

## Supplementary materials for January 2026

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## ➤ International Maritime News

### I. Year in Review: 13 highlights of 2025 at a glance



Source: IMO.

Derived from the Editorial Team from Safety4sea, Dec 24, 2025. Article: Year in Review: 25 highlights of 2025 at a glance. <https://safety4sea.com/cm-year-in-review-25-highlights-of-2025-at-a-glance/>

Before looking ahead to 2026, the maritime information website SAFETY4SEA reviewed key issues in the shipping industry in 2025. Here will briefly summarize the following 13 key moments:

Time (Month)	Event	Description of the Incident
January 2025	<b>“Shadow Fleet” Issues<sup>1</sup></b>	IMO Secretary-General Mr. Arsenio Dominguez had highlighted his concerns with the growing risks posed by ageing tankers operating within the so-called “shadow fleet.” These vessels, often used to circumvent sanctions, were increasingly linked to collisions, breakdowns, and unsafe ship-to-ship oil transfers.
	<b>Enclosed space fatalities renewed safety concerns</b>	According to the InterManager estimation, there were around 350 seafarers and shore workers who had died in enclosed space incidents since 1996, with 70 fatalities recorded since 2022 alone. An increasing proportion of these accidents mostly involved senior officers and shore personnel. Once again, it is

<sup>1</sup> "Shadow Fleet" also used the term "dark fleet," which can be characterized as a byproduct of Western sanctions. The EU defines these vessels as aging tankers with opaque ownership structures. Notable examples include Russia’s fleet in the Baltic Sea, as well as fleets employed by Iran and Venezuela. To circumvent U.S. sanctions and continue exporting oil to sustain their domestic economies, these nations utilize such vessels to evade detection. Relevant studies classify these operations into "Dark fleets" and "Grey fleets."

These vessels use various tactics to conceal their information, such as frequently altering ship names, flags, and places of registration. They evade global surveillance systems by switching off their Automatic Identification Systems (AIS) or falsify their positions. Furthermore, they conduct Ship-to-Ship (STS) transfers on the high seas, blending crude oil from sanctioned producers with oil from other nations to obscure the origin and actual ownership of the cargo, thereby making it difficult for regulatory authorities to trace. Additionally, some of these vessels secure insurance from non-Western companies or operate with no insurance at all. Other references:

- (1) A. Caprile & G. Leclerc. (2024). Russia's 'shadow fleet': Bringing the threat to light. European Parliamentary Research Service. [https://www.europarl.europa.eu/RegData/etudes/BRIE/2024/766242/EPRS\\_BRI\(2024\)766242\\_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/BRIE/2024/766242/EPRS_BRI(2024)766242_EN.pdf) ;
- (2) Marine Forum. (2025). About the term Shadow Fleet - Dark Fleet - Grey Fleet. (20 Feb 2025) <https://marineforum.online/en/about-the-term-shadow-fleet-dark-fleet-grey-fleet/>

		strongly urged that training, procedures, and law enforcement in the entire shipping industry be strengthened.
March 2025	<b>Singapore launched methanol bunkering standard</b>	In March, Singapore released <i>the Technical Reference 129 (TR 129)</i> , establishing the world’s first comprehensive standard for methanol bunkering. The framework had set out requirements covering custody transfer measurement, crew training, operational safety, and the use of mass flow meters, reinforcing Singapore’s leading position in promoting alternative marine fuels.
	<b>Houthis and Red Sea insecurity</b>	In mid-March, the United States carried out airstrikes on locations held by the Houthis in Yemen. Although a ceasefire agreement was reached in Gaza earlier this year, the Houthis continue to pose threats to shipping related to Israel. The United States has formally designated the Houthis as a terrorist organization, increasing risks for vessels transiting the Red Sea and the Gulf of Aden.
	<b>Rising satellite navigation jamming and spoofing</b>	Incidents of interference and spoofing affecting Global Navigation Satellite Systems (GNSS) are increasing, posing a serious challenge to global navigation and maritime safety in 2025. On 17 March, the United Nations agencies responsible for telecommunications, aviation, and maritime affairs—the International Telecommunication Union (ITU), the International Civil Aviation Organization (ICAO), and the International Maritime Organization (IMO)—issued a joint statement expressing “grave concern” over the growing number of harmful interference incidents involving GNSS. The agencies called on Member States to take urgent action to protect critical radio frequency bands and stressed the immediate need to safeguard the reliability and integrity of GNSS services, which are vital for global civil, maritime, and humanitarian operations.
April 2025	<b>U.S.–China trade war escalated</b>	In early April, the United States imposed tariffs of up to 145% on imports from China, prompting Beijing to swiftly retaliate with tariffs of up to 125% on U.S. goods. This shock disrupted trans-Pacific trade, leading to widespread blank sailings and a sharp decline in port throughput. The Port of Los Angeles reported a 30% drop in inbound cargo volumes in April, while China’s exports to the United States fell by 21% year on year.

	<p><b>The ILO agreed new minimum wage for seafarers</b></p>	<p>On 14 to 15 April, the ILO's Joint Maritime Commission agreed on a new minimum wage scale for able seafarers, setting rates at:</p> <ul style="list-style-type: none"> <li>• US\$690 from 1 January 2026;</li> <li>• US\$704 from 1 January 2027;</li> <li>• US\$715 from 1 January 2028.</li> </ul>
<p>May 2025</p>	<p><b>Industry pushed back against abandonment and criminalization</b></p>	<p>By May 2025, the ITF had recorded 158 cases of vessel abandonment, affecting more than 1,500 seafarers. Industry bodies—including IMO, International Labour Organization (ILO), International Transport Workers' Federation (ITF), and International Chamber of Shipping (ICS)—pledged coordinated action to improve fair treatment, judicial training, and accountability, though enforcement challenges persisted.</p>
<p>August 2025</p>	<p><b>MARPOL Annex VI amendments</b></p>	<p>Amendments to Annex VI of <i>the International Convention for the Prevention of Pollution from Ships (MARPOL)</i> will enter into force on 1 August 2025, requiring ships of 5,000 gross tonnage and above (5,000 GT+) to collect and report more detailed fuel consumption data.</p> <p>This includes fuel consumption for each engine and each category of energy-consuming equipment, fuel use during non-voyage conditions, the use of shore power systems, and transport work (tonnes/TEU/passenger-miles). These requirements will necessitate updates to Ship Energy Efficiency Management Plans (SEEMPs) to enhance capabilities for monitoring greenhouse gas (GHG) emissions and performance analysis.</p>
<p>October 2025</p>	<p><b>Net-zero talks stalled at IMO</b></p>	<p>IMO's extraordinary session of the Marine Environment Protection Committee (MEPC) held in October failed to reach consensus on the net-zero emissions framework. Although the framework had received in-principle approval at the MEPC 83rd session (MEPC 83), the meeting exposed deep divisions among stakeholders over emissions pricing and fuel standards.</p>
	<p><b>OCIMF launched the Focused Inspection Campaign</b></p>	<p>The Oil Companies International Marine Forum (OCIMF) initiated a six-month Focused Inspection Campaign under SIRE 2.0 to assess vessel hardening and crew preparedness, reflecting heightened security concerns.</p>

