



IMO MEPC 74 Meeting Summary

June 28, 2019

The Marine Environment Protection Committee (MEPC) of the International Maritime Organization met for its 74TH session in London during 13-17 May 2019.

Air Pollution and Energy Efficiency

Amendments to MARPOL Annex VI supporting consistent implementation of the 0.5% Sulphur limit

To support consistent implementation of regulation 14 of MARPOL Annex VI, MEPC 74 adopted amendments to MARPOL Annex VI to regulations 1, 2, 14 and 18, appendix I and appendix VI of MARPOL Annex VI, with a view to adoption at MEPC 75, with an expected entry force date of September 2021.

The amendments cover:

- Amendments to Regulation 2 Definitions, to include new definitions for “Sulphur content of fuel oil” - meaning the concentration of sulphur in any fuel oil, measured in % m/m as tested in accordance with standard acceptable to the Organization; “Low-flashpoint fuel”, to mean gaseous or liquid fuel having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of SOLAS regulation II-2/4; “MARPOL delivered sample”, to mean the sample of fuel oil delivered in accordance with regulation 18.8.1 of MARPOL Annex VI; “In-use sample”, to mean the sample of fuel oil in use on a ship; and “On board sample”, to mean the sample of fuel oil intended to be used or carried for use on board that ship.
- Amendments to Regulation 14 Sulphur oxides (SOX) and particulate matter, to add new paragraphs related to in-use and on board fuel oil sampling and testing, to add new paragraphs to require one or more sampling points to be fitted or designated for the purpose of taking representative samples of the fuel oil being used or carried for use on board the ship. The representative samples of the fuel oil being used on board are to be taken in order to verify the fuel oil complies with the regulation. With regard to sampling of on board fuel oil (in tanks), guidelines to support effective and safe

implementation would need to be prepared before entry into force of the provision.

- Appendix I amendments to the International Air Pollution Prevention (IAPP) certificate - Draft consequential amendments to update the IAPP certificate to add a reference to sampling points and also to note where there is an exemption to the provision for low-flashpoint fuel.
- Appendix VI to include a revised verification procedure for MARPOL delivered fuel oil sample and a new verification procedure for in-use and on board samples.

2019 Guidelines for consistent implementation of the 0.50% Sulphur limit under MARPOL Annex VI

The purpose of these Guidelines is to ensure consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI. These Guidelines are intended for use by Administrations, port States, shipowners, shipbuilders and fuel oil suppliers, as appropriate.

Appendix 1 to these Guidelines provides a template for the Fuel Oil Non-Availability Report (FONAR) that should be sent to the flag Administration and to the competent authorities in the relevant port(s) of destination in accordance with regulation 18.2.4 of MARPOL Annex VI.

Appendix 2 provide a review of potential safety implications associated with use of 2020 compliant fuels. The Guidelines were finalized and adopted as resolution MEPC.320(74).

2019 Guidelines for port State control under MARPOL Annex VI Chapter 3

This document provides basic guidance on the conduct of port State control inspections for compliance with MARPOL Annex VI to ensure consistency in the conduct of these inspections, the recognition of deficiencies and the application of control procedures.

For example, the Guidelines includes:

- a. how to follow-up a possible discrepancy between the sulphur content on the bunker delivery note and independent test results of commercial samples taken by the ship during bunkering;
- b. guidance in the case that non-availability of compliant fuel is claimed, and having used the Fuel Oil Non-Availability Report (FONAR);
- c. initial inspection on ships equipped with equivalent means of SOX compliance; and
- d. inspection within or after transiting an ECA.

The Guidelines were finalized and adopted as resolution MEPC.321(74).

