I. IMO Sub-Committee on Pollution Prevention and Response 12th session (PPR 12)

PPR 12th session was held from 27 to 31 January 2025 at IMO Headquarters in London. PPR 12 meeting highlights are as follows:

1. Finalized the draft guidance on in-water cleaning of ships' biofouling

The resolution MEPC.378(80) on the *2023 Guidelines for the control and management of ship's biofouling to minimize the transfer of invasive aquatic species* (2023 Biofouling Guidelines) was adopted at MEPC 80 (July 2023).

PPR 12 had a discussion to develop and finalize draft guidance on in-water cleaning systems. The guidance is intended to support the universal application of the 2023 Biofouling Guidelines, which is mainly aimed at the global availability of safe and environmentally responsible in-water cleaning services and operations while addressing risks to the environment and ship coatings. The draft guidance and associated draft circular will be further approved by MEPC 83.

2. Approval of draft 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems

PPR 12 finalized the draft 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems, which will supersede the 2017 Guidelines, expected to be adopted at MEPC 83 in April 2025.

The 2017 Guidelines address additional aspects of the NOx Technical Code 2008 concerning particular requirements related to marine diesel engines with Selective Catalytic Reduction (SCR) systems (resolution MEPC.291(71), as amended by resolution MEPC.313(74)). The draft amendments to the 2017 Guidelines aim to remove ambiguities and ensure consistent application.

3. Interim Guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships

PPR 12 agreed to MEPC circulars and the draft guidance on Interim guidance on the carriage of blends of biofuels and MARPOL Annex I Cargoes by conventional bunker ships. The conventional bunker ships certified as oil tankers may transport blends of biofuel by volume not more than 30%.

4. Discussed the amendments to MARPOL Annex II aimed at improving the effectiveness of cargo tank stripping, tank washing operations, and prewash procedures

PPR had discussed the amendments to MARPOL Annex II (Regulations for the

Prevention of Pollutions by Noxious Liquid Substances in Bulk) to improve the effectiveness of cargo tank stripping, washing operations, and prewash procedures.

PPR 12 agreed that the work should focus on enhancing operational procedures. However, the discussion of the issue could not reach a consensus; remaining with many concerns, The ESPH Technical Group was tasked to seek further advice, and MEPC 83 was asked to extend the target completion year to 2027.

5. Draft amendments to revision of MARPOL Annex IV (Prevention of Pollutions by Sewage from ships)

The work on revising MARPOL Annex IV was started in 2019. A correspondence group was re-established in PPR 11 to revise the MARPOL Annex IV and associated Guidelines on sewage management; the group will continue the work task during the intersession period and report back to PPR 13.

The terms of the tasks included:

(1) Further develop the draft to MARPOL Annex IV regarding the Sewage Record Book (SRB) and Sewage Management Plan (SMP), and further to be finalized on PPR 13;

(2) Continue the drafting for the revision of MARPOL IV besides the work above;

(3) Keep working on the draft amendments to the 2012 Type Approval Guidelines;

(4) Continue the drafting of new implementation guidelines for sewage treatment plants

(5) Develop and identify additional guidance to support sewage effluent quality data collection

6. Agreed the Revision Action plan to address marine plastic litter from ships

PPR reviewed the 2018 Initial Action Plan (MEPC.310(73)), considering the actions that had been completed since then, and agreed to the draft revision of the 2025 Action Plan, which will be further viewed and approved by MEPC 83.

The actions in the draft 2025 Action Plan set the completion time to 2030. The main outcomes aim at the reduction of fishing vessels and shipping, arousing public awareness, improving port facilities and treatment…etc.

PPR 12 updated the timeframes for the revision action plan and grouped them into stages according to the short-, mid-, long-term, and continuous actions.

References:

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2. Bureau Veritas Marine & Offshore (BV), Pollution Prevention and Response Sub-Committee 12th Session (PPR 12) Summary Report. *Class & Statutory*. https://cdn1-marine-offshore.bureauveritas.com/sites/g/files/zypfnx136/files/media/document/BV%20_MO_PPR12_Summary_Report.pdf
3. Det Norske Veritas (DNV), IMO Sub-committee on pollution prevention and response (PPR 12). News from DNV. https://www.dnv.com/news/imo-sub-committee-on-pollution-prevention-and-response-ppr-12/
4. InterManager, Summary report on IMO Sub-Committee meeting PPR 12. https://www.intermanager.org/wp/wp-content/uploads/2025/02/IMO%20SUB-COMMITTEE%20ON%20POLLUTION%20PREVENTION%20AND%20RESPONSE%2027-31%20JANUARY%202025.pdf
5. Lloyd's Register (LR), PPR 12 Summary Report. https://maritime.lr.org/PPR-12-Summary-Report
6. IMO, Sub-Committee on Pollution Prevention and Response (PPR 12), 27-31 January 2025. https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/PPR-12th-session.aspx
7. Korean Register (KR), IMO News Brief- PPR 12. https://www.krs.co.kr/TECHNICAL_FILE/IMO%20News%20Brief(E)%20-%20PPR%2012(0).pdf
8. 大連海事大學國際海事公約研究中心，〈IMO PPR 12 主要成果概覽〉，https://imcrc.dlmu.edu.cn/info/1128/8549.htm。

II. IMO Sub-Committee on Human element, Training and Watchkeeping 11th Session (HTW 11) Meeting Highlights

IMO Sub-Committee on Human element, Training and Watchkeeping 11th Session (HTW 11) was held from 10th to 14th February 2025. Key outcomes from the meeting are as follows:

1. Agreed the draft Interim Guidelines on Training for Seafarers on Ships Using Alternative Fuels and New Technologies

Concerning the maritime industry's needs for future techniques and detailed guidance on seafarers' training, HTW began developing interim guidelines for training seafarers on ships using alternative fuels and new technologies. There should be both generic interim guidelines requirements and individual sets of fuel and technology interim guidelines.

