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IMO UPDATE:
MARINE ENVIRONMENT PROTECTION COMMITTEE – MEPC 84 SUMMARY REPORT

The 84th session of the IMO's Marine Environment Protection Committee (MEPC 84) met in person at IMO Headquarters in London, with remote participation enabled from 27th April to 01st May 2026

MEPC 84 Highlights

- Consideration and adoption of amendments to mandatory instruments - MARPOL Annex VI
- Reduction of GHG emissions from ships
- Harmful aquatic organisms in ballast water
- Air pollution prevention
- Energy efficiency of ships
- Addressing marine plastic litter from ships /plastic pellets
- Reduction of underwater radiated noise from shipping
- Pollution prevention and response – other matters

Consideration and adoption of amendments to mandatory instruments – MARPOL Annex VI

- **Designation of the North-East Atlantic as an Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter**

MEPC 84 adopted the proposal to designate the North-East Atlantic Ocean as an Emission Control Area (ECA) for sulphur oxides (SO_x), nitrogen oxides (NO_x), and particulate matter (PM). NOx Tier III requirements for this ECA will follow the same three-date criterion used for the Norwegian ECA: meaning they will apply to ships whose building contract was placed on or after 1 January 2027, or in absence of contract, whose keel laying took place on or after 1 July 2027, or which are delivered on or after 1 January 2031. SOx requirements mandate the use of fuel oil with sulphur content not exceeding 0.10% m/m in the ECA starting on 1 September 2028 (the ECA will come into force after a grace period of 1 year as prescribed in regulation 14.7).

- **Clarification of entries in data reporting required by Regulations 27 and 28**

MEPC 82 approved amendments to Appendix IX (Information to be submitted to the IMO Ship Fuel Oil database) which have been adopted by MEPC 84. These amendments introduce two sets of fuel reporting dates for ships that undergo a flag change within the year and replace the term "Oil-Fired Boiler(s)" with "Fired Boiler(s)" to reflect other equipment such as gas-fired boilers.

- **Accessibility to IMO DCS Database (regulation 27 and Appendix IX) to improve transparency**

MEPC 83 had approved Amendments to MARPOL Annex VI, Regulation 27, to broaden access to the DCS data and thereby increasing transparency, which have been adopted at this session. These amendments, which will become effective on 1 September 2027, allow Recognized Organizations acting on behalf of a ship's Administration to have full access to the DCS database, grant full access (for analytical purposes) to all Parties to MARPOL Annex VI, and provide anonymized data access to public user accounts so that individual ships cannot be identified.

MEPC 84 modified the amendments to allow Member States to notify the Secretariat that their express approval will be necessary before the data of ships entitled to fly their flag are included in the non-anonymized database. At a future session the Committee may restrict access to the non-anonymized database only to Member States that are willing to share their ships data (according to reciprocity rule). Clarification of entries in data reporting required by regulations 27 and 28, under Appendix IX Information to be submitted to the IMO Ship Fuel Oil Consumption Database (regulation 27) and making the IMO's data collection system (IMO DCS) on ship fuel consumption more accessible to the public. The IMO DCS requires ships to record and report their fuel oil consumption, which is then used to calculate ships' operational carbon intensity (CII).

- **Amendments relating to multiple engine operational profiles for a marine diesel engine clarifying engine test cycles (regulations 2, Appendix I and II)**

MEPC 83 adopted amendments to the NOx Technical Code 2008 for marine diesel engines, including clarifying engine test cycles. Related amendments to MARPOL Annex VI have been adopted by MEPC 84. They include:

- updating the definition of "irrational emission control strategy";
- adding new rows for Tiers I, II, and III, to indicate Multiple Engine Operational Profiles in Appendix I (IAPP Certificate);
- updating the text in Appendix II (Test Cycles and Weighting Factors), to better reflect test cycle details for

different types of marine diesel engines;

- replacing references in regulation 3,5,13 and in Appendices I and II to "revised NOx Technical Code 2008" with "NOx Technical Code", to be consistent with regulation 1.27 which defines the Code.

