

The Latest Issues in International Maritime April 2026

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Member State Audit Scheme moves toward a more dynamic second cycle

The International Maritime Organization (IMO) is preparing to launch the second cycle of the IMO Member State Audit Scheme (IMSAS). Building on lessons from the first round of audits, the new cycle will pivot toward a “data-driven” and “responsive” core approach, designed to deepen support for Member States in meeting their implementation and compliance obligations. The 34th IMO Assembly has adopted [Resolution A.1211\(34\)](#), officially endorsing the revised IMSAS Framework and Procedures. The updated protocols are scheduled to fully supersede Resolution A.1067(28) effective June 30, 2026. This initiative lays the essential groundwork for the second cycle of audits, which is set to commence in July 2027.

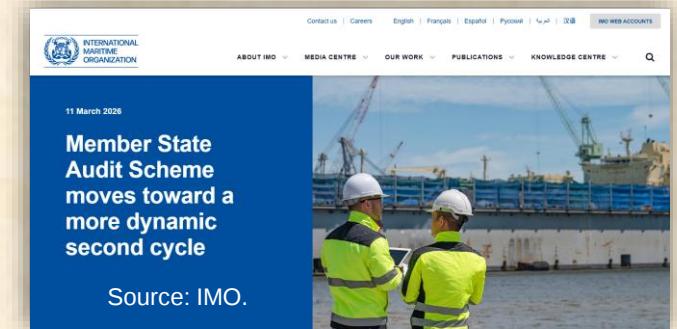
Adjustments for the Second Cycle of the Audit Scheme:

- **Risk-Based Audit Approach:** Implementation of a risk-based methodology to more effectively prioritize the scheduling and focus of Member State audits.
- **IMSAS Continuous Monitoring Mechanism (ICMM):** Utilization of the ICMM to facilitate ongoing interaction with Member States, ensuring the delivery of more timely technical assistance and support.
- **Streamlined Audit Processes:** Optimization of the audit workflow to strengthen the efficiency of planning, execution, and reporting phases. Enhanced Use of Audit-Derived Data: Expanding the application of data generated through audits, including conducting in-depth analyses of Consolidated Audit Summary Reports (CASR) to identify recurring challenges and guide the development of targeted technical cooperation.

➤ **Auditors' Briefing Meeting**

To support the preparation, IMO held an online briefing for IMSAS auditors on Feb 3rd, 2026, which brought together 125 auditors from 66 Member States. The meeting, which focuses on adopting the revised framework and procedures, represents a major milestone for the audit scheme, establishing a stronger foundation for the second cycle. The highlighted issues include :

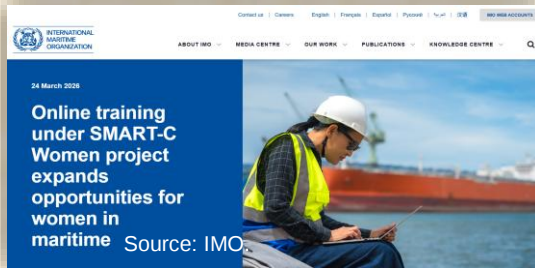
- Overview of the Revised Framework;
- Detailed highlights and features of the ICMM and its role in ongoing interaction;
- Present the latest version of the Auditor's Manual;
- Emphasis on the increasing importance of data analysis in shaping future audit insights and directing technical cooperation under [the Integrated Technical Cooperation Programme \(ITCP\)](#).



More Info

- IMO Member State Audit Scheme (IMSAS) started as a voluntary Scheme in 2006, and became a treaty obligation in January 2016. Its purpose is to promote the consistent and effective implementation of applicable IMO Instruments Implementation Code (III Code) and to assist Member States in improving their capabilities, as well as the overall performance of global and individual Member States in complying with the requirements of their instruments as contracting parties.
- IMO IMSAS continuous monitoring mechanism (ICMM)

Online training under SMART-C Women project expands opportunities for women in maritime



The SMART-C Women Project, a joint initiative of the International Maritime Organization (IMO) and the Republic of Korea, aims to open diverse career paths for women across the Asia-Pacific region through specialized online training, fostering a more balanced and diverse maritime workforce.

This year's training reached a record scale, bringing together 40 elite maritime women from Indonesia, the Philippines, Sri Lanka, Timor-Leste, and Vietnam. The program was conducted in two phases during early and mid-March 2026. Led by a team of consultants and experts from the World Maritime University (WMU), the core curriculum focused on enhancing professional competencies and leadership skills while championing inclusivity and equity, providing momentum for the maritime industry's transformation.

