

# International Maritime Latest Issues March 2025

- **IMO International Maritime News(p2-5)**

- Reviewing News from February to the beginning of March 2025

- **IMO's Meeting Highlights(p6-27)**

- Sub-Committee on Pollution Prevention and Response 12<sup>th</sup> Session (PPR 12 )

- Sub-Committee on Human Element, Training and Watchkeeping 11<sup>th</sup> Session (HTW 11)

## Interim generic guidelines agreed for training seafarers on ships using alternative fuels



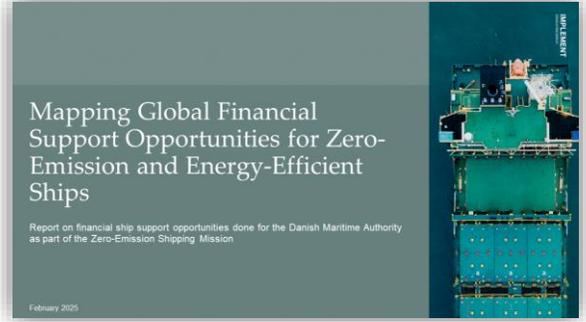
Source: IMO.

During the Sub-Committee on Human Element, Training, and Watchkeeping (HTW) 11<sup>th</sup> session meeting (10-14 Feb 2025), IMO agreed on the interim generic guidelines draft for training seafarers working on ships powered by alternative fuels and new technologies. Considering the maritime industry’s future progress and due to the use of alternative fuels and the safety risks as well. The generic interim guidelines are applicable across the whole industry and relevant to all alternative fuels and new technologies:

- **Methyl/ethyl alcohol** as fuel: *Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel* ([MSC.1/Circ.1621](#));
- **Ammonia** as fuel: *Interim guidelines for the safety of ships using ammonia as fuel* ([MSC.1/Circ.1687](#));
- **Hydrogen fuel cell powered ships**: *Interim guidelines for the safety of ships using fuel cell power installations* ([MSC.1/Circ.1647](#));
- **LPG as fuel**: *Interim guidelines for the safety of ships using LPG as fuel* ([MSC.1/Circ.1666](#));
- using **hydrogen as fuel**; and **battery-powered** ships.

A report on its progress will be submitted to the next meeting (HTW 12).

## MI: New Mapping on Global Financial Support Opportunities for Zero-Emission and Energy-Efficient Ships

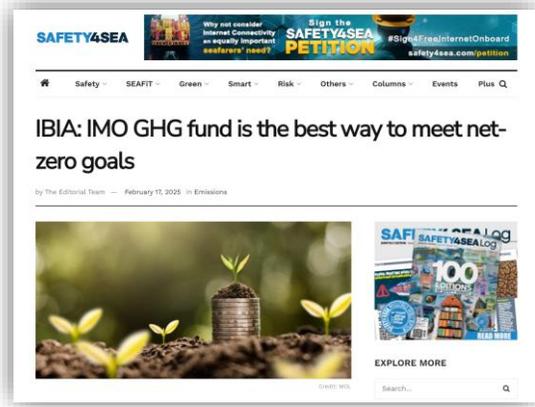


Source: Mission Innovation (MI).

Denmark Maritime Authority (DMA) has released a study on ‘[Mapping Global Financial Support Opportunities for Zero-Emission and Energy-Efficient Ships](#).’ With more than 70 funding opportunities worldwide, the study tried to overview and illustrate financial support opportunities for ship owners and governments who need financial support and guarantee opportunities for investments in new builds, retrofitting, and/or energy efficiency improvements.

It shows that various types of funding options exist for shipping sectors and loans from regional development banks. Some appeal directly to the maritime industry, while others have a broader target group. In addition, the mapping reveals that while funding opportunities exist across the globe, the majority are in Europe and the US, while options in Africa and Latin America, especially, are very scarce. Finally, the study highlights that application requirements, particularly for loans from regional development banks, are very complex and require government involvement. Conventional bank loans, however, are very costly for ship owners, which is not concluded in the study. The material includes a [PowerPoint](#) and an [Excel sheet](#) (info For funding opportunities with URLs).

[IBIA: IMO GHG fund is the best way to meet net-zero goals](#)



Source: safety4sea.com;

IBIA considers an IMO GHG fund the best way to close the cost gap between conventional fossil fuels and the alternative zero and net-zero fuels needed for shipping to meet the 2023 IMO GHG Strategy goals. IBIA supports the objectives of the mid-term measures, which are to achieve the IMO’s GHG reduction goals while ensuring no one is left behind. The technical element, such as the global GHG Fuel Standard, serves as a goal-based measure mandating the transition to zero or net zero GHG emission fuels and technologies, thereby reducing life cycle GHG emissions.

