



## IMO MEETING REPORT

DATE: 5 May 2026

COMMITTEE: MEPC

ATTENDEES: Andy Williams

SUB-GROUP:

This was the 84th session of the Marine Environment Protection Committee (MEPC), held from 27 April to 1 May 2026. I attended remotely on 27 and 28 April and 1 May.

### ITEMS OF INTEREST TO THE LEISURE/SUPERYACHT INDUSTRY

**IMO Net-Zero Framework (NZF) – status of adoption** – Following the adjournment of the Second Extraordinary Session of MEPC (MEPC ES.2) in October 2025, when the Net-Zero Framework was not adopted as anticipated, MEPC 84 considered how to further progress discussions and procedurally conclude on the adoption of the NZF. Submissions broadly fell into three groups: adopting the NZF as it stands; continuing work to reach compromise and consensus by amending the NZF; or considering alternatives to the NZF which could follow a similar architecture but base GHG intensity reduction targets on the market availability of fuels.

It was clear at this stage that finding a compromise position between those advocating for the draft NZF to be adopted with minimal change and those in favour of a market-readiness approach was not possible at this session. However, Member States re-affirmed their commitment to the IMO 2023 GHG Strategy, to achieve net zero by or around 2050, and to the development of a global IMO measure to avoid regional or unilateral measures which would create a fragmented regulatory framework.

MEPC agreed that two intersessional working group meetings on GHG reduction (ISWG-GHG 22 and 23) will be held before MEPC 85 to consider proposals on how to address concerns in the draft amendments to MARPOL Annex VI on the IMO Net-Zero Framework, draft guidelines supporting the uniform and effective implementation of the IMO mid-term measures, and the development of the IMO Life Cycle GHG Assessment (LCA) framework. ISWG-GHG 22 is tentatively scheduled for 1–4 September 2026 and ISWG-GHG 23 for 23–27 November 2026.

MEPC 85 is tentatively scheduled to be held 30 November to 3 December 2026. MEPC ES.2, which had been adjourned for one year, will be resumed for one day on Friday 4 December 2026, subject to any further discussion at MEPC 85. As such, the operative regulatory and economic detail of the NZF, which would, if adopted in current draft form, apply to ships of

5,000 GT and above engaged in international voyages including yachts, remains in suspense and is not expected to be resolved before MEPC 85.

In support of any future regulatory framework, MEPC also approved the terms of reference for the Fifth IMO GHG Study, which builds on the Fourth IMO GHG Study and will provide a non-policy-prescriptive, transparent assessment of shipping GHG emissions for the period 2018–2025/26 with projections to 2050. Final delivery is scheduled for MEPC 87 in Spring 2028. The terms of reference can be found in annex 1 of the attached report of the Working Group on Reduction of GHG Emissions from Ships in document MEPC 84/WP.8.

**Adoption of amendments to MARPOL Annex VI** – The Committee adopted resolution MEPC.407(84) on Amendments to MARPOL Annex VI, covering the clarification of entries in data reporting required by regulations 27 and 28; the designation of the North-East Atlantic as a new Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter; accessibility to the IMO Ship Fuel Oil Consumption Database; and the review clause of the short-term GHG reduction measure. The Committee also adopted resolution MEPC.408(84) on Amendments to MARPOL Annex VI concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles. Both sets of amendments will enter into force on 1 September 2027.

North-East Atlantic ECA. The new ECA covers Greenland, Iceland, the Faroe Islands, and the western coasts of the United Kingdom and Ireland, extending southward to Spain and Portugal. NOx Tier III requirements apply to ships operating within the ECA that have a building contract signed on or after 1 January 2027, or, in the absence of such a contract, with keel laying on or after 1 July 2027, or delivered on or after 1 January 2031. SOx requirements (fuel oil with a sulphur content not exceeding 0.10% m/m) will apply from 1 September 2028, twelve months after entry into force of the new ECA. The full text of the amendments and the ECA coordinates can be found at annex 1 of the attached report of the Drafting Group on Amendments to Mandatory Instruments in document MEPC 84/WP.6.

