

Supplementary materials for August 2025

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➤ International Maritime News

I. Hybrid IAPH Board meeting held in Osaka

From: <https://www.iaphworldports.org/pickup/20292/>

The International Association of Ports and Harbors (IAPH) members had a hybrid meeting on July 10th, which was also the 2nd board gathering of 2025. IAPH president Jens Meier and board members Gene Seroka (VP for America North) and Masaharu Shinohara (VP for Asia, South/West, East & Middle East) participated in person in Osaka, Japan. Other board members attended online, such as Vinicius Patel (VP for America, Central & South) and Jacques Vandermeiren (VP for Europe). President Meier shared with fellow Board members the priorities for his second term of office as president, which will be confirmed at the Annual General Meeting in Kobe this October.

On the other side, the Managing Director, Patrick Verhoeven, and Secretary-General Masahiko Furuichi had provided the Board with the quarterly management report, covering the financial situation, membership development, the transition process of the Environmental Ship Index, implementation of the 2025 work programme, the World Ports Sustainability Program, as well as upcoming events, including the World Ports Conference. Board members had also discussed the forthcoming election of the IAPH vice-presidents and had appointed Sarah Ogier (Port of Seattle) as vice chair of the Climate and Energy Committee.

On the other side, the World Ports Sustainability Program for the IAPH 2025 World Ports Conference, a public voting campaign is underway for the IAPH 2025 Sustainability Awards projects. There are six topics from the sustainability awards: ‘Infrastructure,’ ‘Decarbonization,’ ‘Climate and Energy,’ ‘Community Building,’ ‘Environmental Care,’ and ‘Health, Safety, and Security,’ and the final lists are as [Picture 1](#). The public may link to the [website](#) to vote, and the outcome of the votes will count towards 30% of the final scores. Voting will be closed at Midnight CET on 5th September 2025, and the winners will be announced at the Gala Dinner of the #IAPH2025 World Ports Conference in Kobe.

The poster features logos for WPSP (World Ports Sustainability Program), the World Ports Conference 2025, and IAPH (International Association of Ports and Harbors) celebrating its 75th anniversary. The central theme is '#IAPH2025 Sustainability awards finalists'. It is divided into six categories, each with a representative icon and a list of finalist ports and their projects:

- INFRASTRUCTURE** (Sponsored by REPS):
 - Incheon Port Authority - Smart Maintenance Technology for Port Infrastructure
 - Port of Kitakyushu - Green Energy Port HIBIKI
 - Port of Seattle - Marine Stormwater Utility
- DIGITALIZATION**:
 - Port of Antwerp-Bruges - APICA Digital Twin
 - Port of Long Beach - Supply Chain Information Highway
 - PSA Singapore - OptETruck
- CLIMATE AND ENERGY**:
 - Port of Rotterdam - Porthos CO2 Transport & Storage
 - Port of Vigo - Hydrogen Strategy: A Living Lab for the Energy Transition
 - Port of Yokohama - Port Decarbonization Plan
- COMMUNITY BUILDING**:
 - Port of Barcelona - Positive Impact Port
 - Ghana Ports and Harbours Authority (GPHA) - CSR beyond Port Boundaries
 - Ulsan Port Authority - Vulnerable groups' access to port and maritime information
- ENVIRONMENTAL CARE**:
 - Kenya Ports Authority - Mangrove Restoration Program
 - Partnership of 40 ports in Europe - Environmental Port Index (EPI)
 - Port of Vigo - NaturPorts Programme
- HEALTH, SAFETY AND SECURITY** (Sponsored by TTV):
 - Busan Port Authority - Unified Strategy: Safety, Health & Resilience
 - Port Autonome de Cotonou - Improving Dockworker Safety and Welfare
 - Port of Los Angeles - AI Security Ops Cyber Resilience Center

At the bottom, there is a call to action: 'VOTE HERE' with a QR code and the text 'SCAN ME'.

Picture 1: the 2025 World Port Sustainability Program awards

Source: World Port Sustainability Program (WPSP).

<https://sustainableworldports.org/>.

II. UNCTAD: Global trade endures policy changes and uncertainty

From SAFETY4SEA The Editorial Team, July 10, 2025.