The amendments will come into force on 1 September 2027. Note that the related NOx technical amendments will enter a few months before in March 2027. Definitions and Appendix I Form of International Air Pollution Prevention (IAPP) Certificate, related to use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles.

These amendments will enter into force on 1 September 2027.

Reduction of GHG emissions from ships

The Committee approved the terms of reference for the 5th IMO GHG Study, which will deliver:

- a GHG Emission inventory from international shipping 2018-2025 with estimates of GHG intensity and estimates of carbon intensity;
- a GHG Emission projection with scenarios for future international shipping emissions 2025-2050.

The study will combine the methods already used for the 3rd and 4th Study with several improvements such as:

- More granularity with the segmentation of the ships according to their size :100 – 399 GT; 400 – 4999 GT; and 5000 GT and above;
- Inclusion of the well-to-wake GHG emissions of marine fuels as addressed in the LCA Guidelines, without prejudging the accounting of upstream and downstream emissions.
- Reference of the 2023 IMO Strategy to which the study will demonstrate progress;
- Estimates of the Well-to-Wake (WtW) GHG emissions of shipping as a whole for the year 2008, using data from the Fourth IMO GHG Study.

The MEPC 84 session (27 April – 1 May 2026) provided significantly more granular detail on the technical and procedural mechanisms intended to drive the reduction of GHG emissions, moving beyond high-level strategy into specific regulatory frameworks and verification protocols.

- **Implementing guidelines for the Net Zero Framework**

While the commitment to achieve net-zero by or around 2050 remains firm, the session revealed a deep procedural split regarding the Net-Zero Framework (NZF). These include base documents for:

- GFI calculation guidelines (including the possibility of an "energy multiplier" to provide incentives for the uptake of specific fuels and fuel pathways in the GFI formula, the inclusion of OCCS and ice-classed ships);
- Guidelines for Sustainable Fuel Certification Schemes: application procedures and international assessment group to advise the Committee;
- definitions for zero emission energy and shore power;
- amendments to introduce the GFI in the 2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity;
- and MRV guidance for Wind Propulsion.
- **Life-Cycle Assessment (LCA) of GHG Emissions**

The IMO LCA guidelines provide default emission factors for use in calculating the GHG intensity of fuels. Default GHG emission factors are standard values that any fuel supplier can use for certification and that ships can apply when calculating their GHG Fuel Intensity (GFI) and total GHG emissions. These values are pathway-specific and must be submitted to IMO and successfully assessed by the GESAMP-LCA WG prior to incorporation into the IMO LCA Guidelines, following MEPC.1/Circ.916 Draft Methodology for Submission, Scientific Review and Recommendation of Proposed Default Emission Factors By GESAMP-LCA WG. The Committee made substantial progress in defining how the carbon intensity of fuels will be calculated and certified.

MEPC considered proposals for 48 Well-to-Tank (WtT) and 29 Tank-to-Wake (TtW) default emission factors for various fuel pathways including:

- LNG (Methane)
- Ammonia (Fossil production pathways)
- Ammonia (Fossil with CCS)
- Ammonia – Renewable (Electro-Ammonia)
- Ethanol
- Biodiesel / FAME

Harmful aquatic organisms in ballast water

- **Amendments to the BWM Convention**

MEPC approved draft amendments to the BWM Convention that go beyond just checking whether a BWMS is type-approved and installed. Shipowners and operators will now need to prove the system is properly maintained, operating correctly, and actually meeting the D-2 standard.

These amendments would make ballast water compliance much more operationally focused. Inspectors are expected to look beyond certificates and check real-world performance, including maintenance records, alarms, failures, and corrective actions, while poorly maintained systems could lead to deficiencies or detentions.