In addition, IBIA recognizes that the 2023 IMO GHG Strategy should also provide incentives for the international fleet and establish resources to support a just and equitable transition. These objectives cannot be fully realized by implementing the GHG Fuel Standard and alternative compliance approaches alone.

- The International Bunker Industry Association ([IBIA](#)) was formed in 1992; nowadays it has over 68 countries members. IBIA is one of the consultative status NGO members in IMO. It mainly represents the voice of the bunker industry and all stakeholders in the value chain.

[IMO progresses talks on greenhouse gas reduction from shipping](#)



Source: IMO.

IMO has made progress on reducing greenhouse gas (GHG) emissions from shipping during the MEPC 82(June 2024), such as setting up the draft text for an “IMO net-zero framework.”

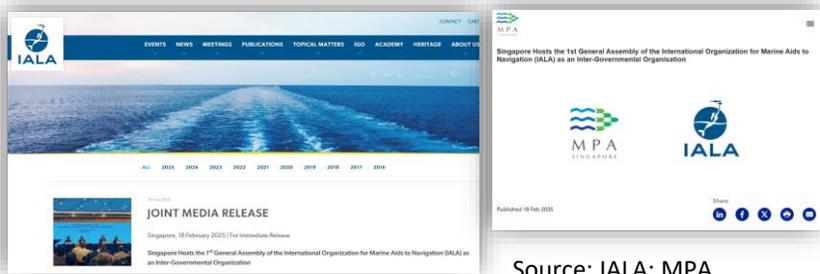
IMO's Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 18) has been refining draft amendments to MARPOL Annex VI, which could introduce a marine fuel standard and a GHG emissions pricing mechanism. Discussions included a marine fuel standard and a GHG pricing mechanism. The group reviewed draft MARPOL Annex VI amendments and addressed food security concerns.

Life cycle GHG assessment guidelines were also discussed which will continue the task works in a GESAMP Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG) for further review on scientific and technical issues. The updated text will be reviewed at MEPC 83 in April 2025.

More information from the [ISWG-GHG 18 meeting](#).

# I. International Maritime News

Keywords: IALA General Assembly; MASS regulatory framework



Source: IALA; MPA.

- The International Organization for Marine Aids to Navigation (IALA), previously as the International Association of Lighthouse Authorities, together with aids to navigation services of many countries for technical coordination, information sharing, and coordination of improvements to aids to navigation throughout the world. In August 2024, IALA formally became an IGO, which reflects its important role in shaping international standards and best practices for safe and efficient navigation. In the last update on 28 January 2025, there are 38 member states.

## Singapore Hosts the 1<sup>st</sup> General Assembly of the IALA as an Inter-Governmental Organization

From February 18<sup>th</sup> to 21<sup>st</sup>, 2025, Singapore hosts the 1st General Assembly of the International Organization for Marine Aids to Navigation (IALA) as an Inter-Governmental Organization. About 400 representatives and attendees from 65 countries attended, including senior government officials and maritime leaders from industry associations and companies. It provides a platform to discuss developments in Aids to Navigation, vessel traffic services, emerging technologies, and governance in emerging areas, such as the use of Maritime Autonomous Surface Ships.

IALA was founded in 1957; now, as IGO, IALA grows stronger in its mandate to harmonize global maritime navigation systems, promote maritime safety initiatives, and collaborate with its member states, international organizations, and industry stakeholders to address emerging challenges in maritime safety and environmental protection.

## LR: MASS introduction necessitates a thorough review of the existing regulatory framework

The development of Maritime Autonomous Surface Ships (MASS) could significantly impact the maritime sector in many aspects. Lloyd's Register (LR) released the report *“Maritime Autonomous Surface Ships (MASS): Creating a Framework for Efficiency, Safety, and Compliance”* (Download the report [here](#).) mainly focused on emphasizing the imperative need for the industry to develop regulatory and assurance frameworks essential for ensuring the operational safety of MASS. LR examines the challenges of integrating MASS into the existing regulatory framework, with the purpose of defining the steps necessary to adequately adapt COLREGs, STCW, and SOLAS to facilitate the safe operation of MASS.

