

Supplementary materials for May 2026

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➤ International Maritime News

I. VesselBot: Container shipping emissions rise 10.2% year on year



Derived from the Editorial Team from Safety4sea. Article: VesselBot: Container shipping emissions rise 10.2% year on year. May 15, 2026, in the Emissions Sector.

<https://safety4sea.com/vesselbot-container-shipping-emissions-rise-10-2-year-on-year/>

The supply chain technology company VesselBot released the Q1 2026 report "*Decoding Maritime Emissions Q1 2026: Efficiency Under Pressure*," which analyzed operational data from 6,187 container ships across 82,212 voyages, revealing the current emissions status and challenges in the container shipping industry. Below is a summary of the key discussions and analysis from related articles:

● Overall Increase in Both Total Carbon Emissions and Intensity

- **Significant Rise in Total Emissions:** In the first quarter of 2026, total maritime emissions from container shipping increased by 10.2% compared to the same period last year, reaching 54.5 million tonnes of carbon dioxide equivalent (CO₂e).
- **Deterioration in Emissions Intensity:** The average emissions intensity across the entire fleet worsened by 4%, reaching 208.2 grams of CO₂e per TEU-kilometer (TEU-km)¹.

● Main Drivers of Emissions Intensity

- **Emissions intensity primarily depends on vessel utilization:** lower vessel utilization and a smaller average number of TEUs per voyage result in higher emissions intensity. Voyage distance also plays a secondary role, as the number of TEUs carried combined with the sailing distance jointly determines the overall transport work.

● Utilization Determines Emissions Performance

The report indicates that "vessel utilization" is the most critical operational metric determining emissions efficiency, rather than relying solely on sailing speed.

- **Disparity Between High- and Low-Efficiency Voyages:** The most efficient voyages achieved an average utilization rate of 77% (carrying an average of 9,163 TEU);

¹ TEU stands for "Twenty-foot Equivalent Unit," and the "TEU-kilometer" (TEU-km) serves as **the standardized metric in the international maritime and logistics industries for measuring container shipping carbon emissions and transport efficiency**. According to industry average emission statistics, the average CO₂ emissions for standard container ships typically range between 15 and 74 grams per TEU-km. However, the specific values will vary depending on the voyage distance, the weight of the loaded cargo, and the type of fuel used by the vessel. Reference: Freight Amigo - Air Freight vs. Sea Freight CO₂ Emissions per km. Link: <https://www.freightamigo.com/sc/blog/logistics/freight-co2-emissions-comparison/>

conversely, the least efficient voyages had a utilization rate of only 51% (carrying an average of only 589 TEU).

- **Decline in Cargo Volume per Voyage:** Although the fleet-wide average utilization rate increased slightly by 0.6% to 69%, the average number of TEUs carried per voyage decreased by 5.4% to 2,597 TEUs. This indicates that the efficiency gains from improved utilization were offset by smaller cargo volumes.

- **Extreme Disparity in Efficiency Across Vessel Sizes**

- **Feeder Vessels Show the Lowest Efficiency:** Small vessels with a capacity of less than 3,000 TEU executed up to 64.5% of the total voyages but contributed only 27.7% of the total transport volume. Their average emissions intensity reached 266 grams of CO₂e/TEU-km, the highest among all vessel types, reflecting the inefficiency of high-frequency, short-distance regional operations.
- **Ultra-Large Container Ships Demonstrate Economies of Scale:** Although Neo-Panamax and Very Large Container Ships (VLCS) accounted for only 6.6% of the total voyages, they carried 41.3% of the transport volume. Notably, VLCSs with a capacity exceeding 17,000 TEU recorded an emissions intensity of only about 55.2 grams of CO₂e/TEU-km, demonstrating significantly superior efficiency.

- **Impact of Carrier Selection and Route Deployment**

- **Divergent Outcomes on the Same Routes:** Even among different carriers operating on the same major routes, there are stark differences in emissions performance. For instance, on the China/East Asia to Mediterranean route, Evergreen Marine's average emissions intensity was 65.6 grams of CO₂e/TEU-km, significantly outperforming MSC (79.7 grams) and HMM (80.9 grams).
- **Key Decision Factors:** These disparities are primarily driven by carriers' vessel deployment strategies, cargo utilization rates, and port-pair selection.