<https://safety4sea.com/unctad-global-trade-endures-policy-changes-and-uncertainty/>

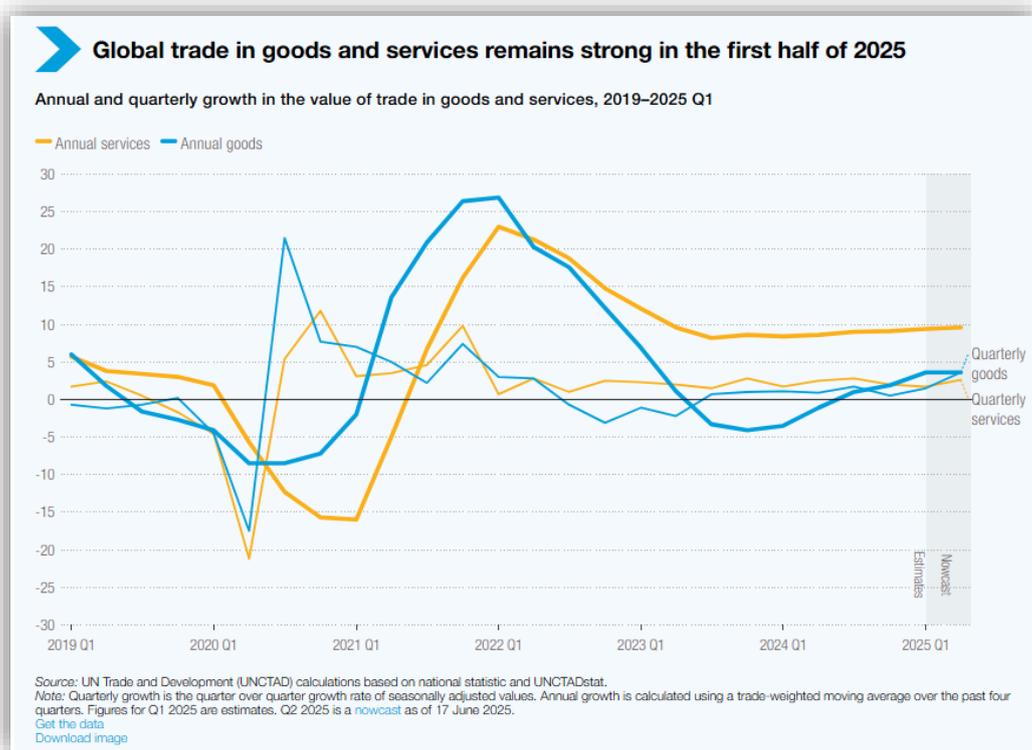


Source: SAFETY4SEA.

According to the latest *Global Trade Update report* released in July by UN Trade and Development (UNCTAD), global trade overall grew by about \$300 billion in the first half of 2025 despite a slow growth pace.

Led by the US imports and EU exports, the global trade grew by approximately 1.5% in the 1st quarter, and the growth in the 2nd quarter is expected to accelerate to 2%.

However, persistent policy uncertainty, geopolitical tensions, and signs of slowing global growth pose trade risks in the second half of 2025. Trade in services remained the primary driver of annual growth throughout this period, with a slight growth of 9% over the last four quarters. The overall rise in trade value was partly due to price increases. Prices for traded goods increased in the first quarter and likely continued to climb in the second, even as trade volumes grew by only 1%.



Annual and quarterly growth in the value of trade in goods and services, 2019-2025 Q1

Source: UNCTAD.

➤ **Key Trends in Global Trade:**

- In the 1st half of 2025, Global trade expanded by an estimated \$300 billion, with a growth at an estimated 1.5% in the 1st quarter, and projections showing 2% growth in the 2nd.
- Price increased, contributing to the overall rise in trade value. Prices for traded goods rose in the 1st quarter, and likely continued to rise in the 2nd quarter, while trade volumes grew by just 1%.
- Developed economies exceeded developing countries in the 1st quarter of 2025, reversing recent trends favoring the Global South. The shift was driven by a 14% sudden increase in United States imports and a 6% jump in European Union exports.
- Trade imbalances widened during the last four quarters, with the US posting a larger deficit, while China and the European Union recorded growing surpluses.
- Global trade faces mounting headwinds in the second half of 2025, amid persistent policy uncertainty, geopolitical tensions, and signs of slowing global growth.