Notification on early application of the approved amendments to the verification procedures for a MARPOL Annex VI fuel oil sample

To ensure a consistent approach to verifying the sulphur limit of the fuel oil delivered to, in-use or carried for use on board a ship until the entry into force of the approved amendments to appendix VI of MARPOL Annex VI related to the verification procedure for a MARPOL Annex VI fuel oil sample (regulation 18.8.2 or regulation 14.8), the Committee approved MEPC.1/Circ.882 - Early application of the approved amendments to the verification procedures for a MARPOL Annex VI fuel oil sample. The Circular invites Member Governments to apply the approved amendments, in advance of their entry into force in 2021.

Guidance for port State control on contingency measures for addressing non-compliant fuel oil

The document was finalized and includes guidance on how to proceed when a ship has to bunker non-compliant fuel oil due to unavailability of compliance fuel oil.

The guidance provides that port State, the flag State and ship operators should work together to agree on the most appropriate solution, taking into account the information provided in the Fuel Oil Non-Availability Report (FONAR), to address the non-compliant fuel oil. In addition, the ship and the port State should consider the following as possible contingency measures - actions predetermined in the Ship implementation plan; discharging non-compliant fuel oil to another ship to be carried as cargo or to an appropriate shipboard or land-based facility; managing the non-compliant fuel oil in accordance with a method acceptable to the port State; operational actions, such as modifying sailing or bunkering schedules and/or retention of non-compliant fuel oil on board the ship. The port State and the ship should

consider any safety issues and possible undue delays.

The Guidelines were approved by MEPC at this session as [MEPC.1/Circ.881](#).

Guidelines for best practice for Member States/coastal States

These best practices are intended to assist Member States in carrying out their responsibilities under MARPOL Annex VI, to ensure effective implementation and enforcement of statutory requirements of that Annex. The best practices include promote the availability of fuel oils which comply with MARPOL Annex VI and require suppliers under their jurisdiction to provide fuel oils that comply with the requirements of regulation 14 and regulation 18.3; strive to follow the procedure for reporting compliant fuel oil non-availability; in cases where it is documented that the fuel delivered does not comply with those qualitative requirements of the regulation, the port State/coastal State should take action against the supplier; analysis of the MARPOL delivered sample, if required; and maintaining of a register of local suppliers of fuel oil;

The Guidelines were finalized and approved by MEPC at this session as [MEPC.1/Circ.884](#).

Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the provision of the Guidelines

The Committee approved [MEPC.1/Circ.883](#) on Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the provision of the Guidelines.

The Circular indicates that a system malfunction that cannot be rectified (any EGCS malfunction that lasts more than one hour or repetitive malfunctions) is to be regarded as an accidental breakdown. The ship should then changeover to compliant fuel oil if the EGCS cannot be put back into a compliant condition within one hour. If the ship does not have compliant fuel oil or sufficient amount of compliant fuel oil on board, a proposed course of action, in order to bunker compliant fuel oil or carry out repair works, should be communicated to relevant authorities including the ship's Administration, for their agreement. Such system malfunctions should be reported to the flag and port State's Administration along with an explanation of the steps the ship operator is taking to address the

failure. At their discretion, the flag and port State's Administration could take such information and other relevant circumstances into account to determine the appropriate action to take in the case of an EGCS malfunction, including not taking action.

Enhancement of the implementation of regulation 18 of MARPOL Annex VI

The Committee approved a draft MEPC Circular on Reporting of data related to fuel oil availability and quality in the IMO GISIS Annex VI module to promote greater understanding of the consistent implementation of the 0.50% m/m Sulphur limit under MARPOL Annex VI.

In this regard, the Committee instructed the Secretariat to update the existing tabs for regulations 18.1, 18.2.5 and 18.9.6 in the MARPOL Annex VI GISIS module, including:

1. updating the types of fuels and sulphur contents that are listed;
2. allowing for multiple ports to be entered in a single entry;
3. allowing searching by port or compliant fuel;
4. aligning with the format of the FONAR;
5. adding check-boxes on fuel oil quality; and
6. improving the selection of regulations.