- **Trade Lanes and Carrier Performance**

- The structure of trade lanes further shapes performance outcomes. On major head-haul routes, higher utilization, larger vessel sizes, and longer voyage distances lead to an increase in absolute emissions; however, due to economies of scale, the emissions intensity is actually lower.
- Carrier efficiency also varies significantly across trade lanes, underscoring the need to consider not only the trade lane but also specific port-pairs when comparing performance.

- **Industry Implications and Conclusions**

- **Blind Spots in Industry Averages:** The report emphasizes that relying solely on "fleet average emissions" can obscure massive disparities in actual operations, failing to accurately reflect the true carbon footprint of individual freight shipments.

- **The Importance of Precise Data:** As environmental regulations, such as the European Union Emissions Trading System (EU ETS), become increasingly stringent, and geopolitical factors continue to reshape global supply chains, logistics teams must rely on precise, voyage-level execution data. This is essential for effectively optimizing transportation decisions, controlling costs, and meeting environmental compliance requirements.
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Other References:

- Manos Charitos (Data Analyst at VesselBot). What Drives Shipping Emissions Variability Across Ocean Freight Voyages May 5, 2026 <https://www.vesselbot.com/blog/what-drives-shipping-emissions-variability-across-ocean-freight-voyages/>
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➤ International Marine Organization Meeting Highlights

I. IMO Marine Environment Protection Committee (MEPC), 84 session (MEPC 84)

The MEPC 84th session was held from April 27th to May 1st, 2026.