➤ **Outlook uncertain as trade faces policy risks and geopolitical turmoil**

Looking ahead to the second half of 2025, continued resilience in trade will depend heavily on policy clarity, geoeconomic developments, and supply chain adaptability. On the negative side, global economic growth is expected to slow down in many regions, suggesting that international trade may face slower growth.

Moreover, the potential imposition of higher tariffs in the United States—and the risk of broader trade conflicts—pose significant downside risks. A negative signal also comes from the latest reading of China’s Purchasing Managers’ Index, which often reflects weakening manufacturing activity and can signal reduced import demand and softening export orders. However, growing regional integration may provide some support to global trade.

Furthermore, leading indicators such as the Shanghai Containerized Freight Index and the Baltic Dry Index have rebounded from early 2025 lows, although remain below 2024 averages.

➤ **The most important factors contributing to increasing uncertainty in global trade for the second half of 2025 are:**

- The trade policy remains uncertain in the United States. Setting the tariff policies for various countries and different industries, along with potential pauses, exemptions, new broad-based tariffs targeting specific countries, or new tariffs in specific countries, as well as tariffs on specific products (such as those in the steel and automotive industries), increases the risk of global trade uncertainty.
- Potential for retaliatory trade policy measures. Further increase in unilateral trade measures could trigger retaliation, leading to escalating trade tensions that can spill over to third-party countries not directly involved in the disputes.
- Growth in subsidies and domestic-focused industrial policies may put pressure on international trade, especially in the strategic and high-tech fields.
- Ripple effects that may impact global value chains, due to changes in trade policies and uncertainties. Nowadays, the industrial chain production system has a deeply integrated network. Such uncertainty may disrupt the current supply chain and even drive substantial shifts.

References:

1. The International Association of Ports and Harbors (IAPH). Hybrid IAPH Board meeting held in Osaka. <https://www.iaphworldports.org/pickup/20292/>
2. SAFETY4SEA, UNCTAD: Global trade endures policy changes and uncertainty. 10 July 2025. <https://safety4sea.com/unctad-global-trade-endures-policy-changes-and-uncertainty/>
3. UN Trade and Development (UNCTAD). Global Trade Update (July 2025): Global trade endures policy changes and geoeconomic risks. <https://unctad.org/publication/global-trade-update-july-2025-global-trade-endures-policy-changes-and-geoeconomic-risks>

➤ International Maritime Organization Meeting Highlights

I. The Sub-Committee on Implementation of IMO Instruments, 11th session (III 11)

The 11th session meeting for III is held from July 21st to 25th, 2025.