The revised rules also tighten Ballast Water Management Plans, requiring clear version control, BWMS approval details, maintenance and exchange procedures, contingency measures, and re-approval for major changes. Operators would also need mandatory maintenance logs, crew familiarisation evidence, stricter controls on active-substance systems, prompt reporting of failures, and approved repair plans for defective systems. The changes are expected to be adopted at MEPC 85 and enter into force around May 2028.

- **2026 Guidelines for Ballast Water Management and development of Ballast Water Management Plans (G4)**

MEPC adopted MEPC.409(84) 2026 Guidelines for Ballast Water Management and development of Ballast Water Management Plans (G4). The 2026 G4 guidelines significantly expands and clarifies mandatory BWMP requirements, aligning it closely with the updated Convention regulations (see above). These revised guidelines revoke MEPC.127(53), as amended.

- **Ongoing Review of the Ballast Water Management Convention**

A dedicated Correspondence Group has been re-established to continue reviewing outstanding amendments to the BWMS Code (MEPC.300(72)). Key technical areas being progressed include:

- Testing Realism & Efficacy: Establishing minimum flow rules that reflect realistic rated capacities, standardizing test water augmentation/additives, and updating biological testing requirements.
- Endurance Testing: Developing a new, dedicated section in the BWMS Code for long-duration reliability/endurance tests, including defining success criteria for alarms, stoppages, and cumulative treatment sequences.
- System Modifications: Refining definitions for minor vs. major system modifications to avoid unnecessary component re-approvals while preserving administrative oversight.

- **The key changes prepared to the BWM Convention were as follows:**
    - **Regulation B-1 (Ballast Water Management Plan)**

Amended to require identification of whether any installed BWMS is type approved under the BWMS Code, approved under earlier Guidelines, or operated under regulation D-4; to introduce requirements for procedures on contingency measures, safe ballast water exchange (including partially treated or non-neutralized water), and, where applicable, temporary storage of treated sewage or grey water in ballast tanks; and to require that changes to the mandatory provisions of the Plan be approved by the Administration, with a version history maintained.

    - **Regulation E-1 (Surveys)**

Amended to introduce an additional survey requirement when a ship transitions from regulation D-4 to D-2, including provisions allowing the commissioning test to be waived where an equivalent test has been successfully conducted within the previous 12 months, and to define how the installation date of the BWMS is to be recorded on the certificate.

    - **Appendix I (Form of the International Ballast Water Management Certificate)**

Amended to include additional information on ballast water management methods used,

including system type, installation date, manufacturer details and type approval information, without introducing a separate supplement.

- **Appendix II (Ballast Water Record Book)**

Amended to introduce a standardized Ballast Water Management System maintenance log, covering both planned and unplanned maintenance activities, to be used where no equivalent recording system is available. Additional amendments to Appendix II were approved, clarifying that the 'final total quantity' is the aggregated volume of ballast water remaining in all ballast water tanks on board. Consequently, updates to BWM.2/Circ.80/Rev.1 to reflect the 'final total quantity' were agreed to be included in the updated list of provisions and instruments for revision in the work of the Correspondence Group.

- **Additional Guidelines and Rejected Proposals**

MEPC debated various operational and environmental aspects under the ongoing review:

Exceptional Untreated Uptake during Docking: Recognizing that ships often must take on untreated local water for stability when undocking, the IMO is developing new standalone guidance to address this operational practice and prevent unfair D-2 standard non-compliance.

Record Book Clarity: Amendments were agreed upon regarding the definition of "final total quantity" in the Ballast Water Record Book to eliminate inconsistent interpretations globally.

Proposals Not Supported: A proposal to amend the Port State Control Guidelines (G5) to strengthen the role of shore reception facilities during BWMS failures was rejected, as treating ballast water at reception facilities falls outside the Convention's scope.

Modifying the Interim Challenging Water Quality Guidance to remove its interim status or develop exchange options under it was not supported.