**COLREGs:** the term ‘good seamanship,’ as well as ‘timely,’ ‘too close,’ ‘safe distance,’ ...etc. in MASS conditions.  
**STCW:** this may likely change the nature of certain onboard roles and may, therefore, affect the competencies required of the human as the role evolves. **SOLAS:** Ch. II-2, Reg. 7 Detection and Alarm; Ch. IV, Ch. V, Safe Navigation – Reg. 5 (Meteorological services and warnings), many issues need to be interpreted on a case-by-case basis, to determine how multiple rules are concurrently considered, prioritized, and/or applied.



Source: LR; SAFETY4SEA

# I. International Maritime News

Keywords: US Actions in Section 301; e-Bill of Lading

## Owning a Chinese-built ship calling US ports could get expensive

The United States Trade Representative (USTR) conducted a review of the investigation on China with hearings scheduled for 24 March and invited the five prominent US labor unions to seek Public Comment on Proposed Actions in Section 301 Investigation of China’s Targeting of the Maritime, Logistics, and Shipbuilding Sectors for Dominance. USTR recommends imposing a \$1.5 million fee for Chinese-built ships calling US ports

The Jefferies analysts, estimates of hypothetical costs, especially in containerships sectors. For example as “a \$1.5 million fee spread against the average 10,000 TEU ship calling in the US would equate to \$150 per TEU or \$300 per FEU, taking today's China-LA route the rate quotes up from \$3,000 per FEU to \$3,300 per FEU.” To re-organize fleet patterns and make US calls more lucrative on a freight rate basis are strategies, which shipping companies and operators would aim to pass on. See USTR [press release](#); and [Proposed Actions](#).

## BIMCO: Understanding "Compliant" Electronic Bills of Lading

The International Group of P&I Clubs (IG), on 20<sup>th</sup> February 2025, launched a new streamlined process for approving e-Bill platforms. Solution providers must demonstrate that their system should be reliable and that only “compliant” e-Bills are used. (See P&I Clubs (IG) [Electronic Bills of Lading Notification](#))

The term “Compliant” e-Bills means they must be governed by laws recognized as equivalent to paper bills of lading – such as the Electronic Trade Documents Act (ETDA) 2023 in England.

In the bulk shipping sector, many bills of lading use an “incorporation clause” to incorporate governing terms from the charter party. BIMCO suggested they should always include wording that expressly incorporates the charter party’s law and arbitration provision to avoid uncertainty.

BIMCO fully supported the e-Bill initiative, which offers numerous advantages, including improved efficiency, reduced paperwork, and enhanced security, which helps to accelerate the process. BIMCO had gathered with DCSA, FIATA, ICC, and Swift and founded [The FIT Alliance](#) (Future International Trade Alliance, FIT) to facilitate the acceptance and adoption of e-Bills by shipping sectors.



Port of Los Angeles. (Source: Seatrade-Maritime)



Source: BIMCO.

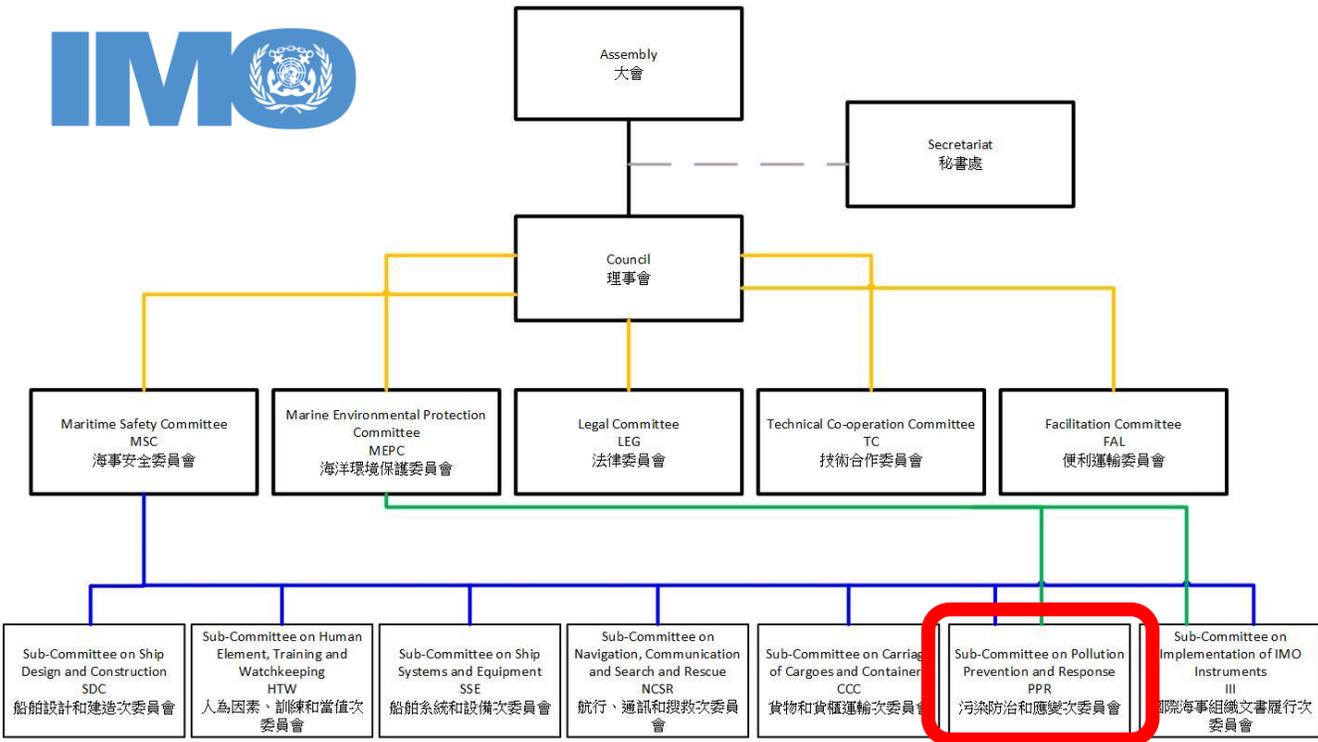
An aerial photograph of a coastline, likely in the Pacific Northwest, showing a large bay with a narrow isthmus. The water is a deep blue-green, and the land is a mix of green and brown. The image is used as a background for the text.