IMO DCS accessibility. The amendments to regulation 27 expand access to the Ship Fuel Oil Consumption Database. The Administration of a ship, or its recognised organisation, will receive full access to the reported data for that ship. All MARPOL Annex VI Parties will be granted comprehensive access to anonymised data for the purpose of analysis. Public user accounts will have access to anonymised data only, and only at a company's request will the IMO be able to grant public access to non-anonymised reports for that company's own ships. These provisions are relevant to yachts of 5,000 GT and above engaged in international voyages, which fall within the scope of the IMO DCS.

Multiple engine operational profiles. The amendments to regulation 2 and Appendices I and II of MARPOL Annex VI ensure that the amendments adopted in resolution MEPC.397(83) on amendments to the NOx Technical Code 2008 (Use of multiple engine operational profiles for a marine diesel engine) work legally and operationally at ship level. The IAPP Supplement is amended to identify engines approved for multiple engine operational profiles (NTC Chapter 8) and the Tier I, II or III operation under those profiles, and Appendix II is fully replaced to align engine categorisation, test cycles and weighting factors. Use of multiple engine operational

profiles is permitted but heavily controlled, with requirements for documentation, crew training on certified operating envelopes and, as needed, engagement with engine manufacturers and flag States.

Review clause of the short-term GHG reduction measure. The amendments to regulations 20, 25 and 28 update and align the review clause provisions for the EEXI and CII requirements with the IMO 2023 GHG Strategy. EEXI and CII apply to specific ship types under MARPOL Annex VI regulation 2 (bulk carriers, tankers, container ships, cruise passenger ships with non-conventional propulsion, and similar) and do not apply to yachts. The review clause amendment is relevant for context only.

**Unified Interpretations of MARPOL Annex VI** – The Committee approved revisions to MEPC.1/Circ.795/Rev.10 on the unified interpretation of IMO environment-related conventions, including: (i) the revised unified interpretation of regulation 13.2.2 on the time of replacement of an engine following the introduction of the new ECAs; (ii) a unified interpretation of regulation 13.2.3 to clarify the application date for a major conversion; and (iii) the revised unified interpretation of regulation 16.9 to clarify requirements on shipboard incinerator type approval testing. The reg 13.2.2 UI is operationally important for any existing yacht considering an engine replacement that could otherwise bring it within scope of the new North-East Atlantic ECA Tier III. The reg 16.9 UI affects type approval of shipboard incinerators of the kind installed in larger superyachts.

**Approval of comprehensive amendments to the BWM Convention** – The Committee approved draft amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention). Collectively the amendments will require shipowners and operators to demonstrate that the Ballast Water Management System (BWMS) is working properly, not just type-approved and installed correctly. Surveyors and Port State Control will increasingly inspect maintenance records, alarms, failures and corrective actions, not just certificates. Systems that are technically installed but poorly maintained or operated are much more likely to result in deficiencies or detentions.

Key changes include: explicit allowance of unmanaged or partially managed ballast water discharge in challenging water quality or contingency situations where aligned with IMO guidance (new regulation A-3.4bis); accuracy- and version-controlled Ballast Water Management Plans (new regulations B-1.2, B-1.2bis, B-1.2ter and B-1.4bis to B-1.4quater) which must be reapproved if there is any material change to the BWMS; mandatory auditable BWMS maintenance records (new regulations B-2.2bis and B-2.2ter and a new Appendix II Maintenance Log template); enforceable crew familiarisation (revised regulation B-6); annual surveys to verify that the BWMS is installed, maintained and achieving D-2 performance (revised regulations E-1.1, E-1.2, E-1.3 and E-1.4); mandatory limits on the discharge of Active Substances (new regulation D-2.3) with annual sampling of residual Active Substances (new regulation E-1.4.3); and mandatory reporting and time-bound, multi-State approved repair plans for BWMS failures (revised regulation E-1.7 and new regulation E-1.7.2).

It is anticipated that these amendments will be adopted at MEPC 85, with the entry-into-force date to be determined at the time of adoption so as to be concurrent with the entry into force of

the related amendments to the BWMS Code, which remain under development by the re-established Correspondence Group on Review of the BWM Convention. The experience-building phase associated with the BWM Convention will conclude at the time of entry into force of the resulting package of amendments. The Committee also adopted resolution MEPC.409(84) 2026 Guidelines for Ballast Water Management and the development of Ballast Water Management Plans (G4), which significantly expand and clarify mandatory BWMP requirements and revoke MEPC.127(53) as amended.