1. About IMO MEPC²

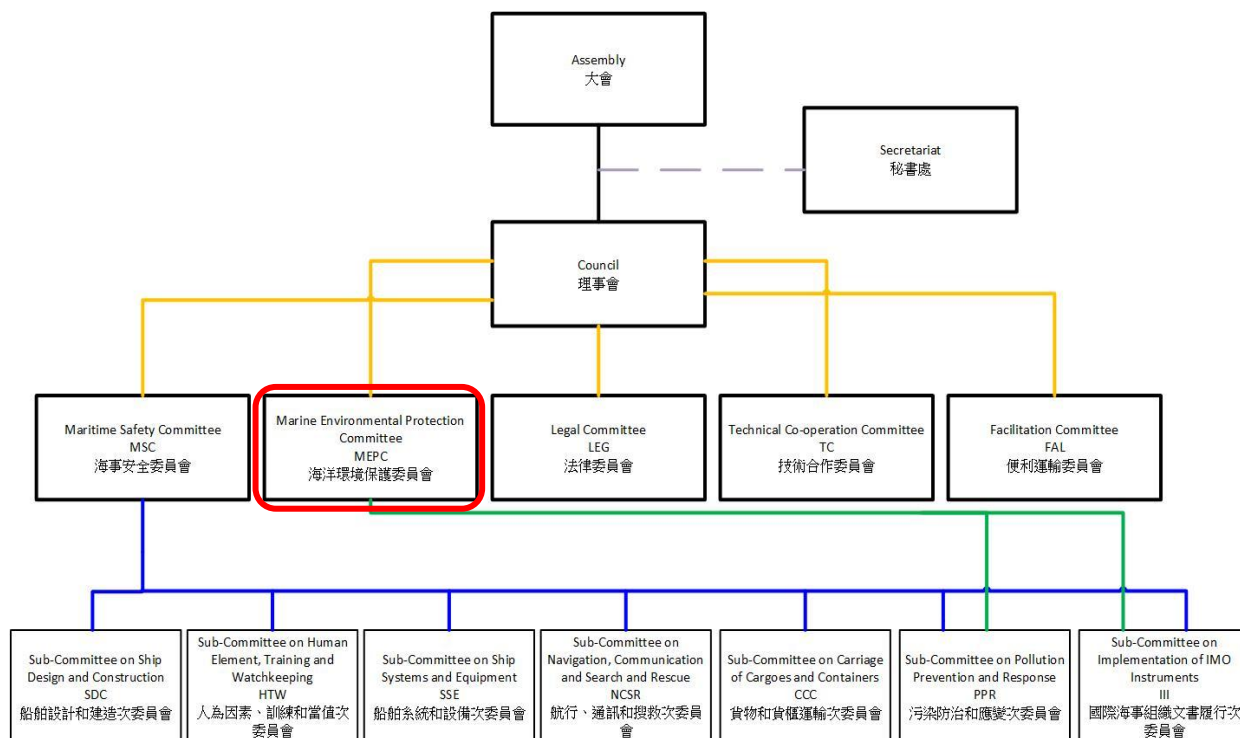


Figure 1 Organization Structure of IMO (MEPC) (Source: by CIMCS-NKUST)

The IMO Marine Environment Protection Committee (MEPC) mainly manages matters related to marine environmental issues. This includes the control and prevention of ship-sourced pollution covered under the International Maritime Organization's International Convention for the Prevention of Pollution from Ships (MARPOL), including pollution from oil, noxious liquid substances in bulk, sewage, garbage, and ship emissions, such as air pollutants and greenhouse gas emissions.

Other matters addressed by the MEPC include ballast water management, anti-fouling systems, ship recycling, pollution preparedness and response, and the designation of Special Areas and Particularly Sensitive Sea Areas (PSSAs).

² IMO. Marine Environment Protection Committee (MEPC)

<https://www.imo.org/en/mediacentre/meetingsummaries/pages/mepc-default.aspx>

2. MEPC 84 Highlights

- (1) Discuss the IMO net zero framework and agree to further review relevant adjustments to ensure consensus is reached;
- (2) Adoption of amendments to MARPOL Annex VI (Regulations for the Prevention of Air Pollution from Ships), designating the North-East Atlantic Ocean as an Emission Control Area (ECA) for Sulphur Oxides (SO_x), Particulate Matter (PM), and Nitrogen Oxides (NO_x);
- (3) Approval of draft amendments to the BWM Convention to strengthen survey and other mandatory requirements; and adoption of the revised MEPC resolution on the *2026 Guidelines for Ballast Water Management and Development of Ballast Water Management Plans*;
- (4) Approval of amendments to the NO_x Technical Code to enable certification of engines operating on non-carbon fuels or fuel mixtures;
- (5) Approval of amendments to MARPOL Annex VI to require the installation of pressure/vacuum valves (P/V valves) with a minimum opening pressure of 0.20 bar on oil tankers carrying crude oil;
- (6) Approval of Draft Amendments to MARPOL Annex I (Regulations for the Prevention of Pollution by Oil), relating to the dewatering of oily bilge water, including the removal of water by forced evaporation;
- (7) Initiation of Phase II of the CII and SEEMP review, focusing primarily on strengthening the SEEMP.

3. MEPC 84 Agenda³

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other bodies
3	Consideration and adoption of amendments to mandatory instruments
4	Harmful aquatic organisms in ballast water
5	Air pollution prevention
6	Energy efficiency of ships
7	Reduction of GHG emissions from ships
8	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships

³ IMO. MEPC meeting document MEPC 84/1/1.

Item No.	Agenda
9	Experience-building phase for the reduction of underwater radiated noise from shipping
10	Pollution prevention and response
11	Reports of other sub-committees
12	Identification and protection of Special Areas, ECAs and PSSAs
13	Application of the Committees' method of work
14	Work programme of the Committee and subsidiary bodies
15	Any other business
16	Consideration of the report of the Committee

4. MEPC 84 Meeting Summaries⁴

MEPC 84 was held from 27th April to 1st May 2026, at the IMO Headquarters in London, UK. The meeting is held in person with hybrid participation and livestreamed to the public.

The meeting established 2 working groups: one responsible for Air Pollution and Energy Efficiency, another for Reduction of GHG Emissions from Ships, 1 drafting group on Amendments to Mandatory Instruments, and the other Review Group for Ballast Water Regulations⁵

Group Type	Main Task
Working Group (WG)	- WG1: Working Group on Air Pollution and Energy Efficiency - WG 2: Working Group on Reduction of GHG Emissions from Ships
Draft Group (DG)	DG: Drafting Group on Amendments to Mandatory Instruments
Review Group (RG)	RG: Ballast Water Review Group

⁴ IMO. Facilitation Committee (FAL), 50th session, 23-27 March 2026.