1. About III¹

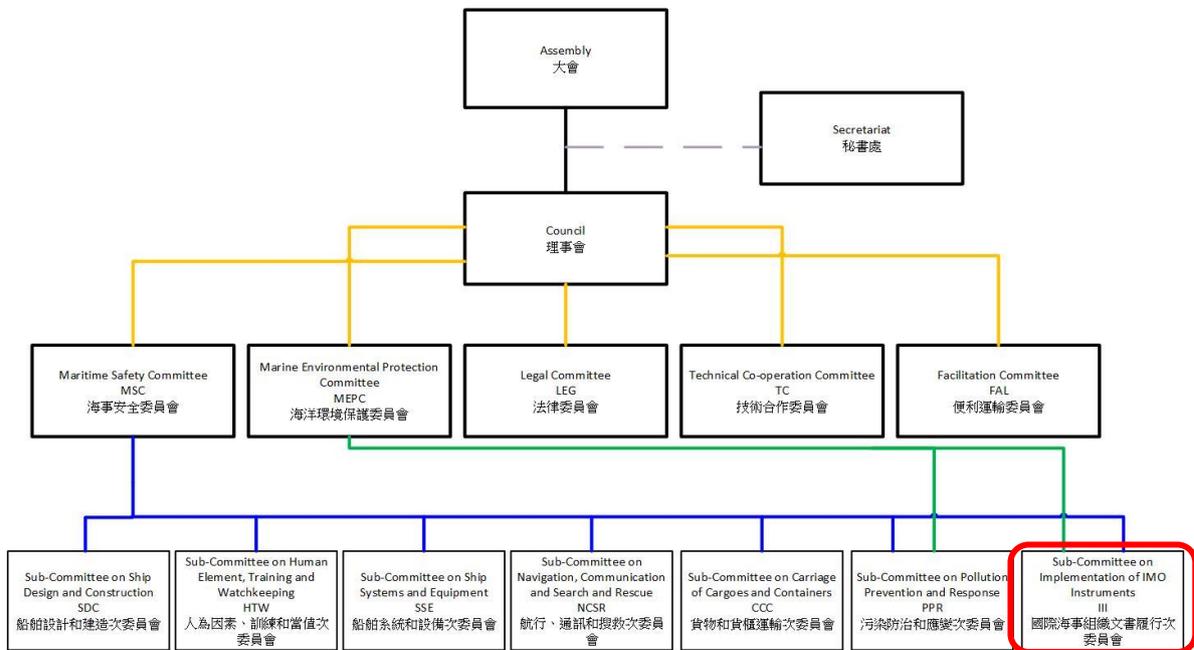


Figure 1 Organization Structure of IMO (III)

The III sub-committee mainly brings together flag, port, and coastal States to consider implementation issues, including the analysis of consolidated audit summary reports from the mandatory IMO Member state Audit Scheme. III has a key role in casualty analysis and issuing lessons learned from marine incidents. III also receives and analyses port State control data and keeps under review the procedures for port State control. Guidelines for survey and certification, including the survey guidelines under the Harmonized System of Survey and Certification (HSSC), also come under the remit of this Sub-Committee.

2. III 11 Highlights

- (1) Finalized the draft of the *Guidance on assessments and applications of remote surveys, International Safety Management (ISM) Code audits, and International Ship and Port Facility Security (ISPS) Code verifications*.
- (2) Finalized the draft amendments to *Procedures for the Port State Control 2023*

¹ IMO. Sub-Committee on Implementation of IMO Instruments (III).

<https://www.imo.org/en/mediacentre/meetingsummaries/pages/iii-default.aspx>

(resolution A.1185(33), and a new appendix 20 on *Guidelines for port State control officers on security aspects*. The draft resolution will be submitted for adoption at the 34th session of the IMO Assembly (A 34).

- (3) Finalized the draft amendments to *the Survey Guidelines under Harmonized System of Survey and Certification (HSSC), 2023* (resolution A.1186(33));
- (4) Revised the “completion date of the survey” (MSC-MEPC.5/Circ.3) for the Unified interpretations (UI).

3. III 11 Agenda

Table 1 III 11 Agenda

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Consideration and analysis of reports on alleged inadequacy of port reception facilities
4	(a) Lessons learned and safety issues identified from the analysis of marine safety investigation reports
5	Measures to harmonize port State control (PSC) activities and procedures worldwide
6	Validated model training courses
7	Identified issues relating to the implementation of IMO instruments from the analysis of data
8	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)
9	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)
10	Development of Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications
11	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
12	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships
13	Biennial agenda and provisional agenda for III 12
14	Election of Chair and Vice-Chair for 2026
15	Any other business

Item No.	Agenda
16	Report to the Committees

(Source: IMO/ III 11/1/1)

4. III 11 Meeting Summaries²

The III 11th session was held from July 21st to 25th, 2025, at the IMO Headquarters in London. There are 3 Working Groups (WGs) and a draft Group (DG) formed at III 11. Each group was tasked to deal with certain issues, as follows:

Group Type	Main duties or the Work content
Working Group 1 (WG 1)	Analysis of Marine Safety Investigation Reports
Working Group 2 (WG2)	Measures to Harmonize Port State Control (PSC) Activities and Procedures Worldwide, and Model Course 3.09 on Port State Control
Working Group 3 (WG 3)	Survey Guidelines under the HSSC, the Non-exhaustive List of Obligations, and the Guidance on Remote Surveys, Audits, and Verifications

Key outcomes for III 11:

(1) Annual report for the port reception facilities

To comply with the *International Convention for the Prevention of Pollution from Ships* (MARPOL) regulations, one of the factors is that ships rely heavily on the availability of adequate port reception facilities (PRFs)³. And especially in Special Areas, they may require a higher level of protection from pollution. Governments must inform the IMO of any reported cases of inadequate facilities, so the information can be shared with other Parties.