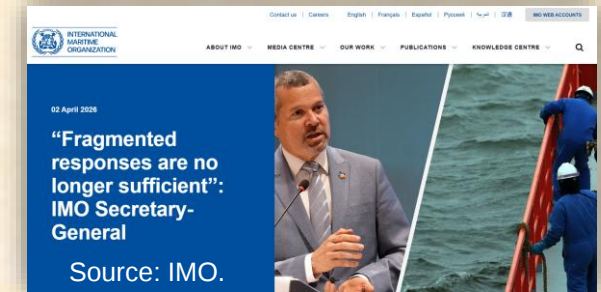
The training modules are structured around three core themes: Decarbonization, Digitalization, and Gender Empowerment. not only covers emission reduction technologies and alternative energy sources but also targets critical digital transformation areas, such as the Maritime Single Window (MSW) and cybersecurity. Beyond technical training, the project is dedicated to dismantling unconscious bias within the industry and building practical pathways for female leadership. The in-person course scheduled for October 2026 in the Republic of Korea will provide high-potential participants with invaluable hands-on experience. Through training, education, global networking, and the promotion of national-level master plans for women's empowerment, SMART-C is leading women across the Asia-Pacific region to exert a pivotal influence on the maritime sector's transformation.

More Info

- [The SMART-C project](#) is a collaborative initiative between the Government of the Republic of Korea and the IMO, primarily aimed at supporting gender equality in developing nations. The project focuses on the following countries: Fiji, the Marshall Islands, Papua New Guinea, the Philippines, Sri Lanka, Timor-Leste, Tonga, Vanuatu, and Vietnam. SMART-C aims to build a more equitable and diverse maritime workforce to drive innovation and growth within the broader shipping industry while upholding UN Sustainable Development Goal 5 (Gender Equality). To address gender imbalance and create more opportunities for women, the SMART-C Women project is regionally structured to support professional women in the ASEAN and Pacific regions through the following measures:
 - ✓ **Empowerment through Training:** Providing specialized online and offline training in green technology and digitalization.
 - ✓ **Global Networking:** Establishing international exchange platforms by hosting a series of global seminars.
 - ✓ **Academic Advancement:** Promoting women's empowerment through formal education via dedicated scholarship programs.

IMO Secretary-General: “Fragmented responses are no longer sufficient.” (1/2)

The Secretary-General of the IMO, Mr. Arsenio Dominguez, has issued a solemn appeal for diplomatic support to establish humanitarian corridors for emergency assistance, ensuring the safe evacuation of more than 20 thousand seafarers currently stranded in the Persian Gulf region.



During a video conference on the Strait of Hormuz crisis—convened by the UK Foreign, Commonwealth & Development Office (FCDO) and attended by more than 40 Foreign Ministers—the Secretary-General reiterated that all parties must uphold navigational rights and freedoms. He emphasized that the safety and well-being of seafarers remain the primary responsibility of the international community.

IMO Secretary-General: “Fragmented responses are no longer sufficient.” (2/2)

➤ IMO actions

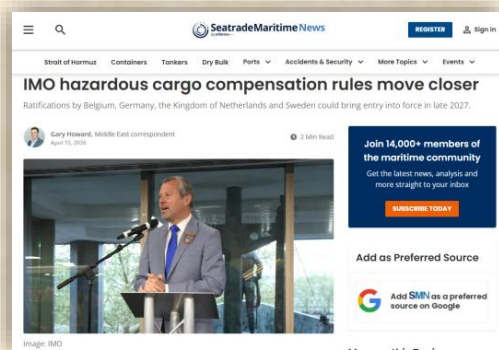
The IMO Council had held an extraordinary session from March 18 to 19, 2026, and has undertaken key actions such as follows:

- **Ensuring the Safety of Seafarers:** IMO is consulting with relevant Member States to establish a "Safe Passage Framework" to facilitate the evacuation of stranded seafarers and ensure effective crew rotations.
- **Support from Coastal States:** IMO is collaborating with proactive coastal states in the region to maintain the flow of ship provisions and supplies and to assist crew members in accessing vital humanitarian aid. Contact information for relevant focal points is available on the "[Strait of Hormuz Information Hub](#)" from the IMO website.
- **Data Collection and Verification:** IMO set up a [site](#) that features a dedicated information portal containing verified reports of ship attacks, guidance from key industry bodies and international partners, contact details for stranded seafarers, and resources regarding the global economic impact of the crisis.
- **Industry Coordination:** The IMO maintains close liaison with major shipping industry organizations—including BIMCO, the International Chamber of Shipping (ICS), the International Transport Workers' Federation (ITF), INTERTANKO, and the World Shipping Council (WSC)—to share information and coordinate actions as necessary.