<https://www.imo.org/en/mediacentre/meetingsummaries/pages/preview-mepc-84.aspx>

⁵ Refer to IMO FAL meeting document FAL 50/1/1.

(1) Consideration and adoption of amendments to mandatory instruments (Agenda Item 3)

MEPC 84 considered and adopted the draft amendments to MARPOL Annex VI, which include:

- ①. Designating the North-East Atlantic Ocean as an Emission Control Area (ECA) for Nitrogen Oxides (NO_x), Sulphur Oxides (SO_x), and Particulate Matter (PM);
- ②. Clarifying the data reporting items required by Regulation 27 and Regulation 28, relating to Appendix IX "Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)", and enhancing the public accessibility of the IMO Data Collection System (IMO DCS);
- ③. Revised the definitions related to marine diesel engines fitted with multiple engine operational profiles and the format of the International Air Pollution Prevention (IAPP) Certificate in Appendix I, including clarifying provisions related to engine test cycles.

These amendments will enter into force on 1st September 2027, with the 0.10% sulphur limit taking effect 12 months later. As for the NO_x Tier III engine certification requirements, they will apply to ships for which the building contract is placed on or after 1st January 2027; or in the absence of a building contract, ships the keels of which are laid or which are at a similar stage of construction on or after 1st July 2027; or the delivery of which is on or after 1st January 2031.

(2) Harmful aquatic organisms in ballast water (Agenda Item 4)

The obligation for Member States to establish a Maritime Single Window (MSW) under the Annex to the FAL Convention has entered into force on January 1st, 2024. The FAL Committee is responsible for evaluating the implementation of these single windows, facilitating the progress of Member States, addressing identified gaps, and promoting regional cooperation and knowledge exchange.

The relevant evaluation work will be carried out in accordance with a work plan up to 2029. The Committee also agreed to update the MSW module within the Global Integrated Shipping Information System (GISIS) by introducing performance indicators that adhere to SMART principles (Specific, Measurable, Achievable, Relevant, and Time-bound) to ensure the attainment of implementation targets.

FAL instructed the Secretariat to collaborate with international non-governmental organizations (NGOs) to develop a survey mechanism to collect information on the degree of MSW implementation across countries.

Furthermore, the Committee agreed that, to assess implementation challenges and build experience, the existing output "Application of Single Window Concept" will be renamed as "Evaluation of the implementation of Maritime Single Windows." This revised output sets three core objectives: facilitating implementation by Member States, addressing identified gaps, and promoting regional cooperation and knowledge sharing.

(3) Air Pollution Prevention (Agenda item 5)

MEPC 84 considered the outcomes of the 13th session of the Sub-Committee on Pollution Prevention and Response (PPR 13) regarding matters relating to Exhaust Gas Cleaning Systems (EGCS), NO_x emissions, and Black Carbon.

(1) NO_x Technical Code

MEPC 84 finalized and approved draft amendments to the NO_x Technical Code to address the certification of engines operating on non-carbon fuels and fuel mixtures. These amendments establish a clear regulatory framework for certifying NO_x emissions from gas-fueled engines.

Furthermore, MEPC 84 approved amendments regarding the use of multiple engine operational profiles and the clarification of engine test cycles. These amendments will apply to new engine groups and engine series certified on or after 1st January 2028.

(2) Volatile Organic Compounds (VOCs)

As a measure to reduce volatile organic compound (VOC) emissions, MEPC 84 approved draft amendments to Regulation 15 of MARPOL Annex VI, requiring crude oil tankers to be fitted with pressure-vacuum valves (P/V valves) with a minimum opening pressure of 0.20 bar. These amendments are subject to adoption at MEPC 85 in November 2026, and this requirement will apply only to crude oil tankers constructed on or after the date of entry into force of the amendments.

(4) Ship Energy Efficiency (Agenda item 6)

MEPC 84 has noted the 2024 fuel consumption data report submitted to the IMO Ship Fuel Consumption Data Collection System (IMO DCS) in GISIS, as well as the fleet's annual carbon intensity and energy efficiency-related reports.