A proposed strict prohibition on ballast water exchange and discharge within Peru's newly designated Nasca Ridge Particularly Sensitive Sea Area (PSSA) was not agreed to, as it was deemed that existing BWM Convention rules already provide protection and further study on operational implications is required.

Air pollution prevention

During the MEPC 84 session, several critical measures were adopted or progressed to strengthen the prevention of air pollution from ships, focusing on new emission control areas, technical engine standards, and the measurement of non-CO_2 greenhouse gases.

- **New Emission Control Area (ECA)**

MEPC 84 adopted the designation of the North-East Atlantic as a new Emission Control Area for Nitrogen Oxides (NOx), Sulphur Oxides (SOx), and Particulate Matter.

- Requirements: Ships operating in this area must use fuel with a sulphur content not exceeding 0.10% m/m starting September 1, 2028.
- NOx Tier III: These requirements apply to ships built on or after January 1, 2027 (based on building contract), or delivered on or after January 1, 2031.

- **Engine Regulations and NOx Technical Code**

Amendments were made to MARPOL Annex VI and the NOx Technical Code to improve the accuracy of emission reporting and accommodate new technologies:

- Multiple Engine Operational Profiles: New regulations allow for engines to be certified for multiple operational profiles, ensuring legal and operational alignment for onboard verification.
- Alternative Fuels: The committee approved amendments for certifying engines that operate on non-carbon-containing fuels or mixtures, such as ammonia.
- Novel Systems: Discussions began on defining NOx limits for Combined-Cycle Gas Turbine (CCGT) electricity generation, though further work is needed as these currently fall outside reciprocating engine definitions.

- **Methane and Nitrous Oxide Management**

To support the 2024 Life Cycle GHG Assessment (LCA) Guidelines, MEPC adopted several technical frameworks for measuring methane (CH_4) and nitrous oxide (N_2O) emissions:

- 2026 Measurement Guidelines: These provide updated procedures for test-bed and onboard measurements, specifically refining the treatment of methane slip.
- Monitoring Tools: New guidelines were adopted for Engine Load Monitoring (ELM) and Continuous Emission Monitoring Systems (CEMS), allowing ships to use real-time data instead of default values when reporting emissions.
- Abatement Devices: The committee invited further submissions on the effectiveness and durability of methane abatement technologies to ensure they maintain performance over time.
- **Exhaust Gas Cleaning Systems (EGCS) and Wash Water**
- Local Restrictions: Member States are now encouraged to report local or regional restrictions on EGCS (scrubber) discharge water through a dedicated GISIS database.
- Protective Measures: The committee concurred that coastal States could propose additional protective measures to limit EGCS discharges in Particularly Sensitive Sea Areas (PSSAs).
- **Volatile Organic Compounds (VOCs)**

As a measure to reduce emissions of VOCs, MEPC 84 approved amendments to Regulation 15 of MARPOL Annex VI to require tankers carrying crude oil to be fitted with pressure vacuum (PV) valves having a minimum opening pressure of 0.20 bar. The amendments are subject to approval at MEPC 85 in November 2026. This requirement will only apply to crude oil tankers constructed on or after the entry into force date of the amendments.

- **Other Pollutants and Future Frameworks**
- Black Carbon: The committee noted ongoing work on a "polar fuels" concept to control black carbon emissions impacting the Arctic.
- Onboard Carbon Capture and Storage (OCCS): An intersessional group was re-established to develop a regulatory framework for OCCS, including measurement, verification, and accounting methodology.
- Ozone-Depleting Substances (ODS): MEPC agreed to a new output to close a regulatory gap that currently allows ships to reintroduce HCFCs (like R-22) into equipment originally designed for non-ODS refrigerants
- Volatile Organic Compounds (VOCs): Draft amendments were approved for MARPOL Annex VI regulation 15 to improve VOC management, with adoption expected at MEPC 85.