November 2025	<b>Somali piracy resurged</b>	Somalia Piracy activity had escalated sharply from late October through November. On 6 November, the boarding and hijacking of the Malta-flagged Tanker HELLAS APHRODITE marked one of the furthest offshore attacks in recent years, elevating the regional threat assessment to a critical level.
December 2025	<b>NTSB released the final MV Dali report</b>	In December 2025, the U.S. National Transportation Safety Board (NTSB) concluded that a loose signal cable caused a power failure, which ultimately led to the container ship MV Dali striking a bridge pier in Baltimore in 2024. The report identified multiple systemic safety deficiencies and proposed recommendations to prevent similar power-loss incidents.

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#### Other References:

1. SAFETY4SEA. Year in Review: 25 highlights of 2025 at a glance. Dec 24, 2025. Year in Review: 25 highlights of 2025 at a glance. <https://safety4sea.com/cm-year-in-review-25-highlights-of-2025-at-a-glance/>
2. The Maritime and Port Authority of Singapore (MPA). 2025. Singapore launches new standard on methanol bunkering, paves way for maritime industry's transition to sustainable alternative fuels. (10 Mar 2025) <https://www.mpa.gov.sg/media-centre/details/singapore-launches-new-standard-on-methanol-bunkering--paves-way-for-maritime-industry-s-transition-to-sustainable-alternative-fuels>

## ➤ International Maritime Organization Meeting Highlights

### I. IMO Assembly, 34th session (A 34)

The Assembly's 34th session meeting is held from November 24th to December 3rd, 2025.

#### 1. About the IMO Assembly<sup>2</sup>

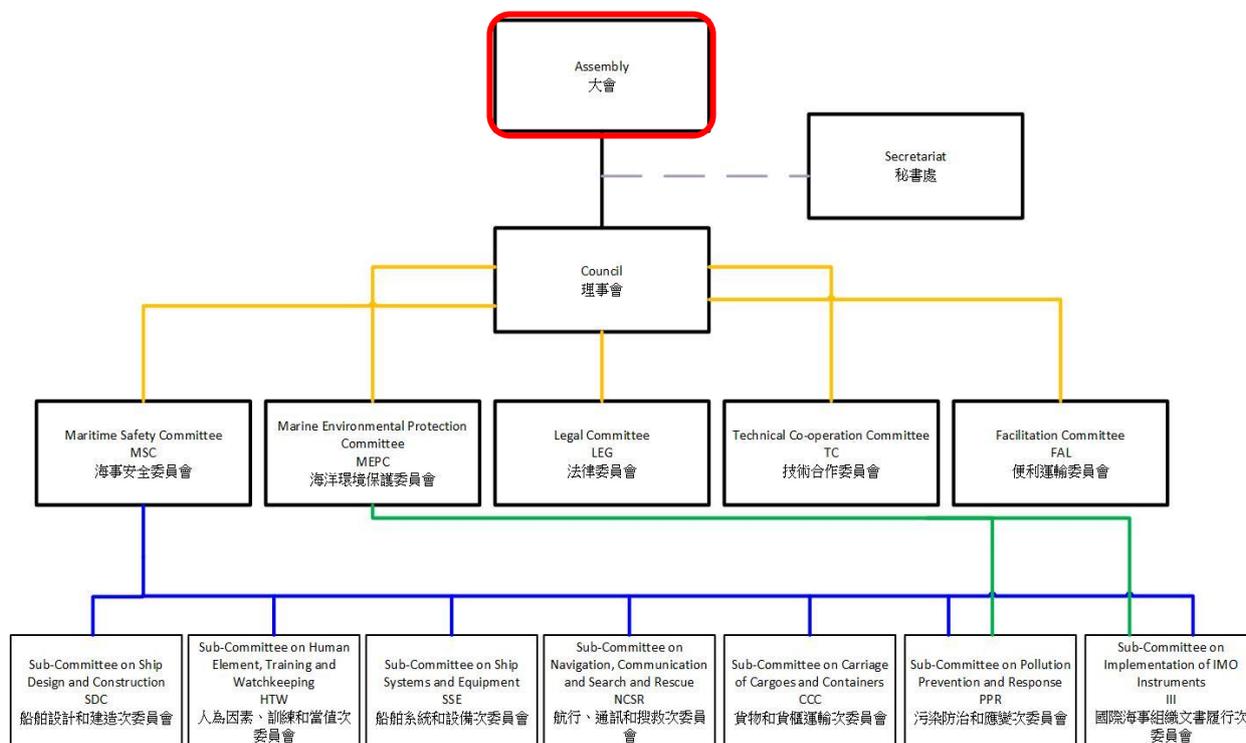


Figure 1 Organization Structure of IMO (Assembly) (Source: by CIMCS-NKUST)

The Assembly, the IMO's highest decision-making body, is responsible for approving the work programme and budget, determining financial arrangements, and electing the IMO Council. The Assembly consists of all IMO Member States and meets once every two years.

#### 2. A 34 Highlights

- (1) Approved the revised IMO Strategic Plan for 2024–2029, which clearly sets safety, security, environmental protection, climate change, emerging technologies, the human element, and supply chain resilience as its core governance priorities, and introduces

<sup>2</sup> IMO. IMO Assembly. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/assembly-default.aspx>

performance indicators alongside an outcomes-based management mechanism.

- (2) Under the biennial review mechanism, *the 2025 Code on Alerts and Indicators*, *the 2025 Procedures for Port State Control (PSC)*, and *the 2025 Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)* were adopted, strengthening consistency and auditability for the implementation, inspection, and survey/certification activities of the regulatory system.
- (3) *The 2025 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)* was adopted to expand the auditable scope for Member States, incorporating implementation provisions relating to the Global Maritime Distress and Safety System (GMDSS), port reception facilities for wastes, and oversight of companies conducting hull structural thickness measurements, among other areas. The effective date is 3rd December 2025.
- (4) The GMDSS-related resolutions were amended to formally incorporate non-geostationary satellite communication systems, and the associated recognition standards and fee structure were adjusted to ensure the technological neutrality and future applicability of the global distress and safety communications framework.
- (5) Finalized a number of organizational and administrative governance resolutions, including the Integrated IMO Identification Number Scheme, the adoption of the 2026–2027 results-based budget, and adjustments to internal operating rules, thereby continuing to advance institutional modernization and enhance governance efficiency.

