marine mammals keeps increasing with ship strikes being an important cause of mortality for some species and the risk of collision increasing with the continuous increase in shipping traffic. Despite several measures adopted by IMO to address this risk, including through the Particularly Sensitive Sea Areas (PSSAs), a number of publications question their effectiveness. This submission proposes that it is urgent for MEPC to engage in a review of the appropriateness, effectiveness and sufficiency of the policy and measures adopted so far in order to ensure the sustainability of shipping in the future.

MEPC 84/12/2 (Peru): contains the associated protective measures related to the designation of the Reserva Nacional Dorsal de Nasca (Nasca Ridge National Reserve) (RNDN) as a Particularly Sensitive Sea Area (PSSA). Peru proposes the approval of an MEPC resolution, within the framework

of the BWM Convention, establishing a prohibition on ballast water exchange and discharge operations within the geographical boundaries of the RNDN.

MEPC 84/12/3 (Peru): presents the proposal to designate the Reserva Nacional Dorsal de Nasca (Nasca Ridge National Reserve) (RNDN) as a Special Area under MARPOL Annexes I, II, IV and V, in accordance with the 2013 Guidelines for the Designation of Special Areas under MARPOL (Resolution A.1087(28)).

MEPC 84/INF.27 (Oman): outlines Oman's intent to designate a Particularly Sensitive Sea Area along its Arabian Sea coast to mitigate shipping threats to critical ecological and economic resources. Ship strike risk assessments indicate that rerouting offshore transit and implementing inshore speed reductions can significantly reduce risks to the endangered Arabian Sea humpback whale. Preliminary associated protective measures, including areas to be avoided and recommended routes, are under development. To ensure these measures uphold maritime safety and efficiency, Oman is conducting a detailed cost-benefit analysis.

MEPC 84/INF.35 (RINA): provides technical information on using the International Hydrographic Organization's S-124 navigational warnings product specification within the S-100 electronic chart display and information system (ECDIS) environment to support operational mitigation of ship strike risk to marine megafauna. A global overlay analysis identifies 585 high-risk hexagons where high shipping density intersects with repeated megafauna occurrence; 482 of these (82.4%) fall outside the strict Marine Protected Areas (IUCN Ia–IV) and IMO-designated Particularly Sensitive Sea Areas included in this assessment, indicating that static area-based measures alone leave many risks unseen on the bridge. This document sets out how SOLAS Chapter V/4 (Navigational warnings) provides a basis for Administrations to promulgate time-bounded, geo-referenced warning areas when quality-assured intelligence is available from reliable sources. S-124 offers a practical digital mechanism to encode such warnings as polygons with defined validity for display as an ECDIS overlay, complementing (not replacing) static routing and protected-area tools. The result is a pathway towards time-limited dynamic biological warnings that fit established workflows.

DELETED

Agenda item 13 – Application of the Committees' method of work

Docs: None

Agenda item 14 – Work programme of the Committee and subsidiary bodies

Docs: MEPC 84/14, MEPC 84/14/1-5

MEPC 84/14 (China): proposes a new output to amend regulation 12 of MARPOL Annex VI, specifically to prohibit the use of hydrochlorofluorocarbons (HCFCs) for charging equipment that had been installed prior to 1 January 2020 and did not initially contain HCFCs.

MEPC 84/14/1 (China): proposes a new output to address the use of maritime autonomous surface ships in the instruments under the purview of the Marine Environment Protection Committee.

MEPC 84/14/2 (Australia, Belgium, Belize, Finland, Jamaica, Mexico, Monaco, Norway, South Africa and Spain): proposes a new output to support the implementation of the new Agreement under the United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement) to protect the seas and oceans within IMO's regulatory mandate, focusing on those IMO instruments that actively contribute to protecting the seas and oceans and to conserving marine biological diversity in areas beyond national jurisdiction.