➤ UN Special Task Force on the Strait of Hormuz

The UN Secretary-General has established a new Special Task Force dedicated to the Strait of Hormuz, with the IMO serving as a key member. This Task Force is focused on developing technical mechanisms specifically designed to address the humanitarian needs in the region. The task force is led by Jorge Moreira da Silva, UN Under-Secretary-General and Executive Director of the United Nations Office for Project Services (UNOPS). Its membership comprises representatives from the International Maritime Organization (IMO), the United Nations Conference on Trade and Development (UNCTAD), the International Chamber of Commerce (ICC), and other specialized agencies.

IMO hazardous cargo compensation rules move closer(1/2)



Source: Seatrade Maritime News.

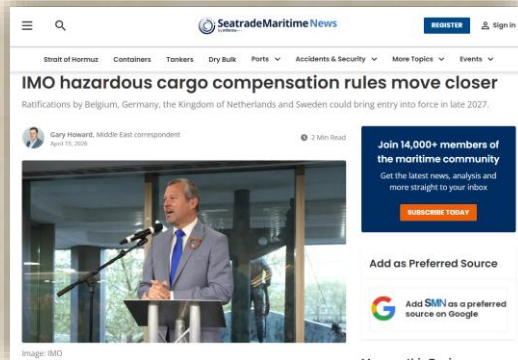
With the recent ratifications by Belgium, Germany, the Netherlands, and Sweden of the Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (the 2010 HNS Protocol), this global liability and compensation regime, based on the "polluter pays" principle, has achieved a breakthrough. The total number of Contracting States has now reached 12, meeting the first threshold for the Convention's entry into force. Regarding the requirement that "at least four states must each have at least 2 million tonnes of the gross tonnage," five of the eight states that had previously ratified have already met this criterion.

The Protocol aims to provide protection against pollution damage, as well as risks of fire and explosion (including personal injury and property loss), caused by the maritime transport of Hazardous and Noxious Substances (HNS). Its core mechanism involves the establishment of an "International HNS Fund" to pay compensation that exceeds the shipowner's liability limits. The fund is financed by contributions from receivers of HNS cargo (cargo interests) based on actual needs following an incident, ensuring that victims receive full compensation.

More Info

- *Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996* (2010 HNS Protocol) aims to ensure adequate, prompt and effective compensation for damage to persons and property, costs of clean up and reinstatement measures and economic losses resulting from the maritime transport of hazardous and noxious substances; see more information on [HNS Convention website](#) .
 - ✓ [2010 HNS Convention Consolidated Text](#) ; 網[2010 HNS Protocol](#) ; [1996 HNS Convention](#) .

IMO hazardous cargo compensation rules move closer (2/2)



Source: Seatrade Maritime News.

The IMO emphasizes that the Convention aims to ensure that victims receive "adequate, prompt, and effective" compensation. The final critical step for the Convention's entry into force is the calculation of the "contributing cargo" volume. According to the regulations, the Convention will officially enter into force 18 months after the total annual volume of contributing cargo received by ratifying Contracting States reaches 40 million tonnes.

In 2025, Belgium, Germany, the Netherlands, and Sweden received nearly 28 million tonnes of HNS cargo. The eight existing ratifying states received 22 million tonnes in 2024. If the review results at the end of May show that their 2025 intake remains around 12 million tonnes, the HNS Convention could enter into force as early as November 30, 2027.