Energy efficiency of ships

The energy efficiency of ships is currently undergoing a significant transition, moving from a focus on initial design and certification to a stronger emphasis on operational performance, auditable data, and continuous improvement.

- **Improvements to the Data Collection System (DCS)**

The committee approved the 2024 fuel oil consumption data report, which tracks carbon intensity developments based on mandatory reporting for ships of 5,000 GT and above.

- Enhanced Transparency: New amendments to MARPOL Annex VI regulation 27 will expand access to DCS data starting September 1, 2027. This includes providing public user accounts with access to anonymized data while allowing companies to request public access to their own non-anonymized reports.
- Data Granularity: Reporting requirements will become more detailed from January 1, 2026, including mandatory reporting of transport work and fuel use by specific activities (e.g., "under way" vs. "not under way"). MEPC 84 clarified that, even if data reporting from 2027 is split on underway and not underway, the CII should continue to be calculated based on the total emissions and distance sailed during the calendar year. It was also clarified that reporting of distance should be split on underway and not underway. MEPC 84 revised MEPC.1/Circ.905 stating that as from reporting year 2027, the carbon factor of biofuel blends should be an average weighted by mass rather than energy.
- Verification Tools: A proposal for a new Energy Consumption Index (ECI) was discussed to link fuel use to engine power and operating hours

for better verification. However, it was not supported at this stage due to concerns regarding administrative burden and methodological robustness.

- **Energy Efficiency Design Index (EEDI) Updates**

The committee adopted amendments to ensure EEDI calculations remain relevant as new technologies and fuels enter the market:

- Dual-Fuel and Alternative Fuels: Resolution MEPC.410(84) was adopted, extending the definition of "gas" to encompass any fuel used in dual-fuel mode, including liquid fuels like methanol or ethanol.
- Survey and Certification: Accompanying guidelines (MEPC.411(84)) were updated to align verification practices with these new fuel definitions.
- Innovative Technologies: Work is ongoing to refine the calculation and verification of wind-assisted propulsion, specifically improving the "effective propulsive power matrix" based on sea trials.

Operational Carbon Intensity (CII)

Progress was tracked against the 2023 IMO GHG Strategy, noting that 2024 carbon intensity has reduced by 31.5% (supply-based) and 38.6% (demand-based) compared to 2008 levels.

- Metric Refinements: For cruise passenger ships, a new metric based on hours operated (cgHRS) is being considered as an alternative to distance travelled (cgDIST), as distance does not accurately reflect cruise ship operations.
- Correction Factors: The committee discussed how adverse weather significantly impacts fuel consumption and CII ratings but has deferred final decisions until more concrete verification proposals are submitted.
- Clarification of Calculations: New amendments clarify that "total distance travelled" for CII calculations must include both "underway" and "not underway" data to ensure global consistency.

- **Strengthening the SEEMP Framework**

MEPC 84 discussed shifting the Ship Energy Efficiency Management Plan (SEEMP) from a simple "rating compliance" tool to a mechanism for continuous, auditable improvement. Proposed mandates include:

- Internal Reviews: Mandatory energy-efficiency performance reviews (at least annually, preferably quarterly).
- Implementation Logs: The introduction of an Energy Efficiency Implementation Log (EEIL) to provide objective evidence of planned versus implemented measures.
- Accountability: Identifying a designated person within each company responsible for the ship's energy-efficiency performance.
- Targeted Audits: Focusing more intensive audits and "continuous improvement" targets specifically on D- and E-rated ships.

- **Biofuel Calculation Logic**

The committee approved revised guidance (MEPC.1/Circ.905/Rev.1) clarifying that for biofuel blends, the carbon conversion factor (Cf) should be based on the weighted average by mass of the fuel components, rather than energy-weighted proportions, to maintain mathematical consistency. This revision will be applied starting January 1, 2027.