The Committee agreed a correspondence group should investigate reporting of additional items on GISIS and further usability improvements and report to MEPC 75.

Unified interpretations to MARPOL Annex VI (regulations 13.2.2, 13.5.3, 14.1 and 16.9)

The Committee approved [MEPC.1/Circ.795/Rev.4](#) on Unified interpretations to MARPOL Annex VI, which included unified:

1. regulation 13.2.2 of MARPOL Annex VI in relation to the time of the replacement or addition of an engine;
2. regulation 13.5.3 of MARPOL Annex VI in relation to the applicability of recording requirements to replacements engines (Tier II) subject to resolution MEPC.230(65));
3. regulation 14.1 of MARPOL Annex VI in relation to applying requirement of sulphur content of fuel oil to emergency equipment; and
4. regulation 16.9 of MARPOL Annex VI in relation to shipboard incinerators.

Reduction of greenhouse gas emissions (GHG) from ships

The MEPC acted on a number of measures aimed at supporting the achievement of the objectives set out in the [initial IMO strategy](#), [MEPC.304\(72\)](#), on reduction of GHG emissions from ships, including:

1. approving amendments to strengthen existing mandatory requirements for new ships to be more energy efficient;
2. initiating the Fourth IMO GHG Study;
3. adopting a resolution MEPC.323(74) encouraging cooperation with ports to reduce emission from shipping;
4. approving a procedure for the impact assessment of new measures proposed [MEPC.1/Circ.885](#);
5. agreeing to establish a multi-donor trust fund for GHG; and
6. agreeing on terms of reference for the sixth and seventh intersessional working groups to be held in November 2019 and in March 2020, respectively, in order to expedite the work.

Also discussed were possible candidate short-term, mid- and long-term measures aiming at reducing GHG emissions from ships, to be further considered at next sessions.

Amendments to regulation 21 (Required EEDI) of MARPOL Annex VI

Finalized the draft amendments to table 2 of regulation 21 of MARPOL Annex VI

Ship Type	Size	Phase 0	Phase 1	Phase 2	Phase 3	Phase 3
		1 Jan 2013 – 31 Dec 2014	1 Jan 2015 – 31 Dec 2019	1 Jan 2020 – 31 Dec 2024	1 Jan 2022 and onwards	1 Jan 2025 and onwards
Bulk carrier	20,000 DWT and above	0	10	20		30
	10,000 and above but less than 20,000 DWT	n/a	0-10*	0-20*		0-30*
Gas carrier	15,000 DWT and above	0	10	20	30	
	10,000 and above but less than 15,000 DWT	0	10	20		30
	2,000 and above but less than 10,000 DWT	n/a	0-10*	0-20*		0-30*
Tanker	20,000 DWT and above	0	10	20		30
	4,000 and above but less than 20,000 DWT	n/a	0-10*	0-20*		0-30*
Container ship	200,000 DWT and above	0	10	20	50	
	120,000 and above but less than 200,000 DWT	0 00	10	20	45	
	80,000 and above but less than 120,000 DWT	0 0	10	20	40	
	40,000 and above but less than 80,000 DWT	0 0	10	20	35	
	15,000 and above but less than 40,000 DWT	0 0	10	20	30	
	10,000 and above but less than 15,000 DWT	0 n/a	0-10*	0-20*	15-30*	
General Cargo ships	15,000 DWT and above	0	10	15	30	
	3,000 and above but less than 15,000 DWT	n/a	0-10*	0-15*	0-30*	
Refrigerated cargo carrier	5,000 DWT and above	0	10	15		30
	3,000 and above but less than 5,000 DWT	n/a	0-10*	0-15*		0-30*
Combination carrier	20,000 DWT and above	0	10	20		30
	4,000 and above but less than 20,000 DWT	n/a	0-10*	0-20*		0-30*