More Info

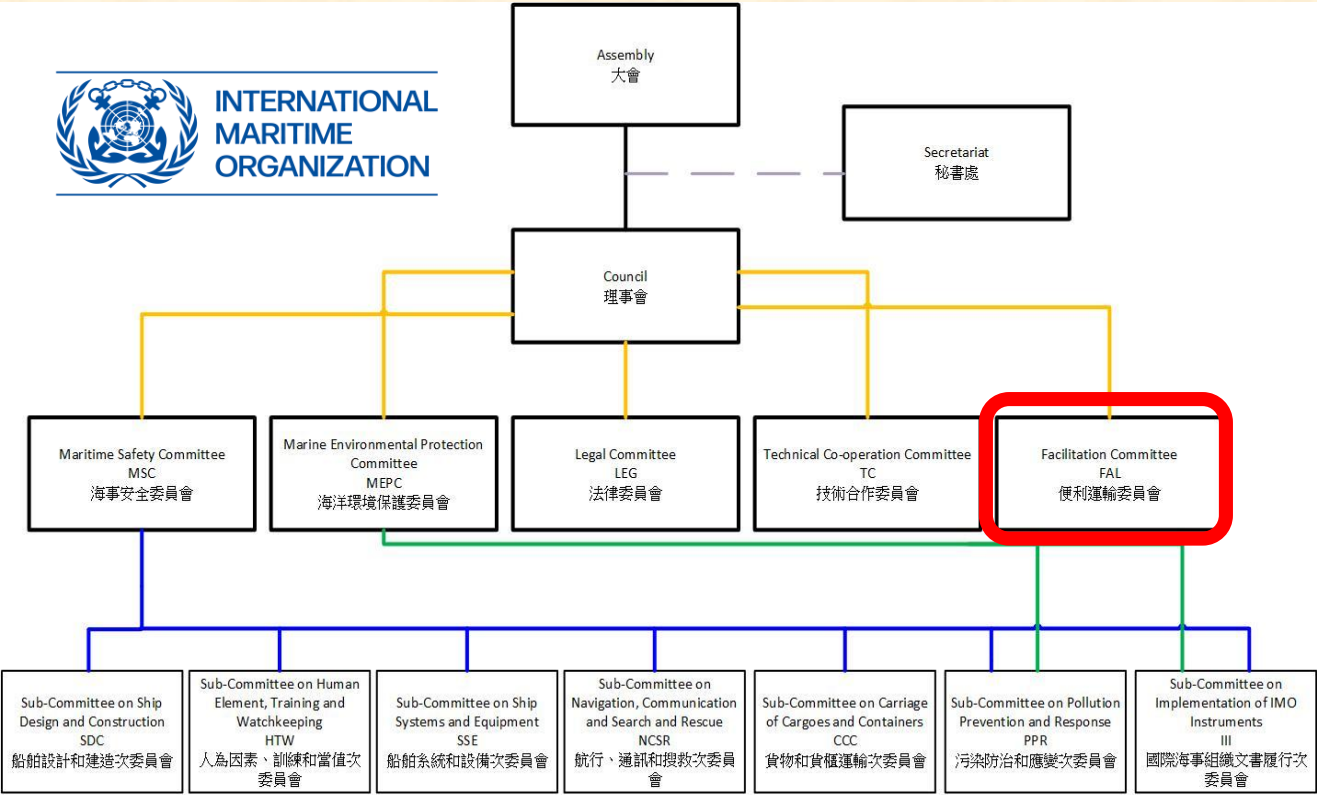
- The Special Drawing Right (SDR) is an international reserve asset established by the International Monetary Fund (IMF) to replenish the official reserves of its member countries. The SDR is not a currency but a potential claim on the freely circulating currencies of the member countries of the IMF. Therefore, SDR can provide liquidity for a country. The SDR is composed of a basket of currencies: including the US dollar, the euro, the Chinese yuan, the Japanese yen and the British pound.

An aerial photograph of a busy port. A large container ship is docked at a pier, with several green cranes loading and unloading colorful shipping containers. Two smaller red tugboats are assisting the large ship in the water. The scene is set against a backdrop of a river or harbor with other vessels and infrastructure visible in the distance.

International Maritime Organization Facilitation Committee 50th session (FAL 50) 23 - 27 March 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Facilitation Committee, FAL

- The IMO Facilitation Committee (FAL) is one of the five Committees of the International Maritime Organization (IMO).
- FAL mainly manages matters related to the facilitation of international maritime traffic, including the arrival, stay and departure of ships, persons and cargo from ports. FAL also addresses electronic business, including the single window concept, and aims to ensure that the right balance is struck between regulation and the facilitation of international maritime trade.



Photo by IMO on Flickr

II. IMO’s Meeting Highlights

FAL 50 Agenda-1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	7	Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions
2	Decisions of other IMO bodies	8	Development of a comprehensive strategy on maritime digitalization
3	Consideration and adoption of proposed amendments to the Convention	9	Revision of the Guidelines on maritime cyber risk management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cybersecurity
4	Amendments to the FAL Convention to introduce mandatory reporting of the API and BRI for maritime transport	10	Measures to address Maritime Autonomous Surface Ships (MASS) in the instruments under the purview of the Facilitation Committee
5	Amendments to the FAL Convention to introduce mandatory cybersecurity measures to safeguard the maritime single windows	11	Development of amendments to the Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic (resolutions FAL.9(34) and MSC.228(82))
6	Application of single window concept	12	Development of amendments to the Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases (resolutions FAL.13(42) and MSC.448(99))

FAL 50 Agenda-2

Item No.	Agenda	Item No.	Agenda
13	Unsafe mixed migration by sea	17	Work programme
14	Consideration and analysis of reports and information on persons rescued at sea and stowaways	18	Election of Chair and Vice-Chair for 2027
15	Technical cooperation activities related to facilitation of maritime traffic	19	Any other business
16	Application of the Committee's procedures on organization and method of work	20	Consideration of the report of the Committee on its fiftieth session