(1) generic interim guidelines*—included with all requirements in the whole industry and relevant to all alternative fuels and new technologies

(2) individual sets of fuel and technology-specific interim guidelines—which are aligned to all IMO-developed regulations with safety provisions on each type of alternative fuel.

The new draft generic interim guidelines will be submitted to MSC 110 and expected to be approved as an STCW.7 circular**.

2. Development of fuel/technology-specific guidelines for seafarer training

HTW 11 initiated work on the development of the draft on training for seafarers on ships using methyl/ethyl alcohol as fuel. HTW established the Correspondence Group to review Training Provisions for Seafarers on ships using alternative fuel and drafting work. The Correspondence Group may also take into account the guidelines for individual sets of fuel types:

- Using methyl/ethyl alcohols as fuel (MSC.1/Circ.1621).
- Using ammonia as fuel (MSC.1/Circ.1687).
- Hydrogen fuel cell powered ships (MSC.1/Circ.1647).
- Using LPG as fuel (MSC.1/Circ.1666).
- Using hydrogen as fuel.
- Battery-powered ships.

3. Comprehensive review of the STCW Convention and Code

Maritime Safety Committee 105th session (MSC 105) (April 2022) invited all IMO bodies to assess all relevant involvement with the human element and report back. The

further work for HTW, with progress, is a comprehensive review of the 1978 STCW Convention and Code to address inconsistencies and to improve the provisions based on experiences and new technologies. The reviewing work with stages as:

- Phase 1: reviewed the Convention and Code to identify gaps (focusing on 22 specific areas, including implementation, emerging technologies on ships, e-certification, mental health, and gender sensitization, among others);
- Phase 2: to revise and develop amendments to address those gaps.

The tasks of Phase 1 have been completed, and HTW agreed on a list of identified gaps in the STCW Convention and Code to be addressed in Phase 2 of the comprehensive review.

4. Maritime Autonomous Surface Ships (MASS)

HTW agreed that detailed training requirements for Maritime Autonomous Surface Ships (MASS) should be developed when the new MASS Code is finalized

During MSC 108, had agreed to develop high-level training provisions for the MASS Code, where competency with the detailed competence, knowledge, understanding, and proficiency (KUP) can be developed by HTW following the finalization of the Code. At this stage, the MASS Code is still to be completed, so it will be considered later.

5. Model Courses Commissioning Test:

Validated various IMO model courses to support course developers in developing training programs for seafarers.

Draft revised Model Courses as follows:

(1) **Model Course 1.25 -** General Operator's Certificates for the Global Maritime Distress and Safety System (GMDSS)

(2) **Model Course 1.26 -** Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS)

(3) **Model Course 3.20** - Company Security Officer

(4) **Model Course 3.21**- Port Facility Security Officer

(5) **Model Course 3.23** - Actions to be Taken to Prevent Acts of Piracy and Armed Robbery

The above Model courses IMO secretary will complete the final edition and release them.

In addition, HTW 11 approved the model courses below:

(1) **Model Course 1.27** - Operational Use of Electronic Chart Display and Information System (ECDIS)

(2) **Model Course 7.05 -** Skipper on a Fishing Vessel**;**

(3) **Model Course 7.07-** Chief Engineer Officer and Second Engineer Officer on a Fishing Vessel;

HTW 11 also approved the draft terms of reference for the revision of the following Model Courses, with a view to validation at HTW 14:

(1) **Model Course 7.06 -** Officer in Charge of a Navigational Watch on a Fishing Vessel; and

(2) **Model Course 1.33 -** Safety of Fishing Operations (Support Level).

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* The generic requirement includes as follows:

(1) requirements for the onboard familiarization of seafarers on ships using alternative fuels and new technologies;
(2) requirements for basic training for seafarers with safety duties associated with the care, use, or in certain emergency responses to the fuel and/or system onboard ships using alternative fuels and new technologies;
(3) requirements for advanced training for masters, engineer officers, and all personnel with immediate responsibility for the care and use of fuels and/or systems on ships using alternative fuels and new technologies;
(4) standards of competence for both basic and advanced training; and
(5) the need to conduct emergency exercises on board ships using alternative fuels and new technologies at regular intervals.

** STCW.7/Circ series of circulars provide clarifications, recommendations, and guidance pertaining to the implementation of the STCW Convention and the Code. (More information on IMO website STCW Circular)

References:

1. American Bureau of Shipping (ABS), News Brief: SDC 11. https://absinfo.eagle.org/acton/ct/16130/s-105d-2501/Bct/l-0d54/l-0d54:964/ct4_0/1/lu?sid=TV2%3AbFuL1txtI

2. Det Norske Veritas (DNV), IMO Sub-Committee on Ship Design and Construction (SDC 11). News from DNV. https://www.dnv.com/news/imo-sub-committee-on-ship-design-and-construction-sdc-11/

3. InterManager, Summary report on IMO Sub-Committee meeting SDC 11. https://www.intermanager.org/wp/wp-content/uploads/2025/01/IMO%20SUB-COMMITTEE%20ON%20SHIP%20DESIGN%20&%20CONSTRUCTION,%2013-17%20JANUARY%202025.pdf

4. Lloyd's Register (LR), SDC 11 Summary Report. https://maritime.lr.org/SDC-11-Summary-Report