It should be clarified that, even if the data declaration is classified as "underway" or "not underway" starting in 2027, the Carbon Intensity Indicator (CII) shall continue to be calculated based on total emissions and distance traveled within a calendar year.

Revised circular MEPC.1/Circ.905, specifying that starting from the 2027 reporting year, the carbon factor for biofuel blends should be calculated using a mass-weighted average rather than an energy-weighted average.

Methane and Nitrous Oxide Emissions: Finalized and adopted three sets of guidelines to establish a toolkit for determining the actual "tank-to-wake" (TtW) methane and nitrous oxide emission values.

Onboard Carbon Capture and Storage (OCCS): Considered the draft guidelines for the testing, survey, certification, and approval of OCCS systems, and provided further guidance to the correspondence group.

Review of Short-Term Measures (EEXI, SEEMP, and CII rating): Initiated Phase II of the review of the IMO short-term GHG reduction measures, which is expected to be completed in 2028. Continued to advance the strengthening of the SEEMP framework to incorporate internal reviews, implementation logs, and enhanced auditing requirements. Additionally, the Committee adopted amendments to the guidelines on the method of calculation and survey/certification of the Energy Efficiency Design Index (EEDI) to clarify the definition of the primary fuel for dual-fuel engines using two liquid fuels, specifically methanol and ethanol.

(5) Reduction of GHG emissions from ships (Agenda item 7)

The discussions on the next phase of regulatory measures under the IMO Net-Zero Framework (NZF) were suspended during the 2nd Extraordinary Session of the Marine Environment Protection Committee (MEPC/ES.2) held in October 2025.

Regarding the discussions on the future direction of the IMO mid-term GHG reduction measures, including addressing the comments and concerns raised during MEPC/ES.2, continued under agenda item 7, "Reduction of GHG emissions from ships," at this session. A total of 57 documents were submitted for consideration under this agenda item. The Working Group on Reduction of GHG Emissions from Ships was established at this session.

Options for reconvening MEPC/ES.2 will be considered under agenda item 14, "Work programme of the Committee and its subsidiary bodies."

The Intersessional Working Group on the Reduction of Greenhouse Gas Emissions from Ships (ISWG-GHG) held its 21st session (ISWG-GHG 21) from 20 to 24 April and reported to the MEPC. It is anticipated that the ISWG-GHG will further develop relevant guidelines⁶ to support the implementation of the various elements of the proposed IMO Net-Zero Framework. In addition, the working group will further develop the Life Cycle Assessment (LCA) framework and plan the draft Terms of Reference for the Fifth IMO GHG Study, which is expected to be launched later in 2026 and completed in 2028.

The Committee also continued to advance the development of a regulatory framework

⁶ MEPC 84 agreed to use the following draft guidelines and documents as the basis for further work:

- (1) Guidelines on the calculation of GHG Fuel Intensity (GFI);
- (2) Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity;
- (3) Guidance on how to monitor, report, and verify the energy derived from wind propulsion systems;
- (4) Guidelines on requirements and procedures for recognition of Sustainable Fuel Certification Schemes (SFCS) and reporting certification activities (SFCS guidelines);
- (5) Modules that may be incorporated into guidelines related to Zero and Near-Zero GHG fuels, technologies, and/or energy sources (ZNZs).

Derived from DNV, IMO MEPC 84: Revisiting the net-zero framework. <https://www.dnv.com/news/2026/imo-mepc-84-revisiting-the-net-zero-framework/>

for the use of Onboard Carbon Capture and Storage (OCCS) and agreed on the following principles:

- (1) In principle, OCCS should also encompass technologies utilizing permanent mineralization of carbon dioxide (CO₂);
- (2) Onboard emissions related to OCCS should be verified by the competent authority; as for the downstream emissions after the CO₂ is discharged from the ship, the entity responsible for certification requires further deliberation and determination.
- (3) Within the Greenhouse Gas Fuel Intensity (GFI) guidelines under the IMO Net-Zero Framework, OCCS should be considered at the ship level, though the relevant methodologies still need to be further developed.