III 11 had reviewed the 2023 and 2024 annual enforcement reports on PRFs. There are 29 alleged inadequacy cases reported in GISIS by six flag States in 2024, including missing PRFs or undue delays. Compared to 73 cases in 2023, this marks a 60% decrease.

² IMO. Sub-Committee on Implementation of IMO Instruments (III 11), 21-25 July 2025. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/iii-11th-session.aspx>

³ PRFs are designated stations in a port where ships can discharge waste generated during normal operations, such as sewage, garbage, oily waste, and noxious liquid substances.

Responses were provided in 66% of 2024 cases, with a slight rise from 62% in 2023. III 11 still urged the members to MARPOL to ensure that their reports had been submitted within the PRF module of GISIS to provide a complete and accurate set of data.

(2) Lessons learned and safety issues identified from the analysis of marine safety investigation reports

According to several IMO instruments, the contracting States have the obligation to report maritime accidents and incidents to the IMO. These reports are analyzed by correspondence working groups to identify safety issues, trends, and key lessons learned, which serve as references for IMO decision-making and contribute to enhancing overall maritime safety.

III 11 had reviewed and approved a circular which contained 36 lessons learned from marine casualties, covering incidents such as collisions, fires, explosions, occupational accidents, and capsizing. Considering issues such as planning and procedures, management, safety assessments, and equipment, these document instruments will be published on the IMO website, with analyses also available on the [Global Integrated Shipping Information System](#) (GISIS) Marine Casualty Investigations module.

In analyzing 39 individual casualty reports, the major contributing factors are related to: management (22), risk assessment (19), safety culture (20), and training (12). III 11 considered that these factors can be addressed by the ongoing comprehensive revision of the guidelines on the implementation of the ISM Code.

III 11 considered the following lessons learned and follow-up items:

- ①. Parametric rolling⁴ – forwarded to relevant Sub-Committees (HTW, SDC, and CCC) for consideration
- ②. Fire safety in the cargo handling spaces of specialized self-unloading bulk carriers – tasked a Correspondence Group to develop a proposal for a new output on addressing this issue.
- ③. Inflatable lifejackets risks identified – tasked a Correspondence Group to develop a proposal for a new output on addressing these safety issues.
- ④. Ongoing work - providing observations, information, and analysis on accidents related to falls, enclosed spaces, and rescue and survival craft on board ships.

⁴ Parametric rolling (PR) is a phenomenon that occurs when a vessel sailing in longitudinal waves experiences the sudden onset of large, violent rolls from side to side.

(3) Measures to harmonize port State control (PSC) activities and procedures world-wide

①. Draft amendments to the *Procedures for Port State Control* and revision of relevant instruments

III 11 had finalized draft amendments to the “*Procedures for Port State Control 2023*” (resolution A.1185(33)), and approved the draft guidelines for Port State Control Officers (PSCO) on security aspects. The draft Assembly resolution on *Procedures for Port State Control, 2025*, will be submitted for adoption at the 34th session of the IMO Assembly (A 34) in December 2025, which may update and replace the 2023 Procedures once it enters into force.

The new version included amendments to appendices 2, 8, 9, 11, and 18 of the *Procedures for PSC, 2023*, and added a new appendix 20 (*Guidelines for Port State Control Officers (PSCO) on security aspects*) to help PSCOs identify potential security concerns and escalate appropriately. The new guidance helps to clarify the responsibilities between PSCOs and Duly Authorized Officers (DAOs) to identify potential security concerns and escalate appropriately. The list of instruments relevant to PSC procedures was revised and added as Appendix 21.