Ship Type	Size	Phase 0 1 Jan 2013	Phase 1 1 Jan 2015	Phase 2 1 Jan 2020	Phase 3 1 Jan 2022	Phase 3 1 Jan 2025
LNG carrier***	10,000 DWT and above	n/a	10**	20	30	
Ro-ro cargo ship (vehicle carrier)***	10,000 DWT and above	n/a	5**	15		30
Ro-ro cargo ship***	2,000 DWT and above	n/a	5**	20		30
	1,000 and above but less than 2,000 DWT	n/a	0-5*, **	0-20*		0-30*
Ro-ro passenger ship***	1,000 DWT and above	n/a	5**	20		30
	250 and above but less than 1,000 DWT	n/a	0-5*, **	0-20*		0-30*
Cruise passenger ship*** having non-conventional propulsion	85,000 GT and above	n/a	5**	20	30	
	25,000 and above but less than 85,000 GT	n/a	0-5*, **	0-20*	0-30*	

* Reduction factor to be linearly interpolated between the two values dependent upon ship size.

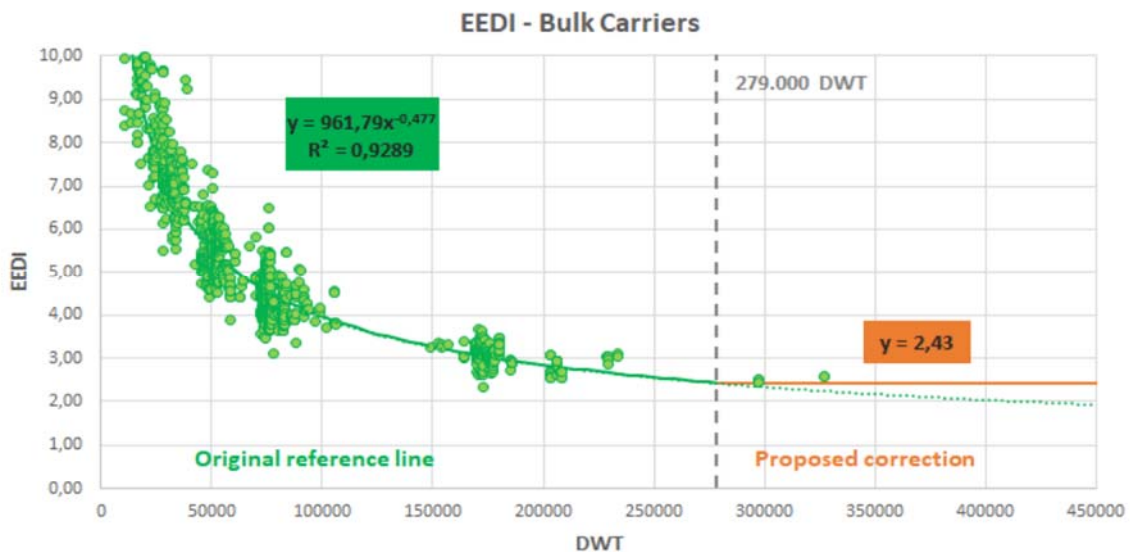
The lower value of the reduction factor is to be applied to the smaller ship size.

** Phase 1 commences for those ships on 1 September 2015.

*** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.

Proposed modification to the EEDI reference line as shown in table 2 under regulation 21.3 of MARPOL Annex VI for bulk carrier (row 2.25) was agreed:

Ship type defined in regulation 2	a	b	c
2.25 Bulk carrier	961.79	DWT of the ship where $DWT \leq 279,000$ 279,000 where $DWT > 279,000$	0.477



Harmful Aquatic Organisms in Ballast Water

Form of IBWMC

Draft amendments to the form of the International Ballast Water Management Certificate were approved with a view to adoption by MEPC 75. The draft amendment provides another line as indicated below for recording ballast water management methods other than D-1 and D-2, in accordance with other regulations in the BWM Convention:

■ Other approach in accordance with regulation

For example, managing ballast water by uptake and subsequent discharge on the high seas of the same ballast water and sediments would be recorded under regulation A-3.4; uptake and discharge of ballast water and sediments from a ship at the same location without mixing with unmanaged ballast water and sediments would be recorded under regulation A-3.5; discharge to a reception facility under regulation B-3.6; other methods of ballast water management approved in principle by the Committee under regulation B-3.7; exemptions under regulation A-4; equivalent compliance under regulation A-5.