### 3. A 34 Agenda<sup>3</sup>

Item No.	Agenda
1	Adoption of the agenda
2	Rules of Procedure of the Assembly
3	Election of the President and the Vice-Presidents of the Assembly
4	Application of Article 61 of the IMO Convention – Report of the Council to the Assembly on any requests by Members for waiver
5	Consideration of the report of the Committee

<sup>3</sup> IMO. A 34 meeting document A 34/1/1.

6	Establishment of committees of the Assembly: (a) Establishment of the Credentials Committee (b) Establishment of other committees, as necessary
7	Consideration of the reports of the committees of the Assembly: (a) Report of the Credentials Committee (b) Reports of other committees
8	Report of the Council to the Assembly on the work of the Organization since the thirty-third regular session of the Assembly
9	Strategy, planning and reform (a) Strategy and planning (b) Reform (c) Internal Oversight, Ethics and Joint Inspection Unit
10	IMO Member State Audit Scheme
11	Consolidated text of the IMO Convention
12	Enhancement of multilingualism
13	Consideration of the reports and recommendations of the Maritime Safety Committee
14	Consideration of the reports and recommendations of the Legal Committee
8	Consideration of the reports and recommendations of the Marine Environment Protection Committee
15	Consideration of the reports and recommendations of the Technical Cooperation Committee
16	Consideration of the reports and recommendations of the Facilitation Committee
17	Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and the 1996 Protocol thereto: report on the performance of Secretariat functions and other duties
18	Resource management: (a) Report on Member State contributions (b) Financial reports (c) Results-based budget for the 2026-2027 biennium
19	IMO Number Scheme
20	Global maritime training institutions: (a) Report on the World Maritime University (b) Report on the IMO International Maritime Law Institute
21	External relations: (a) Relations with the United Nations and the specialized agencies (b) Relations with intergovernmental and non-governmental organizations (c) International Days established by IMO (d) IMO Awards

22	Report on the status of conventions
23	Election of Members of the Council, as provided for in Articles 16 and 17 of the IMO Convention
24	Election of Members of the IMO Staff Pension Committee
25	Date and place of the thirty-fifth regular session of the Assembly
26	Supplementary agenda items, if any

#### 4. A 34 Meeting Summaries<sup>4</sup>

A 34 was held from 24 November to 3 December at the IMO Headquarters in London, UK. The meeting is in person with hybrid participation and livestreamed to the public. The meeting established 2 committees<sup>5</sup>: one responsible for the administrative, financial, legal, and technical cooperation matters; the other, for technical matters.

##### (1) Election of the President and the Vice-Presidents of the Assembly (Agenda Item 3)

The Assembly elected Marine de Carné de Trécesson de Coëtlogon (France) as the Assembly President, Hakim Hajoui (Morocco) as First Vice President, and Iruthisham Adam (Maldives) as Second Vice President. °

##### (2) Capacity Development<sup>6</sup> (Agenda Item 8)

A 34 had adopted a new IMO Capacity Development Strategy, which aimed to strengthen Member States' compliance with IMO rules by expanding capacity-development support. The Strategies were approved earlier by the Technical Cooperation Committee (TC 75), including:

- I. Improve the effective implementation of IMO instruments
- II. Expand the suite of capacity-development offerings

<sup>4</sup> IMO. Assembly, 34th session, 24 November to 3 December 2025.

<https://www.imo.org/en/mediacentre/meetingsummaries/pages/assembly-34th-session.aspx>

<sup>5</sup> The “working group” which established at the IMO Assembly meeting was call “the committee.”

<sup>6</sup> The “capacity building” focuses on external inputs and addressing specific gaps through an “engineering-based” approach. “Capacity Development” emphasizes the continuous evolution of endogenous institutional and governance capabilities, with a core focus on sustainability and autonomous implementation. In contrast to “Capacity Building,” which implies building new capabilities from scratch based on predefined designs, “Capacity Development” is recognized as a dynamic and flexible transformation process. It builds upon existing skills and knowledge and is driven by local actors to ensure long-term resilience. (引自 European Parliament, 2017, “Understanding capacity-building/capacity development: A core concept of development policy”, Briefing April 2017. [https://www.europarl.europa.eu/RegData/etudes/BRIE/2017/599411/EPRS\\_BRI\(2017\)599411\\_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/BRIE/2017/599411/EPRS_BRI(2017)599411_EN.pdf))

- III. Enhance international and regional cooperation and partnerships
- IV. Improve effective management, coordination, and delivery of capacity development and technical cooperation
- V. Secure and mobilize sustainable funding and resourcing

