

International Maritime Latest Issues September 2025

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Future Fuels and Technologies Hub: Explore the latest on new marine fuels and innovation

The IMO online marine fuel data platform-- the Future Fuels and Technology Online Information Hub (<https://futurefuels.imo.org/>), which has been revamped and updated with fresh data and global insights on maritime decarbonization. The new version of the website offers a more streamlined, user-friendly design and integrates live data feeds from over 22 providers, and the data is free of charge via the website. It also provides the news about IMO partnership projects, including: [GHG-SMART](#), [GreenVoyage 2050](#), and [Next-GEN](#), as well as details about key events, such as [the Technical Seminar on Onboard Carbon Capture and Storage \(OCCS\) Systems](#) held on September 11th, 2025. ([the seminar agenda link](#))

Available data covers topics such as:

- **Shipbuilding industry trends:** Providing information on alternative fuel-capable vessels by ship type and fuel type, plus low-carbon patenting trends (data supplied by the [OECD Shipbuilding Committee](#)).
- **Ammonia as a marine fuel:** Given data on low-emission ammonia plants, terminals, and infrastructure under development worldwide (by [Ammonia Energy Association](#)).
- **Supply and uptake of alternative fuels:** The latest developments on the global [supply](#) and uptake of new fuels across the shipping industry (data are from [DNV](#)).
- **Marine fuel prices:** Offering global prices and comparative cost gaps between conventional and alternative fuels ([S&P Global](#), and [Argus Media](#)).
- **Green shipping corridors:** Initiatives and related measures to date ([Mission Innovation](#)).

Data are from entities and institutions as follow:

- [Ammonia Energy Association \(AEA\)](#)
- [Argus Media](#)
- DNV's [Alternative Fuels Insight \(DNV AFI\)](#)
- [École Nationale Supérieure Maritime \(ENSM\)](#)
- [International Association of Ports and Harbors \(IAPH\)](#)
- [Ipieca](#) - a global oil and gas association
- [Korean Maritime Cooperation Center \(KMC\)](#)
- [Lloyd's Register \(LR\)](#)
- [Methanol Institute](#)
- [Mission Innovation](#)
- Organization for Economic Co-operation and Development ([OECD](#))
- [SEA-LNG](#) - marine fuel value chain supplier
- [SGMF](#) - an NGO offers information on marine fuels
- [International Windship Association](#)
- [S&P Global](#)
- [Zero Emissions Ship Technology Association \(ZESTAS\)](#)



Source: IMO.

ITF: UAE must act now to end shocking abandonment of seafarers on sanctioned ship



In August 2025, the International Transport Workers' Federation (ITF) is calling on maritime authorities in the United Arab Emirates (UAE) to take action to save the 19 seafarers abandoned in the Persian Gulf.

The case is a tanker, Global Peace (IMO 9555199), anchored in Al Hamriyah, off the coast of the UAE. There are 17 seafarers from India, with the remaining 2 from Bangladesh and Ukraine.

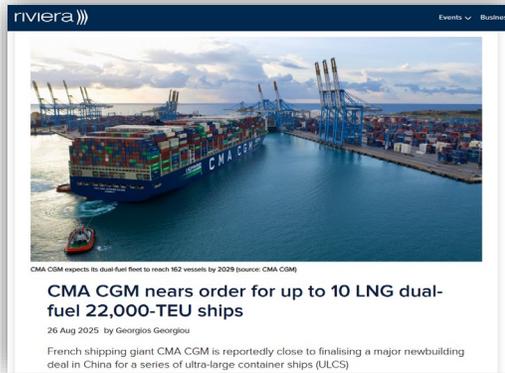
The Global Peace has no known flag, but it is owned by UAE-based Glory International FZ-LLC, which has been under sanctions by the US government since April this year. The crews have been aboard for 15 months, well above the 11-month MLC-permitted maximum for a contract, and despite some seafarers' employment contracts expiring more than five months ago (about March), their right to repatriation has been ignored.

The ITF Inspectorate Coordinator also mentioned the vessel is believed to have no insurance, since the seafarers' contracts seen by the ITF refer to fictitious ITF collective bargaining agreements. The plight of the seafarers had already broken international law under the Maritime Labour Convention 2006 (MLC) and constitutes an abandonment: the ITF has filed the abandonment case with the joint International Maritime Organization (IMO) and International Labour Organization (ILO) abandonment database. **The UAE is a global hotspot for seafarer abandonment, with ITF data showing that more seafarer abandonments take place in the UAE than in any other country in the region.** A shocking case of abandonment like this have shown the problem that seafarers can possibly become unseen victims of the illicit oil trade.