Validation of the compliance of individual BWMS with regulation D-2 of the BWM Convention in conjunction with their commissioning

Amendments to regulation E-1 of the BWM Convention to include commissioning testing of new installations of BWMS using guidance in BWM.2/Circ.70 were approved with a view to adoption at MEPC 75. The commissioning test shall validate the installation of the system to demonstrate that its mechanical, physical, chemical and biological processes are working properly.

Therefore, pending entry into force of the draft amendments no earlier than October 2021, the Liberian Administration has instructed its Recognized Organizations that BWM.2/Circ.70 shall be implemented in relation to commissioning testing of BWMC during installation. An indicative analysis using methods listed in table 3 of BWM.2/Circ.42/rev.1 would be acceptable.

It was agreed that this validation would entail indicative analysis using methods listed in table 3 of BWM.2/Circ.42/rev.1 and is not meant to confirm compliance with regulation D-2 at the same level as type approval testing and the Committee endorsed the view that commissioning testing should not be applicable to

ships that already installed a BWMS and were certified for compliance with regulation D-2.

It should be recalled that the 2017 version of the Harmonized System of Survey and Certification (HSSC), adopted by A 30 through Resolution A.1120(30), already includes the provision for this validation (survey item (BI) 1.1.2.19).

It was noted that, while the validation was intended to be carried out for all new installations of BWMS, survey item (BI) 1.1.2.19 is applicable only to initial surveys whereas for existing ships this installation might be connected to an additional survey. Noting this, MEPC 73 instructed the Correspondence Group on Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), established by III 5, to ensure that the validation of BWMS at their commissioning be incorporated in the 2019 HSSC Guidelines for all ships, including new ballast water management system installations on existing ships.

Consideration and Adoption of Amendments to Mandatory Instruments

Electronic Record Books

Amendments to MARPOL Annexes I, II, V and VI concerning Electronic Record Books were adopted with entry-into-force on 1 October 2020. The amendments will permit Electronic Record Books approved by the Administration, to electronically record in lieu of a hard copy record book, the required entries for discharges, transfers and other operations as required under regulations 17 and 36 of Annex I related to Oil Record Book Parts I and II; regulation 15 of Annex II related to Cargo Record Book; regulation 10 of Annex V related to Garbage Record Book, regulation 12, 13 and 14 of Annex VI related to ozone depleting substances, NOx Tier II and II on/off status and fuel-oil-change-over position prior to entry into an ECA.

Resolution MEPC.318 (74), on Guidelines for the use of Electronic Record Books under MARPOL were adopted with entry-into-force on 1 October 2020.

Amendments to MARPOL ANNEX II - Cargo residues and tank washings of persistent floating products and noxious liquid substances and the IBC Code

The Committee adopted amendments to MARPOL Annex II regulation 1 (to add a definition for persistent floater) and regulation 13 (Control of discharges of residues of

noxious liquid substances) and consequential amendments to Appendix IV (standard format for procedures and arrangements manual) and Appendix VI (prewash procedures) of MARPOL Annex II; and chapter 17 of the IBC Code to address issues related to the discharge of cargo residues and tank washings of persistent floating products. The amendments will enter into force on 1 January 2021. This would result in the requirements for an increased number of Annex II cargoes, such as vegetable oils, requiring a pre-wash and discharge of residue/water mixture generated during the prewash to a reception facility, for specific products, in specified areas (North West European waters, Baltic Sea area, Western European waters and Norwegian Sea).