The issues remaining to be decided include the definition of the system boundary under the LCA framework, and how any OCCS concepts involving the direct or indirect disposal of CO₂ from ships into the sea should be assessed in accordance with legal frameworks such as the London Protocol and the MARPOL Convention. To this end, the correspondence group has been re-established to continue advancing the relevant work, including reviewing the guidance on calculation, verification, and certification based on the LCA framework, and is expected to submit its report to MEPC 86 in October 2027.

(6) Addressing Marine Plastic Litter from Ships (Agenda item 8)

Adopted the draft "2026 Strategy and Action Plan to Address Marine Plastic Litter from Ships", which will update and replace the "2021 Strategy" ([resolution MEPC.341\(77\)](#)) and the "2025 Action Plan" ([resolution MEPC.404\(83\)](#)).

The Strategy to Address Marine Plastic Litter from Ships reaffirms the IMO's commitment to reducing marine plastic litter from all ships, including fishing vessels. Its focus areas include reducing the impact of shipping on marine plastic pollution, improving the effectiveness of port reception facilities and waste treatment, and strengthening international regulations and compliance mechanisms. Its goal is to achieve zero discharge of plastic waste from ships into the sea by 2030.

(7) Environmental risks of shipping plastic pellets by container (Agenda item 8)

MEPC 84 considered the recommendation from PPR 13 to develop a new chapter regarding the carriage of plastic pellets by sea in freight containers, with the aim of making it a mandatory regulation under MARPOL Annex III and/or the SOLAS Convention.

MEPC 81 had previously approved circular MEPC.1/Circ.909, Recommendations for the carriage of plastic pellets by sea in freight containers.

Furthermore, MEPC 84 also approved a draft MEPC circular to facilitate the implementation of the fishing gear marking system and the FAO Voluntary Guidelines on the Marking of Fishing Gear (VGMFG).

(8) Reduction of Underwater Radiated Noise from Shipping (Agenda item 9)

The *Action Plan for the reduction of underwater radiated noise from commercial shipping* (URN Action Plan) was approved at MEPC 82 in 2024. At this session, the Committee considered and approved a draft MEPC circular on *Technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage*.

The MEPC is expected to agree to extend the Experience-Building Phase (EBP) for the implementation of MEPC.1/Circ.906/Rev.1, *Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life*, until 2028. The Committee also agreed to a study on underwater radiated noise emissions commissioned by the IMO, along with its associated draft Terms of Reference, subject to the outcome of a resource implication assessment.

(9) Pollution prevention and response (Agenda item 10)

Following the review of the PPR 13 report, the Committee considered taking the following actions:

- (1) Agreed to the recommendation that a standalone, legally binding instrument should be developed to regulate and manage ship biofouling in order to minimize the transfer of invasive aquatic species, and approved the draft Terms of Reference for the corresponding output.
- (2) Approved the draft amendments to MARPOL Annex I (Regulations for the Prevention of Pollution by Oil), including the addition of a new Regulation 12B to permit the controlled dehydration of oily bilge water through mandatory evaporation; furthermore, the draft guidelines related to Integrated Bilge Water Treatment Systems (IBTS), concerning oily waste management and machinery space operations, were approved in principle, subject to final approval at MEPC 85 in conjunction with the adoption of the MARPOL Annex I amendments.
- (3) Approved the draft amendments to the Unified Interpretations (UIs) of Regulations 13.2.2⁷, 13.2.3⁸, and 16.9⁹ of MARPOL Annex VI, in order to clarify the application

⁷ The revised Unified Interpretation clarifies that if an engine is installed on board and tested for its intended use more than 6 months after the applicable baseline date specified in Regulation 13.5.1.2 or 13.5.1.3 of MARPOL Annex VI, the applicable NOx standard shall be determined by the actual date of the onboard test. If unforeseen circumstances beyond the control of the shipowner prevent the engine from being tested within the 6-month period, the competent authority may apply the provisions regarding "unforeseen delay in ship delivery" in a manner consistent with UI4 of the Unified Interpretations of MARPOL Annex I.

⁸ The Unified Interpretation clarifies that for ships constructed after a specific date and operating within the Norwegian Sea or the North-East Atlantic NOx Emission Control Area, three date-based criteria—namely the building contract date, the keel-laying date, or the ship delivery date—shall be used to determine the "time of ship construction," thereby identifying the applicable NOx Tier standard.