Amendments to the FAL Convention approved

Agenda Item 3 、 4

- **Public health and quarantine:** FAL 50 has adopted a resolution amending **Recommended Practice 6.24 of the Annex to the Convention on Facilitation of International Maritime Traffic (FAL Convention)**. The amendment addresses measures to facilitate crew changes, the provision of vaccines, and access to medical care during **a public health emergency of international concern**. It is expected **to enter into force on 1st January 2028**.
- **Advance Passenger Information (API) / Booking and Reservation Information (BRI):** FAL 50 has also approved a draft resolution concerning the collection of Advance Passenger Information (API) and Booking and Reservation Information (BRI). The draft will be submitted to FAL 51 for adoption and is expected **to enter into force on 1 January 2029**. It is currently envisaged that API will be introduced as a new standard; however, the decision on whether to collect API data will remain at each Member State's discretion. In addition, BRI/Passenger Name Record (PNR) will be introduced as a recommended practice, with its implementation likewise left to the discretion of each Contracting Government.

II. IMO's Meeting Highlights

Mandatory cybersecurity measures for Maritime Single Windows (MSW)

Agenda Item 5

- Given the highly sensitive nature of the information involved, the risk of cyberattacks has increasingly become a major concern. At this session, the Committee approved a draft resolution to amend the FAL Convention by introducing **a new Standard 1.4** to establish a mandatory framework for cybersecurity measures to protect the Maritime Single Window (MSW).
- This amendment requires Contracting Governments to implement mandatory cybersecurity measures in accordance with their national legislation to safeguard the MSW. **The amendment will be submitted to the next session (FAL 51) for adoption and is expected to enter into force on 1 January 2029.**

More Info

Maritime Single Windows (MSW) is a digital platform established by the maritime authorities to facilitate information exchange between ships and government agencies. It serves as a core infrastructure for streamlining procedures related to a ship's arrival, stay, and departure. The purpose of this amendment is to mitigate the impact of cyber risks on such critical systems.

FAL 50 Meeting Highlights

Review and revision of the IMO Compendium

Agenda Item 7

- FAL 50 has approved the updated version of the *IMO Compendium on Facilitation and Electronic Business*, incorporating revised and newly developed **IMO data sets, sub-models, and code lists**. The Expert Group on Data Harmonization (EGDH) was instructed, at its fourteenth session, to develop additional data elements and sub-models relating to "medical fitness certificates" for seafarers, for submission to FAL 51 for consideration.
- FAL 50 has also agreed to continue **advancing the development of high-level business process flows and their descriptions for IMO data sets**. A correspondence group was re-established to report to FAL 51. In addition, the Committee noted the establishment of the **IMO Compendium Code List Platform** and invited Member States to test the platform and provide feedback.

More Info

The Compendium serves as a **reference model** to ensure that maritime data are standardized, consistently formatted, and semantically harmonized across shipping information systems. In doing so, it facilitates smooth operations, optimizes **port call processes**, and **supports MSW operations**.

Development of a Comprehensive Strategy on Maritime Digitalization

Agenda Item 8

- FAL 50 agreed in principle to the draft Strategy on Maritime Digitalization and approved its submission to MSC 111, MEPC 85, and LEG 114 for consideration, with the goal of adoption at the 35th session of the Assembly (A 35) in 2027.
- Furthermore, FAL 50 agreed to re-establish a correspondence group following MSC 111 (scheduled for May 2026) to continue developing the IMO maritime digitalization strategy and authorized the group to draft an action plan to support its implementation. The correspondence group was also instructed to assess whether and how the IMO maritime digitalization strategy aligns with the IMO Revised Strategic Plan for 2024-2029, including reviewing the necessity for relevant amendments or integration with existing strategic directions. The correspondence group will submit its report to FAL 51.

More Info

The strategy is **a high-level document** focusing on general principles, core objectives, and **the scope of action**.

Key priorities include: emphasizing **interoperability** and **system standardization**; facilitating **data-sharing** across organizations and jurisdictions; and establishing effective **data governance** mechanisms.

Its objectives are to enhance operational efficiency and reduce administrative burdens, strengthen navigational safety through data applications, and improve the environmental performance of ships. Simultaneously, it **promotes human-centered system design** to address the impacts of disruption risks, cyberattacks, and environmental challenges.