### (3) Revised Strategic Plan (Agenda item 8)

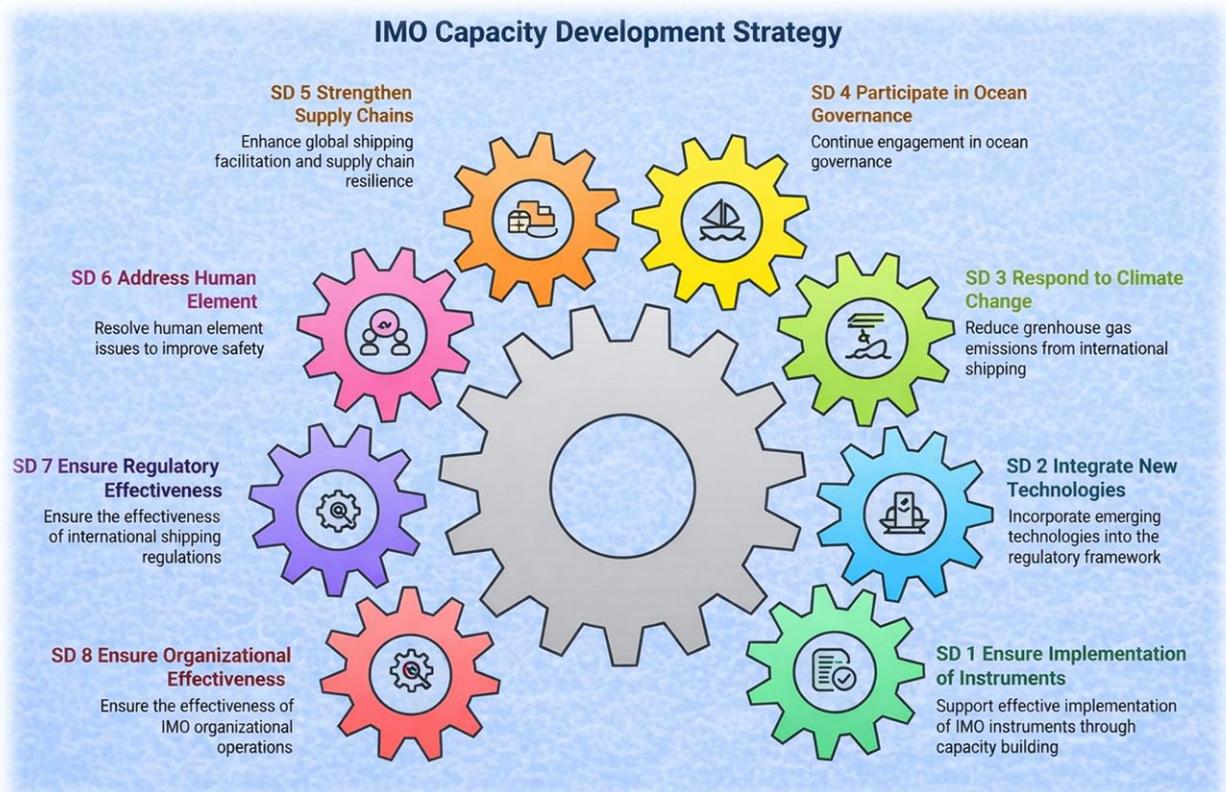


Figure 2 IMO Capacity Development Strategy

A 34 adopted the revised Strategic Plan for the six-year period 2024 to 2029, including the mission statement, vision statement, overarching principles, strategic directions, and updates to the 2026-2027 work programme of IMO organs and the table of performance indicators. The strategic plan included 8 directions (as Picture 1):

- I. SD 1: Ensure implementation of IMO instruments supported by capacity development;
- II. SD 2: Integrate new, emerging, and advancing technologies in the regulatory framework

- III. SD 3: Respond to climate change and reduce greenhouse gas emissions from international shipping
- IV. SD 4: Continue to engage in ocean governance
- V. SD 5: Enhance global facilitation, supply chain resilience, and security of international trade
- VI. SD 6: Address the human element
- VII. SD 7: Ensure the regulatory effectiveness of international shipping
- VIII. SD 8: Ensure organizational effectiveness

A 34 had also adopted a uniform approach to the application of the Strategic Plan across all IMO organs, to strengthen planning and reporting procedures, and enhance delivery and efficiency.

#### (4) Results-based budget and work programme (Agenda item 18)

A 34 approved the IMO's budget and work programme for 2026 and 2027. The biennium budget is set at £87,427,000, with £43,367,000 for 2026 and £44,060,000 for 2027. A 34 also agreed that the budget above will be financed by contributions of Member States amounting to £76,835,000, comprising £38,081,000 for 2026 and £38,754,000 for 2027.

#### (5) Election of members of the IMO Council (Agenda item 23)

A 34 held the election on 28 November 2025 to select a new 40-member of the Council for the 2026-2027 biennium. The new Council members held the C 136 meeting immediately and elected Mr. Victor Jiménez (Spain) as its Chair and Mrs. Amane Fethallah (Morocco) as Vice-Chair.

The 40-member countries of the council are composed of 10 category (a) member countries, 10 category (b) member countries, and 10 category (c) member countries. The list of various types of member countries of the council elected in this election is as follows:

- (1) **Category (a) “States with the largest interest in providing international shipping services,” including:** China, Greece, Italy, Japan, Liberia, Norway, Panama, the Republic of Korea, the United Kingdom of Great Britain and Northern Ireland, and the United States of America °

- (2) **Category (b) “States with the largest interest in international seaborne trade,” including:** Australia, Brazil, Canada, France, Germany, India, the Netherlands (Kingdom of the), Spain, Sweden, the United Arab Emirates
- (3) **Category (c) “States not elected under (a) or (b) above which have special interests in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world” including:** Bahamas, Belgium, Chile, Cyprus, Egypt, Finland, Indonesia, Jamaica, Malaysia, Malta, Mexico, Morocco, Nigeria, Peru, Philippines, Qatar, Saudi Arabia, Singapore, South Africa, and Türkiye.

## 5. Recommendation for A 34

- (1) In accordance with Assembly resolution A.1206(34), Procedures for Port State Control, 2025, adopted at this session, a new Appendix 20 has been introduced to clearly define the respective roles and responsibilities of Port State Control Officers (PSCOs) and Duly Authorized Officers (DAOs) in relation to security matters. This aims to prevent any ambiguity of authority when port State control activities involve ship security information. Given that the current port State control (PSC) regime in our country is primarily based on standard operating procedures and training programmes, it is recommended that the competent authority review and revise existing PSC operational guidelines and training materials in line with the above resolution. In particular, the scope of inspection and enforcement boundaries when implementing the International Ship and Port Facility Security (ISPS) Code should be clearly delineated to reduce enforcement-related risks and maintain consistency and enforcement credibility under the Tokyo Memorandum of Understanding (Tokyo MoU) framework.
- (2) In response to Assembly resolution A.1207(34), which amends the survey guidelines under the Harmonized System of Survey and Certification (HSSC), the resolution has formally incorporated survey items related to the Code of Safety for Ships Carrying Industrial Personnel (IP Code). It has concurrently adjusted the principles governing the application of Remote Surveys. In view of the continued increase in the number of offshore wind operation vessels in our country and the differences in their operational profiles compared with conventional ships, the competent authority should assess the

need to explicitly incorporate IP Code survey requirements into the Regulations for Inspections of Vessels or the supervisory and audit requirements applicable to delegated recognized organizations.

Regarding Remote Surveys, it is also recommended that the latest IMO guidance be fully implemented, including the principle that Remote Surveys shall not be applied to the same survey item for two consecutive years, to ensure survey quality and the effectiveness of oversight and control.

- (3) In response to Assembly resolution A.1204(34), which adopts Code on Alerts and Indicators, 2025, and Assembly resolution A.1208(34), which adopts the 2025 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code), the Assembly has updated the functional positioning of alert systems as well as the scope of auditable obligations applicable to Member States. These updates cover matters including exhaust gas cleaning systems (EGCS), ballast water management systems (BWMS), the Global Maritime Distress and Safety System (GMDSS), and the management of firms engaged in thickness measurement of hull structures.