Addressing marine plastic litter from ships /plastic pellets

MEPC 84 made significant progress in formalizing a unified approach to combatting marine plastic pollution, particularly through the adoption of the 2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships (Resolution MEPC.417(84)). This new resolution consolidates previous strategies and the 2025 Action Plan into a single, comprehensive framework, with a major review scheduled for 2030.

- **Regulatory Measures for Plastic Pellets**

In response to the 2021 MV X-Press Pearl incident—which resulted in 11,000 tonnes of plastic pellets being spilled off the coast of Sri Lanka—MEPC is developing mandatory measures to reduce the environmental risks associated with their maritime transport.

- New Mandatory Code: The committee agreed that the Sub-Committee on Pollution Prevention and Response (PPR) should develop a new mandatory code specifically for plastic pellets. This code will be supported by future amendments to MARPOL Annex III and/or SOLAS.

- Prohibition in Bulk: Discussions are underway regarding the carriage of plastic pellets in bulk. One proposal includes creating a new IMSBC Code schedule to explicitly state that plastic pellets shall not be carried in bulk, a matter forwarded to the CCC sub-committee for further consideration.

- **Management of Abandoned and Lost Fishing Gear**

Lost fishing gear (nets, traps, and lines) is a primary source of marine plastic pollution, with an estimated 29% of all fishing lines lost annually.

- Marking Systems: The committee approved MEPC.1/Circ.921 to promote the implementation of fishing gear marking systems and the FAO Voluntary Guidelines for the Marking of Fishing Gear.
- Data Reporting: While technical discussions on mandatory reporting continue, MEPC is encouraging the voluntary reporting of data on lost or discharged fishing gear to build a stronger evidence base.

- **Data Collection and Future Research**

To fill critical information gaps, MEPC discussed a proposal for a voluntary survey to be conducted during port State control inspections.

- The survey would collect baseline data on voyage-specific waste types, quantities, and management practices.
- This information is intended to support the broader IMO Study on marine plastic litter from ships and inform future measures under the 2025 Action Plan.

Reduction of underwater radiated noise from shipping

At the MEPC 84 session, significant focus was placed on the reduction of underwater radiated noise (URN) from shipping, acknowledging that commercial vessels are a major source of noise pollution that negatively impacts marine life, particularly marine mammals.

- **Experience-Building Phase (EBP) Extension**

An ongoing experience-building phase is designed to encourage the industry to apply the Revised Guidelines for the Reduction of Underwater Radiated Noise from Shipping (MEPC.1/Circ.906/Rev.1). The committee agreed in principle to extend this EBP by two years, moving its target completion date to 2028. This extension aims to gather more technical and operational data to inform future mandatory and non-mandatory requirements.

- **IMO-Commissioned URN Study**

The committee agreed in principle to conduct a study on URN emissions to provide reliable estimates for policy decisions. This study will:

- Establish current baseline data and future projections for shipping noise.
- Help set future URN targets and evaluate the effectiveness of noise-reduction measures.
- Align its scenarios and timelines with those used in the Fifth IMO GHG Study

- **Policy Road Map and Strategic Alignment**

A policy road map is being developed to guide work during the two-year EBP extension. Member States and stakeholders have been invited to submit proposals for this map to MEPC 85. Key considerations for this strategy include:

- Utilizing existing significant knowledge on URN more effectively.
- Increasing awareness of URN issues within IMO groups focused on energy efficiency.
- Emphasizing the need for holistic design, more modelling, and in-water demonstrations of noise-reduction technologies.

- **Co-Optimising with Energy Efficiency**

A major technical outcome was the approval of MEPC.1/Circ.922, providing guidance on co-optimising energy efficiency and URN during both the design and retrofit stages. This non-mandatory guidance identifies measures that provide joint benefits for:

- Fuel efficiency.
- GHG reduction.
- Underwater noise reduction.

- **Underwater radiated noise (URN) policy**

The committee noted that reducing URN could lead to unintended consequences that must be addressed, such as:

- Lowering engine output.
- Impact on Emission Controls: Reduced exhaust gas temperatures could adversely affect the performance of Selective Catalytic Reduction (SCR) systems, an issue that has been forwarded to the PPR sub-committee for further study.