# **International Maritime Organization**

**Sub-Committee on Pollution  
Prevention and Response  
12th session (PPR 12)  
27th-31st January 2025**

# II. IMO's Meeting Highlights

## Organization Structure of IMO



Source: Made by NKUST-CIMCS.

## Sub-Committee on Pollution Prevention and Response (PPR)

- The Sub-Committee on Pollution Prevention and Response (PPR) is one of the seven sub-committees under the MSC and MEPC committees.
- PPR mainly deals with matters and issues that are related to pollution prevention and response which falls within IMO's remit.
- This ranges from all annexes of the MARPOL Convention through to the control and management of harmful aquatic organisms in ships' ballast water and sediments; biofouling; anti-fouling system; pollution preparedness, response, and cooperation for oil and hazardous and noxious substances; and the safe and environmentally sound recycling of ships.

## II. IMO's Meeting Highlights

# PPR 12 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	9	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book
2	Decisions of other IMO bodies	10	Revision of MARPOL Annex IV and associated guidelines
3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	11	Follow-up work emanating from the Action Plan to address marine plastic litter from ships
4	Amendments to MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity	12	Unified interpretation of provisions of IMO environment-related conventions
5	Development of guidance on matters relating to in-water cleaning	13	Biennial agenda and provisional agenda for PPR 13
6	Reduction of the impact on the Arctic of Black Carbon emissions from international shipping	14	Election of Chair and Vice-Chair for 2026
7	Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas	15	Any other business
8	Amendments to the 2017 Guidelines addressing additional aspects of the NOx Technical Code 2008 with regard to particular requirements related to marine diesel engines with Selective Catalytic Reduction (SCR) systems (resolution MEPC.291(71), as amended by resolution MEPC.313(74))	16	Report to the Marine Environment Protection Committee

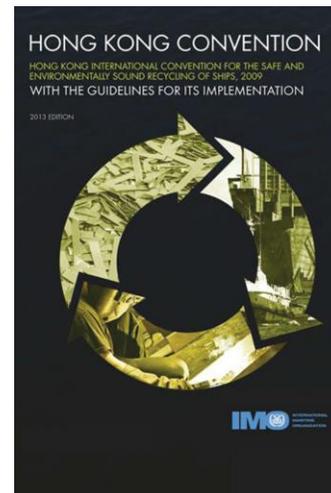
## II. IMO's Meeting Highlights

### 2023 Guidelines for the Development of the Inventory of Hazardous Materials

#### Agenda 2

- PPR 12 revised the 2023 “Guidelines for the Development of the Inventory of Hazardous Materials”, clarifying the relevant threshold of cybutryne when samples are taken directly from the hull or from wet paint containers.
- The guidelines and the associated draft MEPC resolution will be reviewed and adopted by MEPC 83, the implementation prior to the entry into force of the Hong Kong Convention on 26 June 2025.

The Hong Kong Convention is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risk to human health and safety or to the environment.