Given that the relevant provisions in our current Regulations on Equipment of Ships adopt a decentralized approach to regulating related equipment, it is recommended that the authority review the need to supplement the legal status of alert and indicator functions. Furthermore, it is advisable to update the self-assessment checklists for the voluntary audit under the III Code simultaneously. These measures will strengthen the verifiability of institutional implementation and ensure that our national maritime regulatory regime remains consistent with the international audit framework.

## 6. Next Meeting Schedule

A 35 may be held in 2027.

## 7. References

1. Lloyd's Register (LR), A 34 Summary Report. <https://maritime.lr.org/Assembly-34-Summary-Report>
2. IMO, Assembly, 34th session, 24 November to 3 December 2025. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/assembly-34th-session.aspx>

## 8. Appendix for A 34- Resolution lists

1. A.1196(34) Revised Strategic Plan for The Organization for The Six-Year Period 2024 to 2029
2. A.1197(34) Application of The Strategic Plan of The Organization
3. A.1198(34) Arrears of Contributions
4. A.1199(34) Presentation of Audited Financial Statements and Report of The External Auditor
5. A.1200(34) Results-Based Budget for the 2026-2027 Biennium
6. A.1201(34) Relations with Non-Governmental Organizations
7. A.1202(34) Charges for Distress, Urgency and Safety Communications Through Recognized Mobile Satellite Services in The Global Maritime Distress and Safety System (GMDSS)
8. A.1203(34) Criteria for The Provision of Mobile Satellite Communication Systems in The Global Maritime Distress and Safety System (GMDSS)
9. A.1204(34) Code on Alerts and Indicators, 2025
10. A.1205(34) Capacity Development Strategy
11. A.1206(34) Procedures for Port State Control, 2025
12. A.1207(34) Survey Guidelines Under the Harmonized System of Survey and Certification (HSSC), 2025
13. A.1208(34) 2025 Non-Exhaustive List of Obligations Under Instruments Relevant to The INO Instruments Implementation Code (III Code)
14. A.1209(34) Consolidated Text of The Convention on The International Maritime Organization
15. A.1210(34) Urging Member States to Accept The 2021 Amendments to The Convention on The International Maritime Organization
16. A.1211(34) Framework and Procedures for The Imo Member State Audit Scheme

17. A.1212(34) Improving the Efficiency of The Contributions Incentive Scheme
18. A.1213(34) Rules of Procedure of The Assembly
19. A.1214(34) Criteria and Procedures for Live-Streaming to The Public of Imo Assembly Plenary Meetings
20. A.1215(34) Integrated IMO Identification Number Scheme
21. A.1216(34) Apportionment of Expenses Among Member States
22. A.1217(34) The Inclusion and The Use of Arabic As A Working Language of The Assembly

## 9. Appendix for A 34- Analytical Table on Key Assembly Resolutions

Table 1: A 34-Analytical Table on Key Assembly Resolutions

Resolution	Title	Effective date	Key points of the resolution proposal	Suggestions on Relevant Issues
A.1204(34)	<i>Code on Alerts and Indicators, 2025</i>	3rd December 2025.	<p>Since the adoption of <i>the Code on Alerts and Indicators</i> by Resolution A.1021(26) in 2009, a number of IMO instruments referenced therein have been amended. Accordingly, the Assembly at its present session adopted a revised Code with a view to eliminating inconsistencies, ambiguities, and unnecessary duplication in its provisions. The notable amendments of the revision are as follows:</p> <ol style="list-style-type: none"> <li>1. Added new references to the Exhaust Gas Cleaning Systems (EGCS) Guidelines were incorporated, as the monitoring systems regulated under the EGCS Guidelines may, by their nature, be regarded as indicators.</li> <li>2. Added new references to <i>the International Ship and Port Facility Security Code (ISPS Code)</i> and, in particular, a reference in tables 10.1.1-navigation bridge and 10.1.6; miscellaneous, to capture section 9.43,</li> </ol>	<p>It is recommended to add a “General Provisions on Alerts and Indicators” section be added to <i>the Regulations for Ship Equipment</i>, establishing a functional regulatory framework applicable to alert systems for EGCS, ballast water management systems (BWMS) and the ISPS Code, and enabling dynamic incorporation of IMO amendments to prevent piecemeal legislative revisions.</p>

Resolution	Title	Effective date	Key points of the resolution proposal	Suggestions on Relevant Issues
			<p>“<i>Monitoring the Security of the Ship</i>”, which addresses audible and/or visual alarms activated by automatic intrusion detection devices.</p> <p>3. Added new references to <i>the Code for Approval of Ballast Water Management Systems (BWMS Code)</i>, and the previous references to resolutions under the Ballast Water Management Convention concerning sediment monitoring and self-monitoring were deleted.</p> <p>4. Add new relevant references to <i>the Code for Approval of Ballast Water Management Systems (BWMS Code)</i>, and the previous references to resolutions under the Ballast Water Management Convention concerning sediment monitoring and self-monitoring were deleted.</p> <p>5. Requirements under <i>the 2023 International Code of Safety for Diving Operations (Diving Code)</i> relating to diving bells and hyperbaric rescue units, as well as oxygen (O<sub>2</sub>) and carbon dioxide (CO<sub>2</sub>) concentration monitoring, were relocated</p>	

Resolution	Title	Effective date	Key points of the resolution proposal	Suggestions on Relevant Issues
			from table 10.1.6 to table 10.1.14.	
A.1206(34)	<i>Procedures for Port State Control, 2025</i>	1st January 2026	<p>Although the procedures are not mandatory, they have been widely adopted by regional Port State Control (PSC) regimes and are regarded as global best practice. The procedures are updated biennially to ensure their provisions remain up-to-date.</p> <p>The new procedures include:</p> <ol style="list-style-type: none"> <li>1. A new appendix 20: “<i>The Guidelines for Port State Control Officers (PSCO) on Security Aspects,</i>” has been added to the PSC procedures, which may focus on the responsibilities of PSCOs while excluding matters that fall exclusively under Designated Authority Officers (DAOs). The appendix also incorporates relevant content from the “<i>Interim Guidance on Control and Compliance Measures to Enhance Maritime Security (MSC.159(78))</i>,”<sup>7</sup> clarifying the</li> </ol>	<p>Although the 2025 Port State Control (PSC) Procedures are not mandatory, they have become common practice under both the Paris MoU and the Tokyo MoU, and will have a substantive impact on the consistency of PSC inspections in our country, particularly regarding security-related inspections and the applicability of newly adopted IMO instruments.</p> <p>The Maritime Port Bureau may determine whether to update the PSC operational guidelines and PSCO training content. In order to incorporate the procedures for handling security deficiencies and the latest IMO document list, and to establish a regular review and</p>