In addition, MEPC agreed a new unified interpretation of regulation D-3 confirming that BWMS approved under the 2016 G8 Guidelines (MEPC.279(70)) are deemed approved in accordance with the BWMS Code (MEPC.300(72)) and may therefore be installed on or after 28 October 2020, resolving a divergence in Port State Control treatment observed during the 2025 Paris/Tokyo MOU concentrated inspection campaigns.

The full text of the draft amendments to the BWM Convention and the revised Guidelines (G4) can be found at annexes 2 and 3 respectively of the attached report of the Ballast Water Review Group in document MEPC 84/WP.9.

**MARPOL Annex I – integrated bilge water treatment systems** – The Committee approved draft amendments to MARPOL Annex I, including a new regulation 12B governing ships fitted with an integrated bilge water treatment system (IBTS) and the associated holding and service tanks (which may incorporate heating coils for forced evaporation of the bilge water), with adoption expected at MEPC 85. The Committee also approved in principle the draft 2026 Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an IBTS, and revised guidance for recording of operations in the Oil Record Book Part I (machinery space operations). Final approval of these guidelines is expected at MEPC 85 in conjunction with the adoption of the Annex I amendments. This is a Convention-level change directly relevant to yacht engine rooms, all of which carry bilge water from machinery spaces.

**Development of a legally binding framework on biofouling** – The Committee concurred with the recommendation that the legally binding framework on the control and management of ships' biofouling should take the form of a standalone instrument, rather than amendments to an existing convention. The Committee approved the draft terms of reference for its development, which will be progressed by the PPR Sub-Committee. This is the most consequential long-term regulatory trajectory for the leisure and superyacht industries on the MEPC agenda. Although the eventual scope and applicability of the new instrument has yet to be settled, in-water inspection, hull cleaning, coating performance and record-keeping requirements are all expected to fall within scope.

**Underwater Radiated Noise (URN)** – The Committee noted the progress reported by SDC 12 on the URN experience-building phase (EBP) to date and agreed in principle to extend the EBP by two years, with a target completion year of 2028, subject to a review by the Secretariat of the technical and financial considerations. Considering the report from SDC 12, MEPC also agreed in principle to an IMO-commissioned study on URN emissions and the associated draft terms of reference, recognising the need to identify and secure financial resources before confirming at

MEPC 85. The study, if undertaken, will use consistent scenarios and timelines to those in the Fifth IMO GHG Study and will support the URN Action Plan.

Following from the agreement to extend the EBP, MEPC considered the development of an IMO URN policy road map to guide work during the two-year extension. Submissions on such a road map were invited to MEPC 85, identifying the most appropriate way forwards on how to reduce URN from shipping during the extension of the EBP, considering the outcome of the second URN workshop on links between URN and energy efficiency.

Considering the report from SDC 12, the Committee approved MEPC.1/Circ.922 on Technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage. These guidelines apply to newbuild and retrofit ships and provide non-mandatory, practical guidance to help ship designers, builders, owners and operators identify and implement measures that deliver joint benefits for fuel efficiency, GHG reduction and underwater noise reduction.

**Marine light pollution from ships** – Under any other business, the Committee considered a proposal inviting Member States and stakeholders to collaborate on addressing marine light pollution from ships, identified as an emerging issue based on growing scientific evidence of disruption to light-sensitive marine species such as seabirds, turtles, fish and corals. There is currently no harmonised international guidance on the subject. The Committee noted that cooperative work could lead to voluntary guidelines covering shipboard lighting practices, technical specifications, voyage planning near sensitive areas, crew training and monitoring. Given the prominence of exterior deck and underwater lighting on superyachts, this is a workstream which the leisure sector should track closely and engage in early.