Pollution prevention and response – other matters

The MEPC 84 session included consideration of several pollution prevention and response topics, with particular reference to the work of the PPR Sub-Committee. Key areas covered were oily waste management, chemical hazards, and biofouling measures.

- **Oily Waste and Machinery Space Management (MARPOL Annex I)**

The committee progressed several measures to improve the handling and recording of oily wastes:

- Integrated Bilge Water Treatment System (IBTS): MEPC approved draft amendments to MARPOL Annex I, specifically a new regulation 12B, which permits and regulates the use of integrated bilge water treatment systems.
- Updated IBTS Guidelines: To support these amendments, the committee approved in principle the 2026 IBTS Guidelines for handling oily wastes in machinery spaces.
- Oil Record Book Updates: Accompanying revisions were approved for the Oil Record Book Part I to ensure recording practices for machinery space operations align with the new IBTS requirements.
- Cargo in Slop Tanks: The committee noted a lack of specific MARPOL Annex I requirements regarding carrying cargo oil in slop tanks and invited Member States to develop a unified interpretation or proposal for a new work output.

- **Chemical Hazards and the IBC Code (MARPOL Annex II)**

Technical work regarding the carriage of chemicals and hazardous substances included:

- Tripartite Agreements: The committee concurred with re-establishing tripartite agreements until December 31, 2026, for products that had been removed during mandatory reviews.
- IBC Code Amendments: Work is underway to prepare amendments to the IBC Code that will incorporate valid entries from List 1 of the MEPC.2 circular.
- Cleaning Additives: Two specific additives, Lumi-Seaclean and Lumi-Solv, were evaluated and approved for inclusion in the next revision of the MEPC.2/Circ.32.
- Product Reviews: The committee noted the completed review of products in Lists 2 and 3 of the MEPC.2 circular.

- **Biofouling and Standalone Instruments**

Significant progress was made toward a mandatory framework for biofouling management. The committee agreed that the future legally binding framework for the control and management of ships' biofouling should take the form of a standalone instrument. Draft terms of reference were approved to guide the development of this new international regulation.

MEPC 84 adopted the following amendments:

- Designation of the North-East Atlantic as an Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter.
- Accessibility to the IMO Ship Fuel Oil Consumption Database and review clause of the short-term GHG reduction measure.
- Amendments to MARPOL Annex VI concerning the Clarification of entries in data reporting required by regulations 27 and 28.
- Amendments to MARPOL Annex VI concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles.
- MEPC resolution on amendments to the 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for new ships.
- 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI).
- 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1).
- Amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (2024 SEEMP Guidelines).
- 2026 guidelines for test-bed and onboard measurements of methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines.
- Guidelines for engine load monitoring (ELM) and calculation of emission values (ELM Guidelines).
- Guidelines for continuous emission monitoring systems (CEMS) used to quantify methane (CH_4) and/or nitrous oxide (N_2O) emissions from marine diesel engines.
- 2026 Guidelines for ballast water management and development of Ballast Water Management Plans (G4).

MEPC 84 approved the following amendments:

- Amendments to the BWM Convention and the unified interpretation to regulation D-3 of the BWM Convention (to be included in a revised Circular BWM.2/Circ.66).
- Amendments to the NTC 2008 concerning certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels.
- The draft final terms of reference for the Fifth IMO GHG Study.
- Revised interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI, with an application date of 1 January 2027.
- Work plan for the development of a regulatory framework for the use of OCCS.
- Technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage.

Circulars adopted by MEPC 84

Circulars will be available on IMODOCS once the MEPC 84 report (WP 1) is finalized by the IMO Secretariat. Adoption date is 1 May 2026. Specific application dates may be specified in the Circulars.