⁹ The revised Unified Interpretation clarifies that batch-loaded incinerators shall be designed to reach 600 °C in the actual combustion space within 5 minutes after start-up, and this requirement is to be certified only during the type approval test. The purpose of monitoring the flue gas outlet temperature on board is solely for safe operation and continuous compliance, rather than for verifying this design requirement.

dates for major conversions and the requirements related to type approval tests for onboard incinerators.

(10) New outcome proposal (Agenda item 14)

The Committee considered the following proposals for new outputs:

- (1) Amendments to Regulation 12 of MARPOL Annex VI to prohibit the reintroduction of Ozone-Depleting Substances on board ships;
- (2) Development of measures to address matters related to Maritime Autonomous Surface Ships (MASS) within the instruments under the purview of the MEPC;
- (3) Supporting 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) within the regulatory framework of the IMO to protect the marine environment and marine biodiversity.

2. Recommendation for MEPC 84

- Although the Committee did not reach a substantive decision on the IMO Net-Zero Framework at this session, it agreed to hold two additional ISWG-GHG sessions prior to MEPC 85 to continue working on the draft amendments to MARPOL Annex VI and associated guidelines. Meanwhile, the review of the CII and SEEMP has entered Phase II, which may lead to strengthened ship energy efficiency management, implementation logs, and auditing requirements in the future. Administrations are advised to continuously monitor their impact on flag State oversight and data verification practices.
- The Committee approved the draft amendments to the Ballast Water Management (BWM) Convention and adopted the 2026 *Guidelines for Ballast Water Management and Development of Ballast Water Management Plans* (G4). The focus has shifted from "equipment installation" to "operational effectiveness of the system," including maintenance records, failure reporting, time-bound rectification, and compliance verification with the D-2 discharge standard. Administrations are advised to pay attention to the subsequent impacts on surveys, RO verification, and PSC inspection practices.
- The Committee agreed to initiate the development of a new mandatory code for the maritime transport of plastic pellets in freight containers, which may also entail amendments to MARPOL Annex III and the SOLAS Convention. In addition, the Committee adopted the 2026 Strategy and Action Plan to address marine plastic litter from ships, aiming to achieve zero discharge of plastic waste from ships into the sea by 2030. Administrations are advised to continue monitoring the development of requirements concerning the packaging, stowage, and reporting of plastic pellets, as well as port management.

3. Next Meeting Schedule

MEPC 85 may be held from November 23rd to 27th, 2026.

4. References

- (1) American Bureau of Shipping (ABS), News Brief: MEPC 84. <https://ww2.eagle.org/en/rules-and-resources/regulatory-updates/regulatory-news/MEPC84.html>
- (2) Bureau Veritas (BV), Marine Environment Protection Committee 84th session (MEPC 84) Summary Report. <https://marine-offshore.bureauveritas.com/newsroom/marine-environment-protection-committee-84th-session-mepc-84-summary-report>
- (3) Class NK, Preliminary Report of IMO MEPC 84. https://www.classnk.or.jp/hp/pdf/info_service/imo_and_iacs/MEPC84_sumE.pdf
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- (6) InterManager, Summary report on IMO Marine Environment Protection Committee (MEPC 84). <https://www.intermanager.org/2026/05/re-summary-report-on-imo-marine-environment-protection-committee-mepc-84-27-april-1-may-2026-169151/>
- (7) International Maritime Organization (IMO), PREVIEW: Marine Environment Protection Committee (MEPC 84), 27 April to 1 May 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/preview-mepc-84.aspx>
- (8) Lloyd's Register (LR), MEPC 84 Summary Report. <https://www.lr.org/en/knowledge/regulatory-updates/imo-meetings-and-future-legislation/mepc-84-summary-report/>
- (9) 中國船級社(CSS),〈國際海事組織海上環境保護委員會第 84 屆會議(MEPC 84)要點快報〉。
<https://www.ccs.org.cn/ccswz/IMOMeetingDetail?columnid=201900002000000037&articleId=202605070380520615>