The new draft amendments include updates to the list of “detainable deficiencies” (in Appendix 2) related to implementation of the ISM Code (Appendix 8), Long-Range Identification and Tracking (LRIT) (Appendix 9), certification of seafarers, ship manning, and hours of rest (Appendix 11). Under MARPOL Annex VI (Appendix 18), a new chapter related to the non-availability of compliant fuel oil will be added.

②. Specific matter of inspecting the escape arrangement

The general issue is the differing interpretations of mandatory provisions between flag States and port States regarding the specific matter of inspecting escape arrangements from machinery spaces. At MSC 110 (June 2025), the Committee had encouraged PSC authorities to adopt a pragmatic approach, as outlined in MSC.1/Circ.1689 (Escape Arrangements from the Lower Part of Machinery Spaces), while considering further clarifications to the relevant technical regulations.

III 11 had also reminded flag States and Recognized Organizations (ROs) of their obligation to issue certificates in accordance with paragraph 1.2.6 of the PSC procedures, and emphasized to port States the importance of adhering to paragraph 1.2.5 when conducting PSC inspections.

Regarding the inconsistent application of ISM Code-related deficiencies across PSC regimes, and the development of objective criteria to assess manning levels. No changes were made to the PSC procedures. III encourages regional PSC regimes to conduct internal reviews and training to improve consistency. It also emphasizes that flag States are responsible for determining minimum safe manning, instead of the PSCOs. III 11 also updated the draft revised Model Course 3.09 on Port State Control.

(4) Evolution of port State control module in GISIS

III 11 had agreed to the proposal on the evolution of the current port State control (PSC⁵) module in the IMO's GISIS into a more robust, responsive and user-centric overarching database with web service functionality, aimed at further enhancing the efficiency, effectiveness and harmonization of PSC inspections globally, thus facilitating the implementation of IMO instruments. The overarching database would enhance transparency, coordination of resources, and compliance monitoring of IMO regulations.

III 11 requested the Secretariat to develop a project document and identify the costs for development, implementation, and operation of the database for consideration by the Maritime Safety Committee, the Marine Environment Protection Committee, and the Council, and report progress at a future session.

(5) Model course on port State control validated

III 11 validated the draft revised Model Course 3.09 on port State control. The model course provides updated and standardized training to port State control officers (PSCOs) to ensure effective, consistent, and harmonized implementation of PSC inspections, in accordance with relevant IMO instruments, and helps Member States

⁵ Port State control (PSC) refers to the inspection of foreign ships in national ports to verify their compliance with international maritime regulations. PSC serves as a second line of defense against to substandard shipping (in addition, the first line of defense is implementation and enforcement of IMO rules by the flag State).

meet their obligations under IMO conventions.

(6) Updated survey guidelines under the Harmonized System of Survey and Certification (HSSC)

III 11 finalized updates to the “Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)”, and the “Non-Exhaustive List of Obligations under Instruments Relevant to the IMO Instruments Implementation Code (III Code)”. Both documents are expected to be adopted at Assembly 34 in December 2025 and enter into force on 1 January 2026.

The new HSSC Guidelines will include provisions for the Code of Safety for Ships Carrying Industrial Personnel (IP Code). Provisions related to the Anti-fouling System (AFS) Certificate were removed from the Guidelines, since the AFS Convention 2001 does not provide a harmonized survey and certification system

III 11 had also re-established the Correspondence Group for the survey guidelines under the HSSC and the non-exhaustive list of obligations. The Group will be considering matters related to unlawful practices associated with fraudulent registration and fraudulent registries of ships, reviewing MSC/Circ. 1140 and MEPC/Circ. 424 on Transfer of Ships between States, and consider whether the circulars need to be amended with measures to prevent such practices.

(7) Remote surveys, ISM audits, and ISPS verifications

III 11 had agreed to the draft text of the *Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications*⁶, and the associated MSC-MEPC circular, for submission to the Maritime Safety Committee and the Marine Environment Protection Committee for approval.

①. Remote surveys

Portions of surveys may be carried out remotely, based on a risk assessment and the eligibility of the item for using remote methods. However, remote surveys cannot be performed for two consecutive years for the same survey items. In all cases, the survey plan needs to be approved by the flag administration.