➤ Notes to editor:

- From the **ITF data in 2024**, there were **3,133 seafarers abandoned across a total of 312 ships; the abandonment figures were the worst ever recorded. Compared to 2023 (1,676 abandoned cases from 132 vessels), the rate of abandonment has increased by 87% and by 136% on vessels.** From August 2025 to date, the ITF has recorded 2,648 cases of seafarer abandonment taking place across 259 vessels, which means that 2025 may possibly be on track to become the worst year of seafarer abandonment.
- **The majority of vessels abandoned** in 2025 have been **in the Arab World and Iran (95 abandonments, 37%), followed by Europe (86 abandonments, 33%).**
- **The most vessel abandonment cases have taken place in Turkey (43 abandonments, 17%) and the UAE (32 abandonments, 12%):** their combined total far exceeds the total number of vessel abandonments across the Asia-Pacific region (45 abandonments).

CMA CGM nears order for up to 10 LNG dual-fuel 22,000-TEU ships



Source: Riviera; CMA CGM.

(Derived from the Riviera article by Georgios Georgiou.) Indicated from the shipbroking and market sources, the French liner operator CMA CGM had signed a letter of intent (LoI) with the subsidiary of China State Shipbuilding Corp., Dalian Shipbuilding Industry Co (DSIC), for 6 firm vessel orders, plus 4 optional 22,000-TEU ships. Several ship brokers added that these new ships are expected to be equipped with LNG dual-fuel engines.

The price details remain unknown, but a recent similar ship order taken by the MSC at China Heng-li Heavy Industry for a similar type of LNG dual-fuel 22,000-TEU vessels is reported at a price of US\$220 million per ship, which suggests that CMA CGM's order may be in the same price range.

According to Alphaliner's data, CMA CGM owns a fleet of 688 vessels with a total capacity of more than 4 million TEU, representing around a 12% global market share. The company is also pursuing a newbuilding programme comprising 106 ships, with a total of 1.5 million TEU.

The Q2 earnings report released in late July, CMA CGM disclosed that two 23,000-TEU LNG-powered vessels had recently entered service. And expecting its dual-fuel fleet to reach 162 vessels by 2029, including 24 vessels powered by methanol. The group has also expanded its LNG bunkering sector with TotalEnergies, a global integrated energy company, for setting a joint venture to develop and operate a liquefied natural gas (LNG) bunkering platform in the Port of Rotterdam.

➤ Newbuilding trends

- The latest monthly update from Clarksons shows that 246 container vessels, totaling 2.5M TEU, were ordered between January and July 2025, more than twice the 10-year average in capacity terms. **Analysts note the shipping industry is a key sector driving the widespread adoption of alternative fuels. This year, 76% of the new orders for ships have features for alternative fuels.**
- According to Greek shipping brokerage firm Xclusiv, **larger container ships continue to dominate the orderbook:** orderbook-to-fleet ratios stand at 26% for Large container ships (VLCS), 30% for neo-Panamax ships (New Panama type), and 75% for Ultra Large Containership (ULCS).
- Overall, the orderbook-to-fleet ratio (in TEU) is at 31% this year, compared with 22% during the same period in 2024. Regarding the age of ships, Xclusiv further pointed out that the average age of the global fleet was 14 years, and nearly half (47%) of the ships had an age of over 16 years.

AMSA: Revised marine orders 16 and 19 to commence 1 September 2025

The Australian Maritime Safety Authority (AMSA) has announced that the **updated Marine Order 16 (Load Lines) 2025 (MO16)** and **Marine Order 19 (Tonnage Measurements) 2025 (MO19)** have both taken effect on 1st September 2025. According to AMSA, this revision is aimed at aligning Australia's maritime regulations with international standards, thereby facilitating safer and more efficient operations both in domestic and international waters.

AMSA updated orders will apply to:

- The owners and operators of recreational commercial vessels (RAV)
- The owners and operators of domestic commercial vessels (DCVs)
- Foreign vessels operating in Australian waters

About MO16 and MO19

- **MO16 related to the International Convention on Load Lines (LL), establishing requirements for:**
 1. Ship certification serves as proof of inspection and compliance with conventions.
 2. Ship's Load Line Markings
 3. Determine when a vessel is considered to be overloaded
- **MO19 enforces the International Convention on Tonnage Measurement of Ships,** mainly governing vessel certification as proof of compliance.