Final draft of the revised chapter 21 of the IBC Code (Criteria for assigning carriage requirements for products subject to the IBC Code) along with consequential revision of chapters 16, 17 and 18 of the IBC Code were adopted with entry-into-force on 1 January 2021.

The addendum to the IBC Code Certificate of Fitness will change for chemical tankers upon entry into force as a result of revision to chapter 21.

Under the revised chapter 21 of the IBC Code, Methyl Alcohol has been assigned the special requirement for toxic products in *column o* of chapter 17 of the Code (Summary of minimum requirements) with deviations from the normal assignment criteria used for some of the carriage requirements having been implemented.

Marine Plastic Litter from Ships

The Committee recalled that MEPC 73 had adopted the Action Plan to address marine plastic litter from ships **resolution MEPC.310(73)** (Action Plan) and agreed that the measures in the Action Plan would be reviewed at MEPC 74 based on follow-up proposals. The Committee also recalled that MEPC 73 had agreed that, following such a review, the Committee would instruct the PPR Sub-Committee or other sub-committees, as appropriate, to undertake work only on actions for which a well-defined scope of work had been developed.

GESAMP Working Group on Sea-based sources of marine litter (GESAMP WG 43)

The Committee noted that a GESAMP Working Group on Sea-based sources of marine litter (GESAMP WG 43) had been established, which would, inter alia, review and analyse the existing body of knowledge on marine plastic litter from all sea-based sources and provide an assessment of data gaps. The Committee also noted that

GESAMP WG 43 was already starting its work, having secured funding to complete its terms of reference, and would aim to deliver its first report in early 2020, and a second report in late 2020.

Development of draft terms of reference for the IMO Study on marine plastic litter from ships

The Committee noted that the Working Group had agreed that the IMO Study on marine plastic litter from ships should not duplicate work already undertaken or being carried out by GESAMP WG 43, but instead build on the reports and analyses of GESAMP and other organizations by providing new information and quantitative data.

The Committee approved the draft terms of reference for the IMO Study on marine plastic litter from ships, as developed by the Working Group. The terms of reference cover the following broad elements:

1. information on the contribution of all ships to marine plastic litter;
2. providing, where possible, a variety of analyses and visualizations to the estimated contribution in 1. above; and
3. Stowage, delivery and reception of plastic waste from ships.

Information on marking of fishing gear

Concerning information on marking and logging of fishing gear, the Committee invited FAO to:

1. make information on fishing gear marking and logging schemes available to MEPC and/or to the GESAMP Working Group 43, as appropriate; and
2. collaborate with IMO and provide advice on the voluntary or mandatory application of marking of fishing gear, including costs associated with the implementation of a mandatory requirement and the most appropriate FAO or IMO instrument for potentially introducing such a requirement.

Information on the outcomes of investigations of reports of alleged port reception facility inadequacies

In relation to port reception facilities, the Committee requested the Secretariat to include the outcomes of investigations of reports of alleged port reception facility inadequacies in the document submitted by the Secretariat (Annual enforcement reports on port reception facilities) to the III Sub-Committee, with a view to facilitating the identification of themes relating to the delivery and handling of plastic waste.

Recommendations on how the IMO Study on marine plastic litter from ships should be undertaken

The Committee concurred with the following recommendations of the Working Group

1. subject to sufficient funds being available, procuring the services of contractor/s to undertake the IMO Study on marine plastic litter from ships was the preferred way for carrying out the Study;
2. terms of reference 1 and 2, relating to understanding shipping's contribution to marine plastic litter, should be undertaken as a priority, subject to sufficient financial contributions being made; and
3. subject to additional financial contributions being made, term of reference 3, relating to storage, delivery and reception of plastic waste from ships, should also be undertaken.