Remote surveys are not accepted for SOLAS safety certificates and the

⁶ The guidance mainly addresses the need to harmonize requirements for the use of remote methods in surveys, audits and verifications. It aims to ensure that the confidence and credibility of current remote methods are maintained at a level equivalent to in-person attendance, thereby supporting the safe operation of ships and contributing to maritime safety and the prevention of marine pollution.

International Load Lines (LL) Certificate for passenger ships.

②. International Safety Management (ISM) Code audits

ISM Code shipboard audits cannot be fully replaced by remote audits, and physical attendance will always be needed under normal circumstances.

Initial, renewal, and interim company audits need physical attendance. Remote methods may be considered for annual audits and for interim audits when adding a new ship type to an existing Document of Compliance (DOC).

The performance of remote audits will need approval from the flag administration, and the audit plan needs to be sent well in advance to the flag administration for review and approval.

③. International Ship and Port Facility Security (ISPS) Code verifications

The ISPS Code verifications can only be carried out remotely under exceptional circumstances, and only selected items are eligible for remote verification even in exceptional circumstances.

(8) Unified Interpretations (UIs)

III 11 had discussed the amendments to a revision of the MSC-MEPC.5/Circ.3 (Survey and Certification-Related Matters), related to UIs of the date of completion of the survey and verification on which the certificates are based. The revised UI clarifies that the “based on date” shall be the date of the initial or renewal survey. And the amended circular will be submitted to MSC 111 (May 2026) and MEPC 84 (in 2026) for approval.

5. Recommendations for III 11

➤ **Draft amendments to 2023 *Non-exhaustive List of Obligations under instruments relevant to the IMO Instrument Implementation (III) Code*:**

III 11 had agreed the draft amendments to the *2023 Non-exhaustive List of Obligations under instruments relevant to the IMO Instrument Implementation (III) Code* (resolution A.1187(33)). The draft amendments to the list derive from amendments to relevant IMO instruments entering into force up to and including 1st July 2026.

The amendments for the non-exhaustive list have outlined various responsibilities

and duties that flag, port, and coastal States must fulfil under instruments relevant to the III Code. Its contents cover the obligations under the MARPOL Convention, the SOLAS Convention, the ISM Code, and the ISPS Code, serving as preparation for the upcoming second cycle of audits under the IMO Member State Audit Scheme (IMSAS). A comprehensive review will be carried out to delete outdated items or revise those requiring amendments.

This Non-exhaustive List of Obligations serves as a tool for the flag State and the competent authority to review their performance and conduct self-assessment. It is recommended to pay close attention to the modified contents as a basis for establishing a risk management mechanism for subsequent audits and planning related domestic law amendments.

➤ **To harmonize port State control (PSC) activities and procedures worldwide:**

The draft amendments to the “Procedures for Port State Control 2023” (resolution A.1185(33)) were finalized at III 11, after the approval of the IMO 34th Assembly in December 2025, which is expected to enter into force on January 1, 2026.

The new amendments to the resolution A.1185(33) will revoke the A.1155(32) adopted in December 2021, which also serves as the basis for the current Port State Control in our country. In the future, it should be updated to a new version of the procedure, new items such as the principle of remote inspection, adjustment of risk classification, and clarifying the standardization for the security deficiencies.

In addition, the Model Course 3.09 on Port State Control has been verified and updated, with the aforementioned amendment contents, including clear criteria for mandatory detention, key points for enhanced verification in MARPOL Convention Annex VI, and inspection techniques for new vessel types (such as industrial personnel vessels and alternative fuel vessels). It is suggested that the updated contents be incorporated into the current seafarers' personnel training.

6. Next Meeting Schedule

III 12 is scheduled to be held from July 20th to 24th in 2026.

7. Reference

- American Bureau of Shipping (ABS), News Brief: III 11. https://absinfo.eagle.org/acton/ct/16130/s-10fc-2507:0/Bct/q-039a/l-0393:3d82d/ct1_0/1/lu?sid=TV2%3AAPNmI7lmX
- Det Norske Veritas (DNV), IMO III 11: Finalized guidance on remote surveys, audits and verifications. <https://www.dnv.com/news/2025/imo-iii-11-finalized-guidance-on-remote-surveys-audits-and-verifications/>
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