To develop the *Maritime Cyber Code*

Agenda Item 9

- IMO has decided to develop a goal-based, non-mandatory Maritime Cyber Code, scheduled for completion in 2028. This Code is intended to build upon the IMO's existing work to support the maritime sector in addressing emerging cybersecurity challenges, covering the secure operation of port facilities, ship operations, and the ship-to-shore interface. Upon completion of the Code, an Experience Building Phase (EBP) is expected to be established to gather experiences and lessons learned from Contracting Governments during implementation. The work will be led by the FAL Committee, with technical support provided by the MSC to integrate the expertise of both committees.
- FAL 50 has agreed to recommend the establishment of a correspondence group to develop a roadmap for the Maritime Cyber Code, define its scope of application, and initiate drafting. The correspondence group is expected to be established following approval by the 137th session of the Council (C 137) in July 2026 and will submit its report to FAL 51. Depending on the approval at C 137, an intersessional working group may be established in 2027 to accelerate the development of the Maritime Cyber Code.

Draft guidelines on port nautical information

Agenda Item 17

- The IMO has agreed to initiate the development of guidelines to enhance the quality and accessibility of port nautical information. These guidelines will support port navigational safety by establishing harmonized mechanisms for information collection and dissemination. The guidelines are expected to cover the following:
 1. Port infrastructure, terminal, and berth information;
 2. Port waiting area information (including ships underway and at anchor);
 3. Vessel restrictions at berths and during port transit (e.g., maximum permissible draft, length overall (LOA), beam, and air draft);
 4. Bathymetric and tidal information;
 5. Meteorological information;
 6. Availability of nautical services (e.g., Vessel Traffic Services (VTS), pilotage, tugs, and mooring personnel);
 7. Communication procedures;
 8. Port emergency response procedures.

These guidelines are scheduled for completion in 2028, with the joint participation of the Maritime Safety Committee (MSC) and relevant sub-committees on navigational safety.

Recommendation for FAL 50 (1/2)

- FAL 50 has adopted the IMO Strategy on Maritime Digitalization, establishing digitalization as an overarching IMO policy. The strategy is expected to be incorporated into the Organization's Strategic Plan for 2024–2029 and will apply to the regulatory developments of various committees, including MSC, MEPC, and LEG. The strategy emphasizes data standardization, interoperability, and data governance, with the core objectives of enhancing navigational safety and operational efficiency.
- Given that this strategy will be progressively translated into concrete regulations through subsequent action plans, it is recommended that competent authorities closely monitor its development. Furthermore, it is advised to review our current maritime information system architectures and data exchange mechanisms to ensure their capability to align with international standards, thereby avoiding implementation gaps during future regulatory transitions or system adjustments.

Recommendation for FAL 50 (2/2)

- FAL 50 continued to promote the evaluation mechanism for the implementation effectiveness of the Maritime Single Window (MSW), establishing a work plan through 2029 and introducing SMART indicators and the GISIS reporting system to track implementation status and actual benefits across different countries. This development signifies that the MSW has transitioned from the "institutional implementation" phase to the "performance evaluation" phase. In the future, this may lead to the formation of international benchmarks, influencing port competitiveness and shipping operators' choices.
- It is recommended that competent authorities not only continue to refine the MSW system construction but also prioritize actual operational efficiency and data reporting quality. Furthermore, the relative position of our country within the international evaluation framework should be assessed to ensure that the results of our institutional efforts possess international visibility and competitiveness.

II. IMO's Meeting Highlights

Next FAL Meeting

FAL 51

FAL 51 may be held from
February 15th to 19th in 2027.



Source: IMO

International Maritime Organization
Legal Committee 113th session (LEG 113)
13-17 April 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Legal Committee (LEG)

- LEG is one of the five committees of the International Maritime Organization (IMO) that responds to the IMO Council.
- LEG is responsible for addressing all legal matters within IMO's scope. This includes liability and compensation issues related to ship operations, including damage, pollution, passenger claims, and wreck removal. The Committee also addresses seafarer matters, including the fair treatment of seafarers, and issues concerning unlawful activities at sea which affect the safety of navigation.



Photo by IMO on Flickr

II. IMO’s Meeting Highlights

LEG 113 Agenda-1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	6	Measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ships
2	Report of the Secretary-General on credentials	7	Piracy and armed robbery against ships
3	Facilitation of the entry into force and harmonized interpretation of the 2010 HNS Protocol	8	Measures to address maritime autonomous surface ships (MASS) in instruments under the purview of the Legal Committee
4	Fair treatment of seafarers (a) Provision of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to, or death of seafarers, in light of the progress of amendments to the ILO Maritime Labour Convention, 2006 (b) Fair treatment of seafarers in the event of a maritime accident (c) Fair treatment of seafarers detained on suspicion of committing crimes	9	Work of other IMO bodies
5	Advice and guidance in connection with the implementation of IMO instruments (a) Impact on shipping and seafarers of the situation in the Black Sea and the Sea of Azov	10	Technical cooperation activities related to maritime legislation