**Work programme** – The Committee considered its work programme and that of its subsidiary bodies for the 2027–2028 biennium and agreed the following new outputs:

- Amendment of regulation 12 of MARPOL Annex VI on ozone-depleting substances, to close a regulatory gap that currently allows ships to reintroduce ozone-depleting substances (HCFCs, notably R-22) into equipment that was originally designed for non-ODS refrigerants. This is relevant to yacht HVAC systems and refrigerant management.
- Treatment of maritime autonomous surface ships (MASS) under MEPC instruments (e.g. MARPOL and BWM). MEPC tasked PPR to undertake a regulatory scoping exercise and develop a roadmap, noting that MSC, LEG and FAL have already completed their own scoping exercises.
- Coordination between IMO instruments and the BBNJ Agreement, particularly regarding area-based management tools and marine protected areas in areas beyond national jurisdiction. MEPC agreed in principle to the inclusion of the draft terms of reference and work plan, subject to further consideration by MEPC 85, with the Secretariat instructed to assess technical, administrative and financial implications.

**Other items of note** – The Committee adopted MEPC.410(84) Amendments to the 2022 Guidelines on the method of calculation of the attained EEDI for new ships, and MEPC.411(84) 2026 Guidelines on survey and certification of the EEDI. The amendments extend the definition of "gas" to encompass any fuel used in dual-fuel mode (including liquid fuels), and introduce a

definition of hybrid propulsion based on a power threshold relative to main engine MCR as certified under the NTC 2008. Although EEDI does not apply to yachts, the IMO-endorsed hybrid propulsion definition is likely to be adopted by class societies and may inform any future yacht-specific framework.

The Committee also adopted MEPC.414(84) 2026 Guidelines for test-bed and onboard measurements of CH<sub>4</sub> and/or N<sub>2</sub>O emissions from marine diesel engines (updating MEPC.402(83)); MEPC.415(84) Guidelines for engine load monitoring (ELM) and calculation of emission values; and MEPC.416(84) Guidelines for continuous emission monitoring systems (CEMS). Together these establish voluntary methodologies for measuring actual tank-to-wake CH<sub>4</sub> and N<sub>2</sub>O emissions, as alternatives to default emission factors under the 2024 LCA Guidelines. The framework is foundational for future LCA, IMO DCS and Net-Zero Framework reporting, and will be relevant to LNG and methanol dual-fuel yachts wishing to use direct measurement of methane slip rather than default values. The full text of the three resolutions can be found at annexes 7, 8 and 9 respectively of the attached report of the Working Group on Air Pollution and Energy Efficiency in document MEPC 84/WP.7.

The Committee also adopted MEPC.412(84) Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1) and MEPC.413(84) Amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP). Both clarify that the existing supply-based transport work proxy (capacity × total distance travelled) continues to be used for calculating attained annual operational CII, with total distance comprising both “underway” and “not underway” data, pending completion of the Phase 2 review of the short-term GHG measure. CII does not apply to yachts, but the amendments to the 2024 SEEMP Guidelines (notably Appendix 4 – standardised data reporting format for the IMO DCS) are relevant to yachts of 5,000 GT and above on international voyages reporting under the IMO DCS via SEEMP Part II.

The Committee also adopted MEPC.417(84) 2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships, consolidating the previous Strategy (MEPC.341(77)) and the 2025 Action Plan (MEPC.404(83)) into a single resolution. A comprehensive review of the strategy and Action Plan will likely take place in 2030.

The Committee did not agree to the prohibition of ballast water exchange and discharge within the proposed Reserva Nacional Dorsal de Nasca (Peru) Particularly Sensitive Sea Area, on the grounds that PSSA Associated Protective Measures should provide additional protection beyond that already provided by existing instruments. The intent of the APM was supported but further work was deemed necessary, including consideration of operational implications, with refinements invited at a future session.

**Report of the Committee:** The draft report of the Committee is in attached document MEPC 84/WP.1.

#### PRINCIPAL ISSUES:

The agenda for the meeting was as follows:

1. Adoption of the agenda
2. Decisions of other bodies
3. Consideration and adoption of amendments to mandatory instruments
4. Harmful aquatic organisms in ballast water
5. Air pollution prevention
6. Energy efficiency of ships
7. Reduction of GHG emissions from ships
8. Follow-up work emanating from the action plan to address marine plastic litter from ships
9. Experience-building phase for the reduction of underwater radiated noise from shipping
10. Pollution prevention and response
11. Reports of other sub-committees
12. Identification and protection of Special Areas, ECAs and PSSAs
13. Application of the Committee's method of work
14. Work programme of the Committee and subsidiary bodies
15. Election of the Chair and Vice-Chair for 2026
16. Any other business