<sup>7</sup> IMO RESOLUTION MSC.159(78) , [https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.159\(78\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.159(78).pdf)

Resolution	Title	Effective date	Key points of the resolution proposal	Suggestions on Relevant Issues
			<p>procedures to be followed when security deficiencies are identified.</p> <p>2. The Appendix 21: “List of Documents Relevant to Port State Control Procedures” was updated to include the 2024 Guidelines for the Development of Ship Energy Efficiency Management Plans (SEEMP) (MEPC.395(82)), as well as the Voluntary early implementation of amendments to <i>the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code)</i>, specifically regulations 4.2.2 and 8.4.1–8.4.3 (MSC.551(108)).</p>	dynamic update mechanism to maintain alignment with regional PSC regimes.
A.1207(34)	<i>Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2025</i>	1st January 2026.	<p>The amendments incorporate relevant survey requirements, covering all mandatory instruments that will enter into force on or before 31 December 2025. The main updates include:</p> <p>1. Revision of the survey guidelines based on a gap analysis between the guidelines and mandatory requirements, ensuring that the guidelines reflect the survey items required under mandatory</p>	Although these guidelines are non-mandatory IMO instruments, it has become a compulsory survey benchmark for EU Recognized Organizations (ROs) (the ROs mostly IACS members). This development may indirectly raise the expected standard of consistency for surveys conducted by designated survey organizations of our country under

Resolution	Title	Effective date	Key points of the resolution proposal	Suggestions on Relevant Issues
			<p>conventions and codes.</p> <ol style="list-style-type: none"> <li>2. Inclusion of relevant survey items under <i>the International Code of Safety for Ships Carrying Industrial Personnel (IP Code)</i>.</li> <li>3. Amendments that related to the items for verification of certificates and records under conventions not covered by the HSSC, and deleted the survey items related to the Anti-fouling System Certificate.</li> </ol>	<p>the IP Code and other mandatory instruments.</p> <p>The Maritime Port Bureau should review and update its oversight and verification guidelines for ROs to clearly align with the latest survey standards.</p> <p>Furthermore, the Authority should strengthen gap analysis and periodic assessment mechanisms, and adjust the scope of delegation and audit protocols to maintain international mutual recognition and the credibility of the supervisory regime.</p>
A.1208(34)	<i>2025 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation</i>	3rd December 2025	<p>The 2025 Non-Exhaustive List of Obligations expands the scope of auditable obligations, with new items including (but not limited to) obligations related to the following:</p> <ol style="list-style-type: none"> <li>1. Global Maritime Distress and Safety System (GMDSS);</li> <li>2. Regional port reception facilities for</li> </ol>	<p>The 2025 Non-Exhaustive List of Obligations expands the scope of auditable obligations, subjecting our country to more explicit, directly auditable requirements regarding GMDSS, regional port reception facilities for waste, and the supervision of companies conducting hull structural thickness</p>

Resolution	Title	Effective date	Key points of the resolution proposal	Suggestions on Relevant Issues
	<i>Code (III Code)</i>		<p>wastes;</p> <p>3. Audits of companies engaged in hull structural thickness measurements.</p>	<p>measurements.</p> <p>For the competent authority, ensure the III Code self-assessment checklist and internal audit lists are updated, and reinforce inter-agency reviews of roles and responsibilities, as well as mechanisms for preserving evidentiary records.</p> <p>Trying to conduct a proactive review of relevant legislation, administrative procedures, and oversight systems to ensure verifiable, traceable compliance evidence is available during audits.</p>

## II. IMO Council 135th and 136th session (C 135 & C 136)

Council 135th session (C 135): on November 19-21, 2025;

Council 136th session, C 136): on December 3, 2025.

### 1. About the IMO Council<sup>8</sup>

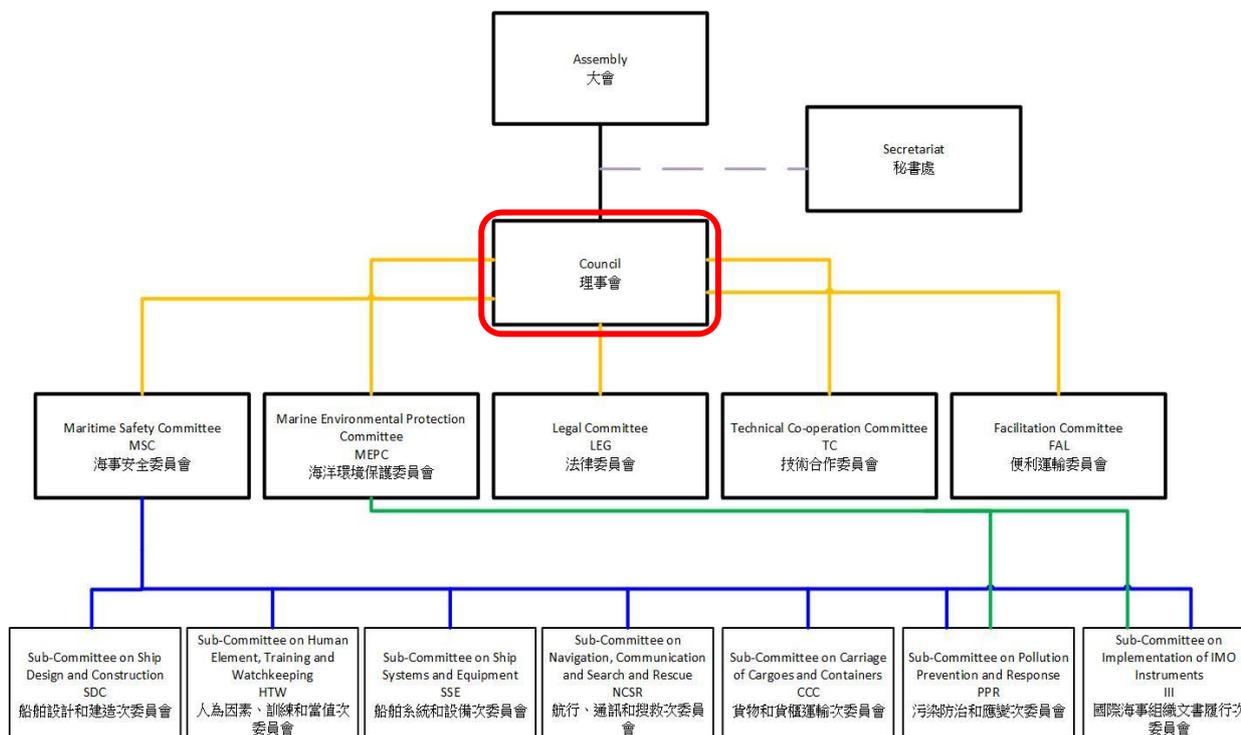


Figure 3 Organization Structure of IMO (Council) (Source: by CIMCS-NKUST)

The Council is the executive body of the IMO, it's under the Assembly, and is responsible for supervising the work of the Organization. The Council is formed by the Representatives of 40 Member States, elected by the Assembly for two-year terms.