LEG 113 Agenda-2

Item No.	Agenda	Item No.	Agenda
11	Review of the status of conventions and other treaty instruments emanating from the Legal Committee	16	Work programme
12	Development of guidelines or best practices on the registration of ships	17	Election of officers
13	Regulatory scoping exercise of IMO conventions and other instruments available for Member States to further develop actions to prevent unlawful operations including substandard ships	18	Any other business
14	Suitability of IMO liability and compensation regimes with respect to alternative fuels	19	Consideration of the report of the Committee on its 113th session
15	Measures to address maritime security threats		

Progress on the 2010 HNS Protocol

Agenda Item 3

- Belgium, Germany, the Netherlands, and Sweden informed the Committee that they had deposited their instruments of ratification for the Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996.
- Their accessions bring the treaty closer to entry into force, as it has now crossed the required threshold of twelve State parties. On May 31st, 2026, Contracting States will submit their HNS contributing cargo data to the IMO Secretariat, which will then assess whether the minimum threshold of 40 million tonnes required for entry into force has been reached. If this criterion is met, the Convention will enter into force at the earliest 18 months later, on November 30th, 2027.



Source: IMO

Measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ship

Agenda Item 6 · 12

- LEG 113 has considered two proposals for guidelines: one focusing on preventing fraudulent ship registration and fraudulent ship registries through due diligence, and another on general matters of ship registration. It was agreed to merge the substantive content of both documents into a single set of "Guidelines on the Registration of Ships," aimed at assisting flag States in strengthening registration procedures, detecting fraudulent documents, and eliminating fraudulent registration.
- These guidelines apply to the registration of merchant ships engaged in international maritime transport and are consistent with the sovereign rights and obligations of States to establish a ship registration system as defined in Articles 91 and 92(1) of [the United Nations Convention on the Law of the Sea \(UNCLOS\)](#). The guidelines seek to be neutral regarding registry models and assist all administrations—whether operating national or open registries—to ensure compliance with IMO regulations and prevent "[Flag of Non-Compliance](#)" (FONC) activities.
- The aforementioned guidelines will be issued via a LEG circular. LEG 114 will continue work on this topic and further propose supplementary guidance on the roles of Port State Control and coastal States in combating illegal ship registries.

Definition of the scope of IMO conventions and other instruments and regulations to provide Member States with further action measures to prevent illegal operations (including substandard vessels)

Agenda Item 13

- The objective of the Regulatory Scoping Exercise (RSE) is to identify existing IMO regulations that Member States can utilize to combat sub-standard shipping, while identifying gaps where current provisions are either insufficient or underutilized. At LEG 113, the Committee reviewed the preliminary outcomes of the RSE conducted by the Correspondence Group.
- LEG 113 approved the methodology adopted by the Correspondence Group, which employs a thematic approach rather than an instrument-by-instrument review. LEG 113 initially assesses the issue as follows:
 - (1) Ship Registration Processes and Documentation
 - (2) Mandatory Insurance and Liability Coverage
 - (3) Ship Identification and Historical Data
 - (4) Port State Control (PSC) and Compliance Monitoring
 - (5) Ship-to-Ship (STS) Transfer Operations and Other Activities Prone to Evasion of Oversight
 - (6) Vessel Tracking and Reporting Systems (AIS, LRIT)
 - (7) Electronic Certificates
 - (8) IMO Member State Audit Scheme (IMSAS)
- The Committee re-established the Correspondence Group to continue the RSE relating works.

Applicability of IMO liability and compensation System related to alternative fuel

Agenda Item 14

- LEG 112 had approved a new work output to review the applicability of existing IMO liability and compensation regimes to alternative fuels used for ship operation and propulsion. A working group composed of relevant stakeholders completed a comprehensive review and comparison of the scope of current liability conventions, including:
 - (1) The *International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001* (**BUNKERS 2001**);
 - (2) The *International Convention on Civil Liability for Oil Pollution Damage* (**CLC**);
 - (3) The *International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010* (**HNS Convention**);
 - (4) The *Convention on Limitation of Liability for Maritime Claims* (**LLMC**)
 - (5) The *Nairobi International Convention on the Removal of Wrecks* (**NAIROBI WRC 2007**)

Overall, the current regime is not yet capable of providing an adequate response to incidents involving alternative fuels used for ship operation or propulsion.