Source: IMO

### Interim guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships

#### Agenda 3

- The Sub-Committee agreed to draft Interim guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships, along with the accompanying draft sMEPC circular. These will be submitted to MEPC 83 with a view to approval.
- The guidance allows conventional bunker ships certified for carriage of oil fuels under MARPOL Annex I to transport blends of not more than 30% by volume of biofuel, as long as all residues or tank washings are discharged ashore unless the oil discharge monitoring equipment (ODME) is approved for the biofuel blend(s) being shipped.

# Guidance on in-water cleaning of ships' biofouling

## Agenda 5

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

In-water cleaning is to scrub or clean out the various aquatic organisms and bio-fouling on ships' hulls and niches areas.



Source: BIMCO

## II. IMO's Meeting Highlights

### Emission factors for use in the environmental risk assessment of the discharge water from EGCS

#### Agenda 7

- PPR 12 reviewed the terms of reference for the GESAMP Task Team on EGCS, with the aim of developing a methodology for emission factors to ensure a uniform evaluation of regional restriction areas. The draft terms were forwarded to MEPC 83 for approval, with an extension of the target completion year to 2026.
- Moreover, PPR invited MEPC 83 to re-establish the GESAMP Task Team may carry out the following activities:
  - ① Compare various methods for achieving a representative set of emission factors with universal geographic application Evaluate background concentrations of effluent and review chemicals not included in the 2022 EGCS effluent risk assessment guidelines (MEPC.1/Circ.899);
  - ② Review best practices for laboratory analysis and statistical methodologies;
  - ③ Develop a research process to incorporate additional experiments and data collection if necessary;
  - ④ Develop a standard methodology for calculating emission factors as the top priority;
  - ⑤ Report on any sets of emission factors determined using the methodology developed by the GESAMP Task Team on EGCS;
  - ⑥ Submit a report on its findings to PPR 13.

2025/3/29

### Revision of MARPOL Annex IV to improve the lifetime performance of sewage treatment plants

#### Agenda 10

- PPR re-established a correspondence group to revise the MARPOL Annex IV and associated Guidelines on sewage management; the group will continue the work task during the intersession period and report back to PPR 13.
- In terms of the tasks included:
  - ① Further develop the draft to MARPOL Annex IV regarding the Sewage Record Book (SRB) and Sewage Management Plan (SMP), and further to be finalized on PPR 13;
  - ② Continue the drafting for the revision of MARPOL IV besides the work above;
  - ③ Keep working on the draft amendments to the 2012 Type Approval Guidelines;
  - ④ Continue the drafting of new implementation guidelines for sewage treatment plants
  - ⑤ Develop and identify additional guidance to support sewage effluent quality data collection

## II. IMO's Meeting Highlights

### Revised Action plan to address marine plastic litter from ships

#### Agenda 11

- PPR reviewed the 2018 Initial Action Plan, considering the actions that had been completed since then, and agreed to the draft revision of the 2025 Action Plan, which will be further viewed and approved by MEPC 83.
- The actions in the draft 2025 Action Plan set the completion time to 2030. PPR 12 updated the timeframes for the revision action plan and grouped them into stages according to the short-, mid-, long-term, and continuous actions.

### Carriage of plastic pellets by sea

#### Agenda 11

- The draft 2025 Action Plan to Address Marine Plastic Litter from Ships includes a dedicated action for the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers.
- These included the IMDG Code, MARPOL Annex III or Annex V, a new annex to MARPOL, or a new code for plastic pellets. However, no clear preference was agreed on during this session. .

# Recommendations on PPR 12

- 2023 Guidelines for the Development of the Inventory of Hazardous Materials and Hong Kong Convention:
  - The Hong Kong Convention may enter into force on 26 June 2025; PPR 12 had approved the draft amendments to the 2023 Guidelines for the development of the Inventory of Hazardous Materials and associated draft MEPC resolutions, which may be conducted before the entry into force of the Hong Kong Convention.
  - The Hong Kong Convention on the Safe and Environmentally Sound Recycling of Ships is a mandatory convention; once it entered into force, the Port State Control (PSC) Concentrated Inspection Campaign may verify the materials and certifications, such as Inventory of Hazardous Materials (IHM), the International Hazardous Substances List Certificate, the Certificate of fitness for Shipbreaking, the shipbreaking plan and the shipbreaking facility permit.
  - When implementing the PSC, the competent authorities should consider the relevant implementation guidelines to ensure that ships entering our ports comply with convention specifications.