MEPC 84/14/3 (WWF, Pacific Environment, CSC and EDF): comments on document MEPC 84/14/2 (Australia et al.) and supports the proposed output and its focus on coherence, coordination and non-undermining between the BBNJ Agreement and IMO instruments. It highlights additional considerations to support effective implementation, including the practical implications of BBNJ environmental impact assessments and area-based management tools for shipping regulation, the need to address cumulative impacts and data considerations, and the relevance of Member States' BBNJ obligations when negotiating within IMO, including in the context of the IMO Net-Zero Framework and related decarbonization measures.

MEPC 84/14/4 (FOEI, IFAW, Pacific Environment and CSC): provides comments in support of document MEPC 84/14/2, which proposes a new output to support the implementation of the Agreement under the United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement), and offers additional considerations to the proposed terms of reference for the proposed output.

MEPC 84/14/5 (ACOPS): supports the proposed output in document MEPC 84/14/2 (Australia et al.) and highlights design considerations to ensure that it meets its objective of better protecting marine biodiversity, including measures to prevent cumulative impacts and to maintain and restore ecosystem integrity. It emphasizes the need for IMO workstreams addressing different shipping pressures on the marine environment to be developed and assessed using a whole-of-environment approach, taking into account other pressures and activities.

a) Ozone-depleting substances (ODS)

EU relevance

This issue falls under Union exclusive competence.

Regulation (EU) 2024/590 of the European Parliament and of the Council of 7 February 2024 on substances that deplete the ozone layer lays down rules on the production, import, export, placing on the market, storage and subsequent supply of ozone-depleting substances.

Background

The Montreal Protocol, the International treaty designed to protect the ozone layer by phasing out the production and use of ODS, entered into force on 1 January 1989. The IMO has used the Montreal

Protocol as the base and developed regulation 12 of MARPOL Annex VI with main aim of phasing out the harmful ODS used by ships. Other than Hydrochlorofluorocarbon (HCFC), all ODS were banned in new ships from 19 May 2005 (Reg.12.3.1), while HCFC were banned in new ships from 1 January 2020 (Reg.12.3.2), requiring delivery to port reception facilities following removal (Reg.12.4).

At PPR 12, China, in PPR 12/12, proposed a unified interpretation of regulation 12.3.2 of MARPOL Annex VI to prevent ships from replacing non-ozone-depleting substances (non-ODS) with ozone-depleting substances (ODS) in their systems and equipment. **DELETED**

Consideration at MEPC 84

As a follow-up to the discussion at PPR 12, China, in MEPC 84/14, is proposing that the Committee establishes a new output to amend regulation 12 of MARPOL Annex VI with a view to prohibit the use of hydrochlorofluorocarbons (HCFCs) for charging equipment that had been installed prior to 1 January 2020 and did not initially contain HCFCs. **DELETED**

- b) The United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement)

EU Relevance

The EU has ratified the BBNJ Agreement and the Commission has put forward a proposal for a Directive to implement the BBNJ Agreement. **DELETED**

Consideration at MEPC 84

DELETED

Agenda item 15 – Any other business

Docs: MEPC 84/15, MEPC 84/15/1-2, MEPC 84/INF.5, 7, 20, 21, 36, and 39

MEPC 84/15 (Saudi Arabia): invites interested Member States to join Saudi Arabia in collaborative efforts to assess the impact of marine light pollution from ships and to explore mitigation measures with a view to developing voluntary guidelines in the future. The initiative aims to reduce the adverse effects of artificial lighting on light-sensitive marine species, promote coordinated international engagement on this emerging environmental issue and support the achievement of Sustainable Development Goal 14.

MEPC 84/15/1 (IOPC Funds): The Bow Jubail incident in 2018 raised the possibility of broad implications for the definition of a "ship" under the 1992 Civil Liability Convention, in particular, with reference to tankers capable of carrying both persistent oil and other chemical substances as cargo. Following the adoption by the 1992 Fund Assembly of a guidance on a standard procedure to determine when a ship ceased to be a "ship", the wording for the guidance has been included in the IOPC Funds' publication Guidance for Member States – Consideration of the definition of "ship", as a footnote under section 3, paragraphs 3.1(2) and 3.1(4).

MEPC 84/15/2 (Secretariat): provides an update on recent work carried out by the Secretariat, in cooperation with other United Nations agencies, on issues relating to the protection of the marine environment.