II. IMO's Meeting Highlights

Recommendation for LEG 113

- LEG 113 has adopted the **Guidelines on the Registration of Ships**, which emphasize key areas such as **due diligence on ownership**, certificates of deletion from the previous registry, **the cross-referencing of IMO numbers and Continuous Synopsis Records (CSR)**, and oversight of classification and insurance. Given that substandard ships are frequently associated with **false flags, fraudulent documentation, and the evasion of oversight**, competent authorities are encouraged to remain attentive to developments in ship identity verification, registration data comparison, and mechanisms for identifying anomalous vessels.
- LEG 113 also pointed out that the key to combating substandard ships does not necessarily lie in the creation of new regulations, but rather in the **full utilization of existing regimes**. This includes addressing issues such as outdated registration contact information, the **manipulation or switching off of AIS**, the lack of transparency in **ship-to-ship (STS) operations**, and the insufficient integration and application of existing monitoring data. Authorities should continue to monitor the evolution of relevant systems and monitoring tools.
- Furthermore, the discussions reflected that the issue of substandard ships is inextricably linked to **insurance verification** and the authenticity of documents. The Committee noted that while some vessels carry insurance documents that appear formally valid, there are risks regarding **the insufficient financial capacity of insurers** or the **unenforceability of claims**. In light of the maritime digitalization trends highlighted at **FAL 50**, it is advisable for administrations to stay informed on institutional developments **concerning electronic certificates**, digital verification, and enhanced transparency in insurance oversight.

II. IMO's Meeting Highlights

Next LEG Meeting

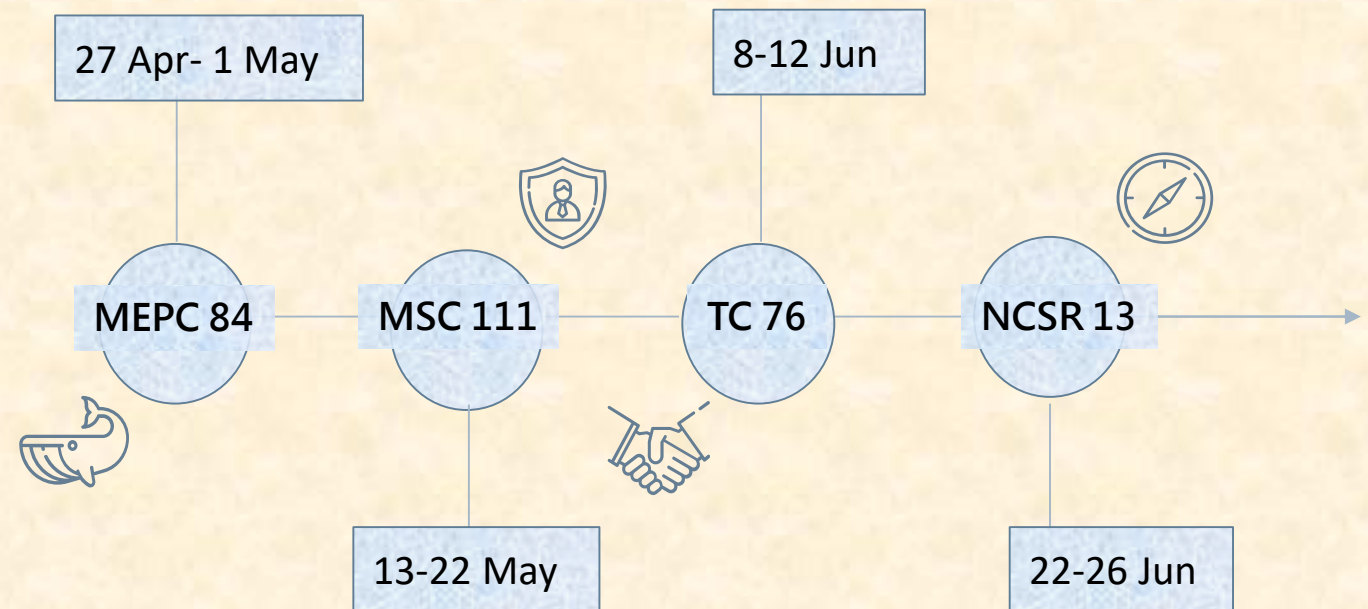
LEG 114 is expected to be held next spring in 2027.



Source: IMO

Meeting schedules for IMO

- MEPC 84: from April 27th to May 1st 2026.
- MSC 111: from May 13th to 22nd 2026.



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1. BIMCO, IMO Legal Committee advances work on liability, seafarer protection and fraudulent ship registration. <https://www.bimco.org/news-insights/bimco-news/2026/04/23-imo-leg/>
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Have a nice day. Thank you!

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