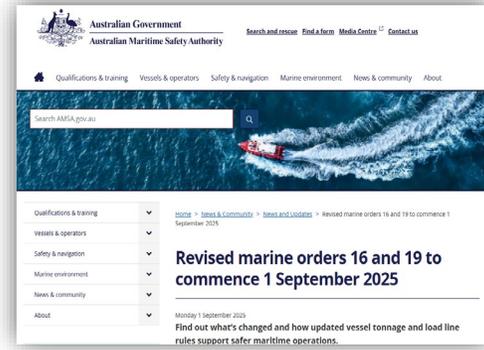
AMSA key updates:

- **Commercial yachts:** AMSA clarified that when Australian leisure vessels are operated as commercial yachts and become registered RAV yachts, they must comply with the "International Convention on Load Lines " and also be subject to the regulations of MO 16.
- **International Tonnage Certificates:** AMSA or a recognized organization (RO) is granted the authority to issue International Tonnage Certificates to recreational vessels that are eligible for Australian-flagged vessels.
- **Domestic commercial vessels:** allows domestic commercial vessel (DCV) owners to apply for an International Tonnage Certificate.
- **Improved the clarity of the command specifications:** Revise the MO 16 and MO 19 orders to align with the norms of contemporary maritime orders, including concise explanations and statements, making it simpler, clearer in language, and easier to understand.

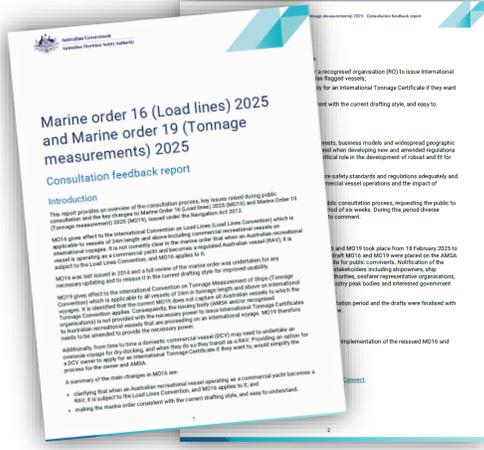
The AMSA government also encourages ship owners and operators to review the updated regulations, as they will come into effect on September 1st, 2025.

AMSA-related instruments:

- [The consultation feedback report](#)
- [The revised Marine Order 16 - Load lines](#)
- [The revised Marine Order 19 - Tonnage measurement](#)



Source: AMSA.



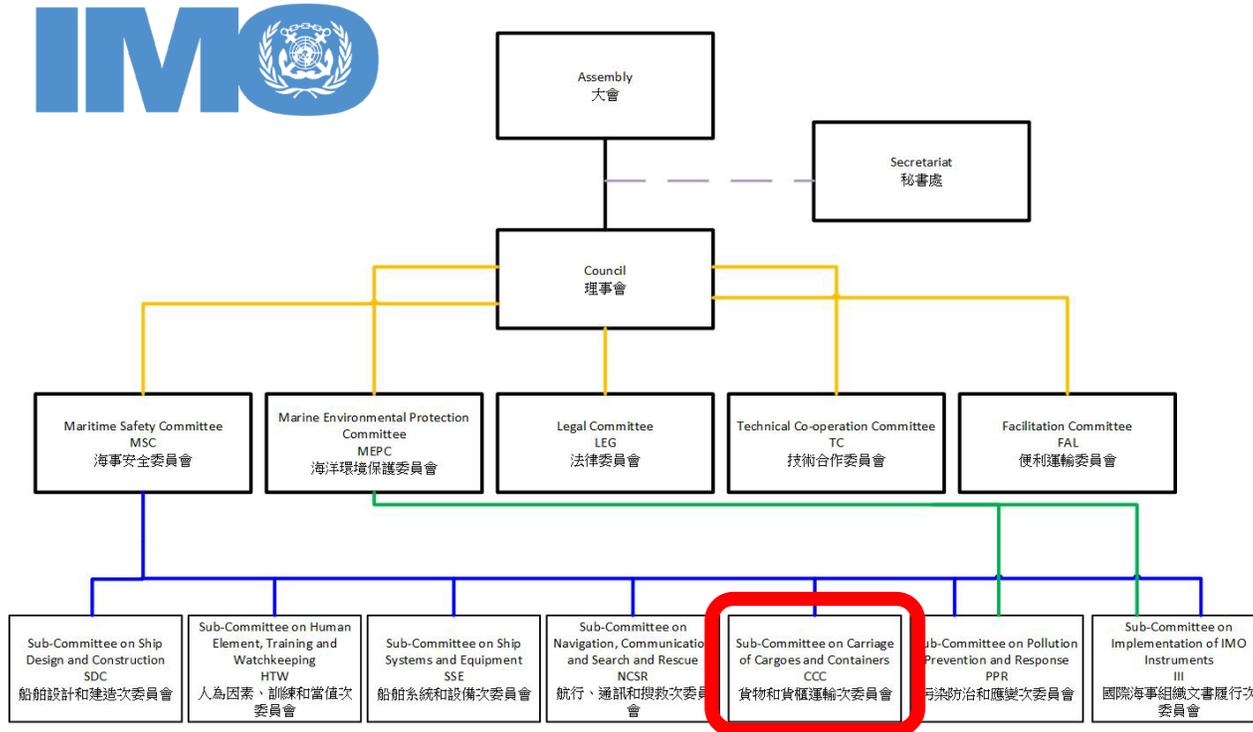
Source: AMSA.