# Recommendations on PPR 12

### ➤ Guidance on in-water cleaning of ships' biofouling

- PPR 12 discussed developing and finalizing draft guidance on in-water cleaning systems. The guidance is intended to support the universal application of the 2023 Biofouling Guidelines, which is mainly aimed at the global availability of safe and environmentally responsible in-water cleaning services and operations while addressing risks to the environment and ship coatings.
- Regular cleaning with the ship hull bio-fouling and managing the bio-fouling problem are important ways to enhance the ship's energy efficiency and reduce GHG emissions. Underwater cleaning might still be a problem for the marine environment; our domestic regulations associated with conducting or operating the cleaning of ships within a port or any other water area, mainly are 'The Regulations on Port Services at Commercial Port' (Article 25) and Marine Pollution Control Act (Article 32). Both regulations address effective measures that must be taken to prevent pollutants from directly discharging into the waters of the port area.
- However, there are no further detailed regulations on the implementation and supervision of underwater cleaning. It is recommended to continue to pay attention to the follow-up development of the above-mentioned guidelines and circular and then evaluate whether to establish further relevant management measures to protect our marine ecology, maintain the port environment, and ensure the safety of underwater cleaning work of ships.

# Next Meeting Schedule

## PPR 13

PPR 12 will take place on February 9 to 13 2026.



Source: IMO

The background image shows the interior of a ship's bridge. A person is visible at the controls, looking out through a large porthole. The bridge is filled with various instruments, including gauges, dials, and control panels. The lighting is bright, suggesting daytime. The overall scene is a professional maritime environment.

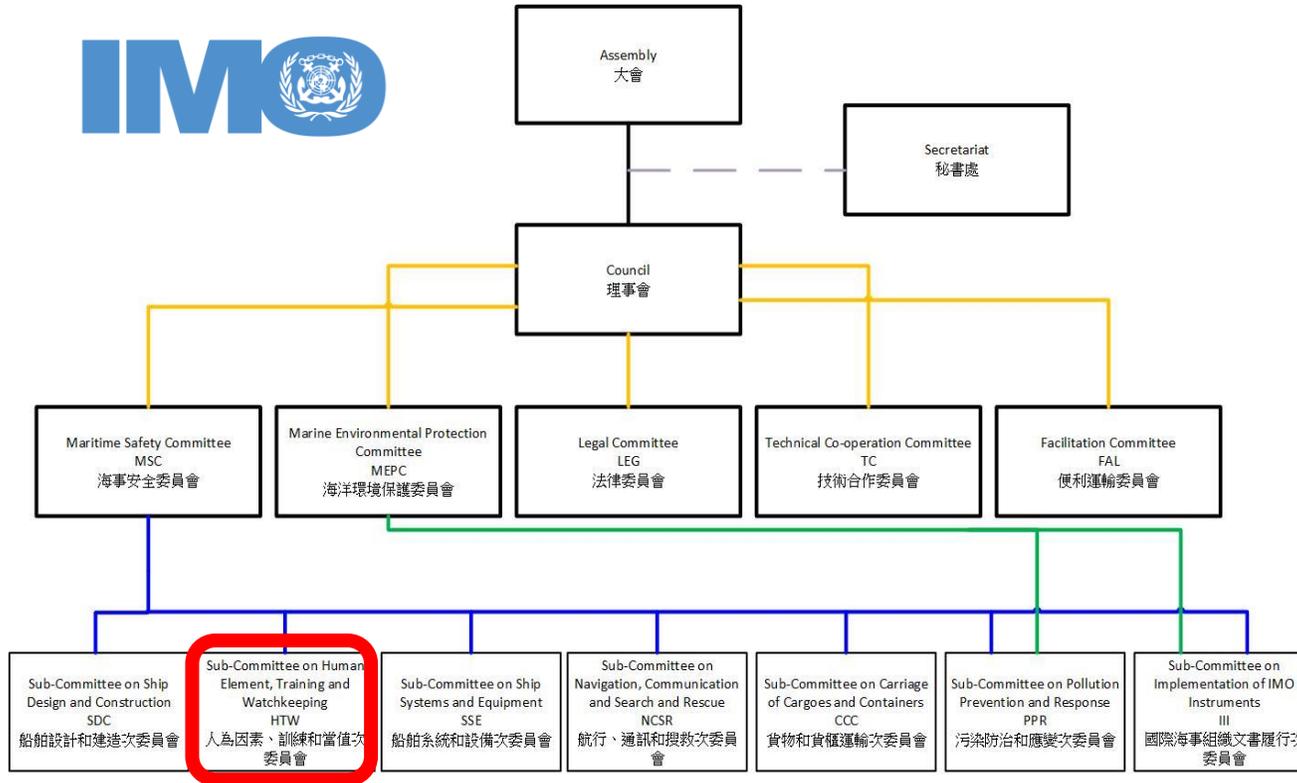
# **International Maritime Organization**