### 2. C 135、C 136 Highlights

1. C 135 had approved the revised results-based regular budget proposal for the 2026-2027 biennium and submitted it to the Assembly (A 34) for deliberation to ensure the financial

<sup>8</sup> IMO. IMO Assembly. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/assembly-default.aspx>

sustainability required for the organization's operation, technical cooperation, and capacity building;

2. Coordinating the integration of the IMO Identification Number Scheme with the company/shipowner identification code scheme to form a regulatory framework;
3. C 135 had approved amendments to Rule 28 of the Rules of Procedure of the Assembly, which will include the Arabic language as a working language of the Assembly. A 34 had agreed to introduce Arabic as a working language of IMO.
4. Reviewed several IMO Conventions and Amendments that are not yet entered into force, including *the 2021 Amendments to the Convention on the International Maritime Organization*, *the 2010 Amendments to the Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances (the 2010 HNS Protocol)*; and *the Cape Town Agreement (CTA)*, and called upon Member States to take action to accelerate the implementation process;
5. Completed the election of new members and the handover of duties for the 2026-2027 term of the IMO Council, and ensured that the subsequent budget, governance, and regulatory-related Agendas can be continued and advanced.

### 3. C 135 & C 136 agenda

#### (1) C 135 Agenda<sup>9</sup>

Item No.	Agenda
1	Adoption of the agenda
2	Report of the Secretary-General on credentials
3	IMO International Maritime Law Institute
4	Resource management: (a) Human resources matters; (b) Financial reports; (c) Report on Member State contributions (d) Consideration of requests by Members, if any, for waiver of the application of Article 61 of the IMO Convention

<sup>9</sup> IMO. C 135 meeting document C 135/1/1.

	(e) Results-based budget for 2026-2027
5	Enhancement of multilingualism
6	IMO Number Scheme
7	IMO International Maritime Law Institute
8	Report of the Maritime Safety Committee
9	Report of the Extraordinary Session of the Marine Environment Protection Committee
10	Report of the Consultative Meeting of Contracting Parties to the London Convention 1972 and the Meeting of Contracting Parties to the 1996 Protocol to the London Protocol
11	External relations: (a) Relations with the United Nations and the specialized agencies (b) Relations with intergovernmental and non-governmental organizations (c) International Days established by IMO (d) IMO Awards
12	Report on the status of conventions
13	Items for inclusion in the agenda for the next session of the Council (C 136)
14	Supplementary agenda items, if any

## (2) C 136 Agenda<sup>10</sup>

Item No.	Agenda
1	Adoption of the agenda
2	Election of the Chair and of the Vice-Chair
3	Place, date, and duration of the next session of the Council (C 137) and items for inclusion in the provisional agendas for the next two sessions of the Council (C 137 and C 138)
4	Supplementary agenda items, if any

<sup>10</sup> IMO. C 136 meeting document C 136/1.

#### 4. C 135<sup>11</sup>及 C 136<sup>12</sup> Meeting Summaries

The C 135 session meeting was held from 19 November to 21 November 2025 at the IMO headquarters in London, UK. The 136 session, however, held its meeting immediately after the A 34 meeting and the new council member election. Both meetings were supported with the hybrid facilities for remote participation.

##### (1) Application of the Strategic Plan of the Organization (C 135 Agenda Item 3)

The Council had noted the outputs for the 2024–2025 biennium, approved by the Assembly under resolution A.1173(33), and also included additional output items subsequently approved by the relevant IMO bodies since the adoption of that resolution.

During the 2024–2025 biennium, a total of 161 outputs were tracked. Of these, 66 were formally completed; when annual routine outputs that were advanced in both years are also taken into account, the total number of completed outputs increased to 88. All outputs scheduled for completion in each target year were delivered on time, including 16 outputs due in 2024, 24 outputs due in 2025, and 22 annual outputs implemented in both years, all of which were completed in full.

##### (2) Results-based budget for 2026-2027 (C 135 Agenda Item 4)

C 135 had approved the revised budget proposal for the 2026-2027 biennium and had submitted it to A 34. The budget proposal figures are £87,427,000, and comprise £38,081,000 for 2026 and £38,754,000 for 2027.

will be financed by contributions of Member States amounting to

The Council suggested to the Assembly that the updated results-based budget mentioned above should be funded by member states through contributions of approximately £76.83 million. The contributions for 2026 would be approximately £38.08 million, and for 2027, approximately £38.75 million.

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<sup>11</sup> IMO. 2025. Council, 135th session (C 135), 19 to 21 November, 2025. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-135th-session.aspx>

<sup>12</sup> IMO. 2025. Council, 136th session (C 136), 3 December 2025. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-136th-session.aspx>

### **(3) Member State contributions (C 135 Agenda Item 4)**

As of 31st Oct 2025, the Council found that 97.35% of the assessed contributions for 2025 had been received from Member States. Compared to 96.49% in 2024 and 83.42% in 2023 at the same period.

Of the 176 Member States and 3 Associate Members in the Notice of Assessment, 130 members had made full payment in 2025, 32 had made partial payment, and 17 had made no payment.

C 135 had urged all Member States that had not yet done so to meet in full their financial obligations to the Organization as early as possible and reiterated its firm stance on the strict enforcement of Article 61 of the IMO Convention.

The Council urged all Member States in arrears to settle, in full and without delay, their financial obligations to the Organization, and reiterated its firm commitment to the strict application of Article 61 of the IMO Convention.

### **(4) Financial reports (C 135 Agenda Item 4)**

C 135 had noted the review of the implementation of the IMO budget for 2025 and the financial outlook for the remaining months of the year, which reflected actual performance as at 30 September 2025.