Two working groups, one drafting group and one review group were established as follows:

1. Working group on Air Pollution and Energy Efficiency. The terms of reference of this group were:

With regard to agenda item 5 (Air pollution prevention)

1. consider document MEPC 84/5 (Türkiye), and advise the Committee accordingly;
2. finalize the draft amendments to the NO<sub>x</sub> Technical Code 2008, concerning certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels, as set out in annex 4 to document PPR 13/18/Add.1, taking into account document MEPC 84/10/2 (IACS), with a view to approval at this session;

With regard to agenda item 6 (Energy efficiency of ships)

3. consider the proposals and information related to the IMO Data Collection System (IMO DCS) in documents MEPC 84/6/4 (Brazil et al.), MEPC 84/6/7 (IACS), MEPC 84/6/10 (China) and MEPC 84/INF.31 (CLIA), and advise the Committee accordingly;
4. consider the proposals and information related to the EEDI and EEXI frameworks in documents MEPC 84/6 (IMLA), MEPC 84/6/9 (China), MEPC 84/6/14 (IACS) and MEPC 84/6/18 (INTERFERRY), and advise the Committee accordingly;
5. consider the proposals and information related to phase 2 of the review of the short-term GHG reduction measure in documents MEPC 84/6/3 (Secretariat), MEPC 84/6/5 (Cook Islands et al.), MEPC 84/6/8 (ICS et al.), MEPC 84/6/11 (China), MEPC 84/6/13 (ICS), MEPC 84/6/15 (RINA), MEPC 84/6/16 (Republic of Korea), MEPC 84/6/17 (Brazil et al.), MEPC 84/6/20 and MEPC 84/6/21 (RINA), MEPC 84/6/22 (CSC and EDF), MEPC

84/INF.23 (INTERTANKO) and MEPC 84/INF.26 (France), and advise the Committee accordingly;

6. with regard to measurement and verification of non-CO<sub>2</sub> GHG emissions and onboard carbon capture and storage (OCCS):
  - a) consider and finalize the draft 2026 guidelines for test bed and onboard measurements of CH<sub>4</sub> and/or N<sub>2</sub>O emissions from marine diesel engines, as set out in annex 1 to document MEPC 84/6/6 (Norway), taking into account documents MEPC 84/6/12 (China), MEPC 84/6/19 (EUROMOT), MEPC 84/6/23 (EUROMOT) and MEPC 84/6/25 (China), with a view to adoption at this session;
  - b) consider and finalize the draft guidelines for engine load monitoring (ELM) and calculation of emission values (ELM Guidelines), as set out in annex 2 to document MEPC 84/6/6 (Norway), with a view to adoption at this session;
  - c) consider and finalize the draft guidelines for continuous emission monitoring systems (CEMS Guidelines), as set out in annex 3 to document MEPC 84/6/6 (Norway), with a view to adoption at this session;
  - d) consider the proposals and information related to OCCS in documents MEPC 84/6/6 (Norway), MEPC 84/6/24 (INTERTANKO), MEPC 84/6/26 (China), MEPC 84/6/27 (CSC), MEPC 84/INF.8 (China) and MEPC 84/INF.25 (RINA), and advise the Committee accordingly; and
  - e) consider the re-establishment of the Correspondence Group on Measurement and Verification of Non-CO<sub>2</sub> GHG Emissions and Onboard Carbon Capture and Storage, taking into account the draft revised terms of reference set out in paragraph 174 of document MEPC 84/6/6 (Norway), and progress made during this session, and advise the Committee accordingly;
7. consider the draft MEPC circular on the technical guidance on co-optimizing energy efficiency and underwater radiated noise at the design and retrofit stage (MEPC 84/11/2, paragraph 2.9) and advise the Committee accordingly; and
8. submit a written report by Thursday, 30 April 2026.

2. Working group on Reduction of GHG Emissions from Ships. The terms of reference of this group were:

Taking into account the comments, proposals and decisions made in plenary, the Working Group on Reduction of GHG Emissions from Ships was instructed to:

1. finalize the draft terms of reference for the Fifth IMO GHG Study, using annex 1 to document MEPC 84/7/14 as the basis, taking also into account documents ISWG-GHG 21/3/20 and ISWG-GHG 21/4; and
2. submit a written report to the plenary by Friday, 1 May 2026.