**Sub-Committee on Human  
Element, Training and  
Watchkeeping  
11th session HTW 11  
10-14 February 2025**

2025/3/29

Photo by Gary Walker-Jones on Unsplash

# Organization Structure of IMO



資料來源:國際海事公約研究中心自行繪製

## Sub-Committee on Human element, Training and Watchkeeping (HTW)

- Sub-Committee on Human element, Training and Watchkeeping (HTW) mainly deals with issues related to the human side of shipping, including training and certification; the review, updating, and revision of IMO model courses; and guidance addressing issues such as fatigue.

# HTW 11 Agenda

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Validated model training courses
4	Further development of the IP Code and associated guidance
5	Reports on unlawful practices associated with certificates of competency
6	Comprehensive review of the 1978 STCW Convention and Code
7	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
8	Biennial status report and provisional agenda for HTW 12
9	Election of Chair and Vice-Chair for 2026
10	Any other business
11	Report to the Maritime Safety Committee

## II. IMO's Meeting Highlights

### Revised model training courses validated

#### Agenda 3

- HTW 11 validated the following draft revised Model Courses:
  1. Model Course 1.25 - General Operator's Certificates for the Global Maritime Distress and Safety System (GMDSS);
  2. Model Course 1.26 - Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS);
  3. Model Course 3.20 - Company Security Officer;
  4. Model Course 3.21 - Port Facility Security Officer; and
  5. Model Course 3.23 - Actions to be Taken to Prevent Acts of Piracy and Armed Robbery.

### Reports on fraudulent certificates

#### Agenda 5

- With the information received by the IMO Secretariat regarding more than 150 cases concerning fraudulent certificates detected in 2023 and 2024.
- HTW 11 discussed concerns raised about unlawful practices associated with certificates and noted that these practices could be effectively deterred through enhanced cooperation, increased transparency by Member States regarding their procedures, contact points, access to their registers, and the implementation of digital tools.
- Most importantly, HTW emphasized the need for effective application of existing IMO instruments and for Member States and companies to conduct verifications of seafarers' documentation before issuing endorsements attesting to recognition or employing seafarers.

# Comprehensive review of the STCW Convention and Code

## Agenda 6

- HTW has completed Phase 1 of the revision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW Convention) and the accompanying STCW Code. The STCW framework establishes international requirements and standards for training.
  - ✓ Phase 1: Reviewing the Convention and Code to identify gaps (focusing on 22 specific areas, including implementation, emerging technologies on ships, e-certification, mental health, and gender sensitization, among others);
  - ✓ Phase 2: There will be a revision stage to develop amendments to address those gaps.
- HTW 11 agreed on a draft work plan for the conduct of phase 2 (revision) of the comprehensive review and an updated road map. It is aiming to finalize that list of gaps, thus paving the way for the next phase of revision.
- The work plan outlines a 10-step approach whereby the HTW will work through several chapters/sections of the STCW Convention and Code during each session, drafting new provisions and amendments to existing provisions as necessary to address identified gaps. The finalization of this work will be subject to the progress made based on the work plan and the magnitude and relevance of the amendments under consideration. It will submit an updated roadmap to the upcoming session of the MSC 110 with a view to approval in June of this year.
- HTW established an inter-sessional correspondence group to continue the work, and the revision will start with Chapter II (Master and Deck department) and Chapter III (Engine department) of the STCW Convention. HTW invited proposals for amendments to be submitted to HTW 12 in accordance with the stepped approach of the work plan.

## II. IMO's Meeting Highlights

### Draft interim guidelines on training for seafarers on ships using alternative fuels and new technologies agreed

#### Agenda 7

- HTW 11 concerning the maritime industry's needs for future techniques and detailed guidance on seafarers' training, HTW began developing interim guidelines for training seafarers on ships using alternative fuels and new technologies. There should be both generic interim guidelines requirements and individual sets of fuel and technology interim guidelines.
  - ✓ generic interim guidelines\*—included with all requirements in the whole industry and relevant to all alternative fuels and new technologies
  - ✓ individual sets of fuel and technology-specific interim guidelines—which are aligned to all IMO-developed regulations with safety provisions on each type of alternative fuel.
- The new draft generic interim guidelines will be submitted to MSC 110 and expected to be approved as an STCW.7 circular