MEPC 84/INF.5 (Secretariat): reports on the outcome of the seventeenth meeting of the Conference of the Parties to the Basel Convention (BC COP-17) held in Geneva, Switzerland, from 28 April to 9 May 2025.

MEPC 84/INF.7 (Secretariat of the Basel Convention): reports on the outcome of the seventeenth meeting of the Conference of the Parties to the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (BC COP-17), which was held in Geneva, Switzerland, from 28 April to 9 May 2025, of relevance to ship recycling.

MEPC 84/INF.20 (ICS): provides information on recently released and forthcoming best practice guidance from 2025 to 2026 from the International Chamber of Shipping, including the Deck Procedures Guide, First Edition; Shipping and the Environment: A Guide to Environmental Compliance, Sixth Edition; and the Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases, Second Edition.

MEPC 84/INF.21 (European Commission): informs about the adoption of new European formats for the inventory certificate and for the ready for recycling certificate which can be used both under the EU's Ship Recycling regulation and the Hong Kong Convention.

MEPC 84/INF.36 (Secretariat): With the shipping industry's transition to alternative low-carbon fuels to meet the targets set out in IMO's 2023 GHG strategy, there is a corresponding need to ensure effective preparedness and response mechanisms to pollution incidents involving this new generation of fuels. To review the current state of knowledge and research in this field and identify the knowledge and capacity gaps, IMO is organizing a two-day Research and Development (R&D) Forum titled "From Fossil to Future: Marine Pollution Preparedness in the Age of Alternative Fuels" from 21 to 22 September 2026 in Singapore, in collaboration with the SpillAsia conference, the spill conference for the Asia Pacific region.

MEPC 84/INF.39 (Russian Federation): introduces information about the implementation of Maritime Autonomous Surface Ship technology on the newly built ecological servicing ship.

EU relevance

This issue falls under Union exclusive competence.

Regulation (EU) No 1257/2013 of the European Parliament and of the Council of 20 November 2013 on ship recycling has the purpose to enhance safety, the protection of human health and of the Union marine environment throughout a ship's life-cycle, in particular to ensure that hazardous waste from such ship recycling is subject to environmentally sound management and to facilitate the ratification of the Hong Kong Convention. In addition, Council Decision of 14 April 2014 concerning the ratification of, or the accession to, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, by the Member States in the interests of the European Union⁸ authorizes the ratification or accession to, for the parts falling under the exclusive competence of the Union, the Hong Kong Convention.

The Basel Convention is implemented through Regulation (EU) 2024/1157 of the European Parliament and of the Council of 11 April 2024 on shipments of waste, especially recital 17 and Articles 4(2)(ii) and 82(2).

Background

DELETED. *In particular, in document MEPC 83/16/3 (Austria et al.) the EU requested that the IMO Secretariat forwards the provisional guidance adopted by MEPC 82 to the Basel Secretariat and to send an invitation from MEPC to the Basel Conference of the Parties to consider setting up a collaboration process in order to provide further clarity and certainty regarding the interplay between the two Conventions.*

DELETED

⁸ 2014/241/EU: Council Decision of 14 April 2014 concerning the ratification of, or the accession to, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, by the Member States in the interests of the European Union, OJ L 128, 30.4.2014, p. 45–46.

COP 17 of the Basel Convention (28 April – 9 May 2025, Geneva) adopted decision BC-17/23⁹ inviting Parties and observers to submit comments on the provisional guidance, as well as any additional comments from the perspective of the Basel Convention. The decision also requested the Basel Secretariat to reflect the comments received and submit them for consideration by the Open-ended Working Group of the Basel Convention at its fifteenth meeting in June 2026, with a view to preparing a draft decision with recommendations for the Conference of the Parties at its eighteenth meeting. **DELETED**.

In view of MEPC84, both IMO Secretariat and the Basel Secretariat have submitted information documents to report on the outcome of COP17 (documents MEPC 84/INF.5 and INF. 7 respectively).

Consideration at MEPC 84

DELETED

⁹ <https://www.basel.int/Implementation/ShipDismantling/Callforinformation/tabid/10407/Default.aspx>