IMO Circulars	Topic
MEPC.1/Circ.795/Rev.10	• Revised unified interpretation of regulation 16.9 of MARPOL Annex VI, to clarify requirements regarding shipboard incinerator type approval testing • Revised unified interpretation of regulation 13.2.2 on "Time of replacement of an engine", following the introduction of the new ECAs • Unified interpretation of regulation 13.2.3 of MARPOL Annex VI, to clarify the application date for a major conversion
MSC-MEPC.5/Circ.3/Rev.1	Unified Interpretation of the Date of Completion of the Survey and Verification on Which the Certificates Are Based
BWM.2/Circ.66/Rev.6	Unified interpretation to regulation D-3
FAL-LEG-MEPC-MSC.1/Circ.1	Joint Guidelines for the Use of Electronic Certificates
MSC-MEPC.2/Circ.15/Rev.3	Guidelines for the Development, Review and Validation of Model Courses
MEPC.1/Circ.905/Rev.1	Draft Revised Interim Guidance on the Use of Biofuels Under Regulations 26, 27 And 28 of MARPOL Annex VI (DCS and CII)
PPR.1/Circ.10/Rev.1	Resubmission of Products Listed in Lists 2 and 3 Of The MEPC.2 Circular on Provisional Categorization of Liquid Substances In Accordance with MARPOL Annex II and The IBC Code
MEPC.1/Circ.921	Implementation of Fishing Gear Marking Systems
MEPC.1/Circ.922	Guidance on Co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stages
MSC-MEPC.1/Circ.5/Rev.7	Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies
MSC-MEPC.5/Circ.17	Guidance on Assessments and Applications of Remote Surveys, ISM Code Audits and ISPS Code Verifications

Other MEPC resolutions adopted by MEPC 84

IMO Resolutions	Contents
Resolution MEPC.407(84)	Amendments to MARPOL Annex VI: Clarification of entries in data reporting required by regulations 27 and 28, designation of the North-East Atlantic as an Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter, accessibility to the IMO Ship Fuel Oil Consumption Database, and review clause of the short-term GHG reduction measure)
Resolution MEPC. 408(84)	Amendments to MARPOL Annex VI: Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles.
Resolution MEPC.406(84)	Actions to ensure the protection of the marine environment in the Arabian sea, sea of Oman and the Gulf region, particularly in and around the strait of Hormuz, resulting from the unlawful activities of the Islamic Republic of Iran.
Resolution MEPC.409(84)	2026 Guidelines for Ballast Water Management and Development of Ballast Water Management Plans (G4)
Resolution MEPC. 410(84)	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))
Resolution MEPC. 411(84)	Amendments to the 2022 Guidelines On Survey And Certification of the Energy Efficiency Design Index (EEDI) (Resolution MEPC.365(79), As amended by Resolutions MEPC.374(80) and MEPC.403(83))
Resolution MEPC. 412(84)	Amendments to the 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) (Resolution MEPC.352(78))
Resolution MEPC. 413 (84)	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) Resolution MEPC.395(82), as amended by Resolution MEPC.401(83)
Resolution MEPC.414(84)	2026 Guidelines for Test-Bed and Onboard Measurements of Methane (CH_4) and/or Nitrous Oxide (N_2O) Emissions from Marine Diesel Engines
MEPC. 415(84)	Guidelines for Engine Load Monitoring (ELM) And Calculation of Emission Values
MEPC. 416(84)	Guidelines for Continuous Emission Monitoring Systems (CEMS) used to Quantify Methane (CH_4) and/or Nitrous Oxide (N_2O) Emissions From Marine Diesel Engines)
MEPC.417(84)	2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships
MEPC.418(84) (TBC)	Amendments to MARPOL Annex I (New Regulation 12b on Oily Bilge Water Holding Tanks and Oily Bilge Water Service Tanks, and Amendments to Appendix II – Form of the IOPP Certificate and Supplements and Appendix III – Form of the Oil Record Book)

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