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

## II. IMO's Meeting Highlights

### Development of fuel/technology-specific guidelines for seafarer training

#### Agenda 7

- HTW 11 initiated work on developing the draft on training for seafarers on ships using methyl/ethyl alcohol as fuel. HTW established the Correspondence Group to review Training Provisions for Seafarers on ships using alternative fuel and drafting work.
- The Correspondence Group may also take into account the guidelines for individual sets of fuel types:
  1. Using methyl/ethyl alcohols as fuel (MSC.1/Circ.1621).
  2. Using ammonia as fuel (MSC.1/Circ.1687).
  3. Hydrogen fuel cell powered ships (MSC.1/Circ.1647).
  4. Using LPG as fuel (MSC.1/Circ.1666).
  5. Using hydrogen as fuel.
  6. Battery-powered ships

# Recommendation for HTW 11

- Reviewing of the STCW Convention and Code:
  - HTW 11 has finished a comprehensive review of the STCW Convention and Code in Phase I and will continue its work in further tasks in Phase II to meet the needs of new technologies and challenges in the maritime sector.
  - Considering the revision of new regulations and requirements, such as the competencies in specific areas and other issues like e-certification, mental health, gender sensitization, etc., our maritime sectors should also be prepared.
  - Perhaps we might need to review our domestic regulations and training curriculums or re-evaluate our seafarers' human element conditions and the working environment to ensure our seafarers, their training courses, and domestic regulations comply with the international standards and requirements.

# Recommendation for HTW 11

- Interim Guidelines on Training for Seafarers on Ships Using Alternative Fuels and New Technologies:
  - HTW 11 has approved the Interim Guidelines on Training for Seafarers on Alternative Fuels ships and New Technologies to address the issue of seafarers' competency for the energy transition of vessels towards the 2025 target on net-zero carbon emission. Interim guidelines include both generic and specific interim guidelines for alternative fuels and technology for crew training of ships using alternative fuels and new technologies.
  - To meet the needs of the maritime industry in the future, specific professional training courses and relevant requirements, the maritime sectors and seafarers' training system and institutions should be taken under consideration, and the new guidelines should be taken into account as reference.

# II. IMO's Meeting Highlights

## Next Meeting

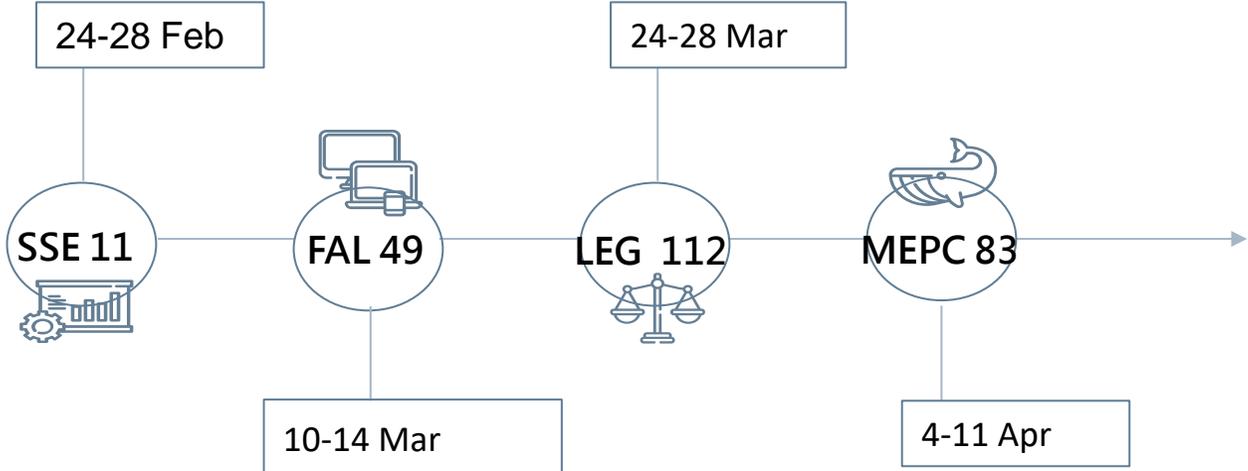
HTW 12 will take place from February 23<sup>rd</sup> to 27<sup>th</sup>, 2026.



Source: IMO

## Meeting schedules in IMO

- SSE 11 on February 24th to 28th 2025
- FAL 49 on March 10th to 14th 2026



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# Thank You~

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