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PROVISIONAL LIST OF RESOLUTIONS ADOPTED BY MEPC 74

- RESOLUTION MEPC.313(74) – AMENDMENTS TO MARPOL ANNEX II (CARGO RESIDUES AND TANK WASHINGS OF PERSISTENT FLOATING PRODUCTS)
- RESOLUTION MEPC.314(74) – AMENDMENTS TO MARPOL ANNEX VI (ELECTRONIC RECORD BOOKS AND EEDI REGULATIONS FOR ICE-STRENGTHENED SHIPS)
- RESOLUTION MEPC.315(74) – AMENDMENTS TO THE NOX TECHNICAL CODE 2008 (ELECTRONIC RECORD BOOKS AND CERTIFICATION REQUIREMENTS FOR SCR SYSTEMS)
- RESOLUTION MEPC.316(74) – AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)
- RESOLUTION MEPC.317(74) – AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)
- RESOLUTION MEPC.318(74) – GUIDELINES FOR THE USE OF ELECTRONIC RECORD BOOKS UNDER MARPOL
- RESOLUTION MEPC.319(74) – AMENDMENTS TO THE 2017 GUIDELINES ADDRESSING ADDITIONAL ASPECTS OF THE NOX TECHNICAL CODE 2008 WITH REGARD TO PARTICULAR REQUIREMENTS RELATED TO MARINE DIESEL ENGINES FITTED WITH SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEMS (RESOLUTION MEPC.291(71))
- DRAFT AMENDMENTS TO THE BWM CONVENTION (REGULATIONS E-1 AND APPENDIX I)
- DRAFT AMENDMENTS TO MARPOL ANNEX VI (REGULATIONS 1, 2, 14, 18, 20, 21, APPENDIX I AND APPENDIX VI)
- **RESOLUTION MEPC.320(74)** – 2019 GUIDELINES FOR CONSISTENT IMPLEMENTATION OF THE 0.50% SULPHUR LIMIT UNDER MARPOL ANNEX VI
- RESOLUTION MEPC.321(74) – 2019 GUIDELINES FOR PORT STATE CONTROL UNDER MARPOL ANNEX VI CHAPTER 3
- RESOLUTION MEPC.322(74) – AMENDMENTS TO THE 2018 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS (RESOLUTION MEPC.308(73))
- RESOLUTION MEPC.323(74) – INVITATION TO MEMBER STATES TO ENCOURAGE VOLUNTARY COOPERATION BETWEEN THE PORT AND SHIPPING SECTORS TO CONTRIBUTE TO REDUCING GHG EMISSIONS FROM SHIPS

PROVISIONAL LIST OF CIRCULARS APPROVED BY MEPC 74

[BWM.2/Circ.67/Rev.1](#) - Revised data gathering and analysis plan for the experience-building phase associated with the BWM Convention

[BWM.2/Circ.66/Rev.1](#) - Updated unified interpretation of Appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention

[MEPC.1/Circ.512/Rev.1](#) - Guidelines for the provisional assessment of liquid substances transported in bulk

[MEPC.1/Circ.795/Rev.4](#) - Unified interpretations to MARPOL Annex VI (regulations 13.2.2, 13.5.3, 14.1 and 16.9)

[MEPC.1/Circ.864/Rev.1](#) - 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships.

[MEPC.1/Circ.881](#) - Guidance for port State control on contingency measures for addressing non-compliant fuel oil

[MEPC.1/Circ.882](#) - Early application of the verification procedures for a MARPOL Annex VI fuel oil sample (regulation 18.8.2 or regulation 14.8)

[MEPC.1/Circ.883](#) - Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the exhaust gas cleaning system (EGCS) fails to meet the provisions of the Guidelines

[MEPC.1/Circ.884](#) - Guidance for best practice for member state/coastal state

[MEPC.1/Circ.885](#) - Procedure for Assessing Impacts on States of Candidate Measures

[MEPC.1/Circ.886](#) - Guidance on the implementation of provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code related to paraffin-like products