The Council also noted the Secretary-General's conclusion that expenditure for 2025 could be contained within the approved budget appropriations of the respective funds. In addition, an updated budget outlook review report will be submitted to the Council at its next session meeting.

### **(5) Draft resolutions approved (C 135 Agenda Item 4、5、6)**

C 135 had approved the draft resolution and submitted it to the A 34, which reads as follows:

- I. Results-based budget for the 2026-2027 biennium
- II. Enhancement of multilingualism at IMO
- III. Integrated IMO identification number scheme
- IV. Apportionment of expenses among Member States
- V. Arrears of contributions

## (6) Enhancement of multilingualism ( C 135 Agenda Item 5 )

C 135 had approved amendments to the current Rule 28 of the *Rules of Procedure of the Assembly* to include Arabic as one of the working languages at the IMO Assembly. The amendments have been agreed by A 34, the Council also requested that corresponding provisions be included in the biennial budget proposal so that the Assembly, at its A 35 session, may formally adopt Arabic as a working language.

## (7) Integrated IMO Number Scheme ( C 135 Agenda Item 6 )

C 135 approved the integration of the regulatory framework for the IMO ship identification number scheme, the IMO unique company and registered owner identification number scheme, and tonnage assessment calculation.

Under the IMO Number Scheme, each ship is assigned a permanent and unique seven-digit IMO number. This number remains unchanged throughout the ship's entire life cycle and is not affected by changes in the ship's name, ownership, or flag. The purpose is to enhance maritime safety and help prevent maritime fraud.

Under the IMO Unique Company and Registered Owner Identification Number Scheme, permanent and unique IMO numbers are assigned to shipowners and operating companies and are used across various certificates and compliance regimes, so as to clearly identify the entity responsible for a ship's operation or ownership.

C 135 had submitted the draft amendment to A 34 for approval, consolidating the two systems into a single integrated system to enhance overall operational efficiency and consistency.

## (8) IMO Gender Equality Award (C 135 Agenda item 11)

The Council decided to confer the 2026 IMO Gender Equality Award to Professor Momoko Kitada, nominated by Japan, in recognition of her leadership in advancing gender equality.

Her contributions are reflected not only in her academic role at the World Maritime University (WMU) but also in her long-term impact on successive cohorts of students and

relevant administrations and institutions, thereby continuing to promote gender equality in the maritime sector.

The Council further decided to award Letters of Commendation to the following nominated individuals, in recognition of their efforts and contributions to the advancement of gender equality in the maritime sector:

Mr. Marcos Tinti of Brazil; Ms. Mariana Pescatori Candido da Silva of Brazil; Ms. Eleni Polychronopoulou of Greece; Commodore Christine Pauline Bergaño-Diciano, of the Philippines; Ms. Elisa D. Chomi of the Philippines; Rear Admiral Mitzie Silva-Campo, of the Philippines; and Ms. Christine Duffy, nominated by the Cruise Lines International Association (CLIA).

### **(9) Report on the Status of Conventions ( C 135 Agenda item 12 )**

The Council noted that there are several IMO Conventions and instruments that have not yet reached the conditions to take into force, including:

- I. *The 2021 Convention on the International Maritime Organization;*
- II. *The 2010 Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances (the 2010 HNS Protocol);*
- III. *The 2012 Cape Town Agreement (2012 CTA).*

Other amendments to the IMO instruments that require explicit acceptance include:

- I. *The 2008 Convention on the International Maritime Satellite Organization;*
- II. *The 2009 Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter and the 1996 London Protocol (2009 London Protocol);*
- III. *The 2013 amendments to the London Protocol.*

The Council appreciated the efforts made by the Member States and the Secretariat to bring them into force at the earliest opportunity.

### **(10) Election of the Chair and of the Vice-Chair ( C 136 Agenda Item 2 )**

At the 34th IMO Assembly, the new IMO Council members were elected, and the newly elected 40 members held the 136th session on 3rd December.

The Council had elected Mr. Victor Jiménez (Spain) as its Chair, and Mrs. Amane

Fethallah (Morocco) as Vice-Chair.

## 5. Recommendation for C 135 & C 136

- Regarding the integrated IMO ship identification number scheme approved during the C 135 session, the core objective is to consolidate the ship identification number with the Company and Registered Owner Identification Number into a unified regulatory framework. This measure aims to enhance traceability and mitigate risks associated with maritime fraud. It is recommended that the competent authority review the design of identification fields within the current ship registration and inspection databases. Furthermore, an assessment should be conducted to determine if adjustments to the subsidiary regulations of the Law of Ships are necessary. Ensuring that the identification formats for ships, shipowners, and ship operators align with the new IMO system is crucial to preventing identification discrepancies or data inconsistencies during future Port State Control (PSC) inspections.
- During the C 135 session, the Council reviewed the status of several conventions and protocols not yet in force, paying particular attention to the progress towards the entry into force of the Cape Town Agreement (CTA) and the HNS Protocol, and urged accelerated implementation. Given the significant scale of our nation's distant-water fisheries and the sustained international attention to fishing vessel safety, it is advisable for the competent authority to proactively initiate an analysis to domesticate the CTA and adjust the fishing vessel inspection regime. This proactive approach will mitigate compliance pressure resulting from intensified Port State Control inspections following the Agreement's entry into force, thereby protecting the industry from sudden operational risks.
- As the CTA involves fishing vessel safety and inspection systems—falling under the scope of maritime safety regulation—while significantly impacting the distant-water fishing industry, it is recommended that the Maritime and Port Bureau (MPB) and the Fisheries Agency adopt an inter-agency collaborative approach to address these challenges.
- The C 136 meeting IMO Council had concluded the election of its Chair and Vice-Chair, and had confirmed the budget for the 2026-2027 biennium and governance directions for the upcoming two years, while deferring the agenda items regarding

"multilingualism" and resource allocation to subsequent sessions.

- Our authority should continue to follow the IMO policy directions of the newly elected Council regarding Rules of Procedure, language policies, and financial allocation. This will enable a more accurate assessment of how procedural adjustments and resource distribution may impact our nation's rights and interests when participating in Technical Committees or Assembly deliberations.

## 6. Next Meeting Schedule

C 137 may be held from July 6th to 10th, 2026.

## 7. References

1. IMO, Council, 135th session (C 135), 19 to 21 November 2025.  
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-135th-session.aspx>
2. IMO, Council, 136th session (C 136), 3 December 2025.  
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-136th-session.aspx>