3. Drafting group on Amendments to Mandatory Instruments. The terms of reference of this group were:

Taking into account comments and decisions made in plenary, the Drafting Group was instructed to:

1. prepare the final text of the draft amendments to MARPOL Annex VI, concerning:
    - a) the clarification of entries in data reporting required by regulations 27 and 28, the designation of the North-East Atlantic as a new Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter, accessibility to the IMO Ship Fuel Oil Consumption Database, and the review clause of the short-term GHG reduction measure (regulations 20, 25, 27 and 28), using document MEPC 84/3 as the basis and taking into account document MEPC 84/3/2;
    - b) the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles, using document MEPC 84/3/1 as the basis; and
  2. submit a written report to plenary by Thursday, 30 April 2026.
4. Ballast Water Review Group. The terms of reference of this group were:

The Review Group was instructed to take into consideration the comments and decisions made in plenary, and to:

With regard to agenda item 4 (Harmful aquatic organisms in ballast water)

1. finalize the draft amendments to the BWM Convention for approval by the Committee, using annex 3 to document MEPC 84/4/2 as the basis and considering the additional proposals in documents MEPC 84/4/6 (relevant parts) and MEPC 84/4/12;
2. finalize the draft revised Guidelines (G4) for adoption by the Committee, using annex 4 to document MEPC 84/4/2 as the basis;
3. consider the topics set out in paragraphs 15 to 17 of document MEPC 84/4/2, as well as the proposals, comments and information in documents MEPC 84/4/5, MEPC 84/4/8, MEPC 84/4/11 (relevant parts), MEPC 84/4/17, MEPC 84/4/18, MEPC 84/4/19, MEPC 84/4/20, MEPC 84/4/21, MEPC 84/4/24, MEPC 84/INF.33 and MEPC 84/INF.34, with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention towards the finalization of the draft amendments to the BWMS Code;
4. consider the proposals and information in documents MEPC 84/4/1, MEPC 84/4/6 (relevant parts), MEPC 84/4/7, MEPC 84/4/9, MEPC 84/4/11 (relevant parts), MEPC 84/4/13, MEPC 84/4/14, MEPC 84/4/15, MEPC 84/4/22 (relevant parts), MEPC 84/4/23, MEPC 84/INF.24, MEPC 84/INF.29 and MEPC 84/INF.30, with a view to informing and facilitating the further work of the Correspondence Group on Review of the BWM Convention towards the revision and development of guidelines associated with the BWM Convention;
5. consider the progress of the Convention review and the way forward for the completion of the review, taking into account the Convention Review Plan (BWM.2/Circ.79), and advise the Committee accordingly;
6. prepare draft terms of reference for the re-establishment of the Correspondence Group on Review of the BWM Convention;
7. consider the proposals in document MEPC 84/4/11 (relevant parts) regarding the control of the discharge of disinfection by-products from BWMS, taking into account the

information in documents MEPC 84/INF.9 and MEPC 84/INF.28, and advise the Committee accordingly;

8. consider the proposals in documents MEPC 84/4/4, MEPC 84/4/10 and MEPC 84/4/22 (relevant parts), taking into account the information in document MEPC 84/INF.32, regarding proposed revisions of guidelines outside of the BWM Convention review, and advise the Committee accordingly; and
9. consider the draft unified interpretation to regulation D-3 of the BWM Convention proposed in document MEPC 84/4/16 and advise the Committee accordingly.

With regard to agenda item 12 (Identification and protection of Special Areas, ECAs and PSSAs)

10. consider the proposal to establish a prohibition on ballast water exchange and discharge operations within the geographical boundaries of the Nasca Ridge National Reserve (MEPC 84/12/2), taking into account the information in document MEPC 83/12/1, and advise the Committee accordingly; and
11. submit a written report to the plenary by Thursday, 30 April 2026.

ATTACHMENTS/SUPPORTING DOCUMENTATION:



MEPC 84-WP.6 -



MEPC 84-WP.1 -



MEPC 84-WP.9 -



MEPC 84-WP.8 -



MEPC 84-WP.7 -

Report of the Drafting Draft Report Of The MReport of the Ballast VReport of the Working Report of the Working