International Maritime Organization

**Sub-Committee on Carriage Cargoes
and Containers
11th session (CCC 11)
8th-12th Sep, 2025**

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Carriage of Cargoes and Containers (CCC)

- The Sub-Committee on Carriage of Cargoes and Containers (CCC) is one of the 7 Sub-Committees of the IMO.
- The CCC Sub-Committee mainly handles the carriage of packaged dangerous goods, solid bulk cargoes, bulk gas cargoes, and containers. CCC keeps the International Maritime Solid Bulk Cargoes Code (IMSBC Code) and the International Maritime Dangerous Goods (IMDG) Code updated.
- It also keeps under review other Codes, including the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code). The Sub-Committee closely collaborates with other UN bodies dealing with the multimodal transport of goods.

CCC 11 agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	9	Unified interpretation of provisions of IMO safety, security, and environment-related conventions
2	Decisions of other IMO bodies	10	Development of measures to prevent the loss of containers at sea
3	Amendments to the IGF Code and development of guidelines for alternative fuels and related technologies	11	Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk
4	Development of guidelines for the use of ammonia cargo as fuel and provisions for the use of alternative fuels other than cargo on gas carriers	12	Biennial status report and provisional agenda for CCC 12
5	Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code and supplements	13	Election of Chair and Vice-Chair for 2026
6	Amendments to the International Maritime Dangerous Goods (IMDG) Code and supplements	14	Any other business
7	Revision of the Revised guidelines for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for lashing software to permit lashing software as a supplement to the Cargo Securing Manual	15	Report to the Committees
8	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas		

Amendments to the IGF Code and the development of guidelines for alternative fuels and related technologies

Agenda Item 3

- Finalized the draft amendments to *the Interim Guidelines for the Safety of Ships Using Hydrogen as Fuel*, and may further develop and describe the existing design principles and functional requirements more specifically. The interim guidelines will be submitted to MSC 111 (May 2026) for approval.
- Updated the International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code) has established a new work plan for the development of alternative fuels, among which the following have been listed as high priorities:
 1. Revision of **the Interim Guidelines for the safety of ships using methyl/ethyl alcohol as fuel** (approval expected 2027)
 2. Revision of **the Interim Guidelines for the safety of ships using fuel cell power installations** (approval expected 2028)
 3. Development of **the Interim Guidelines for the safety of ships using onboard carbon capture and storage systems** (approval expected 2029).

The purpose of the "*Interim Guidelines for the Safety of Ships Using Hydrogen as Fuel*" is to provide regulations for the configuration, installation, control, and monitoring of machinery, equipment, and systems that use hydrogen as fuel, in order to reduce risks to ships, personnel on board, and the environment. The guidelines is goal-based documents and may align with the IGF Code norms.

Amendments to the IGC Code

Agenda Item 3

- CCC11 had finalized the amendments identified as follows, related to:
 1. Gas-tightness of closing devices for new ships
 2. Weld design for type A and type B independent tanks, primarily constructed of plane surfaces
 3. Cargo Manifold Connection emergency shut-down valves
 4. Calculation of the maximum capacity of the emergency fire pump
 5. High-level liquid alarm and automatic shut-off of cargo filling
 6. Special consideration to density and lower flammability limit (LFL) for spaces outside the cargo space containing LPG or ethane fuel systems, and double block and bleed arrangements for fuel piping
 7. Pressure relief systems for gas-fired internal combustion engines, and enclosure requirements for LPG gas turbines
 8. Alternative fuels and technology – use of cargo gases not covered by 16.1.1 (LNG) as fuel
- The draft amendments will be submitted to MSC 111 (May 2026) with a view to adoption by MSC 112 in December 2026, and may enter into force on 1 July 2028.

The draft for *the Interim Guidelines for the Use of Ammonia Cargo as Fuel*

Agenda Item 3

- Finalized the draft of *the Interim Guidelines for the Use of Ammonia Cargo as Fuel*. *The Interim Guidelines* may provide guidance to ensure the safe handling of ammonia as fuel, with a main focus on issues outside cargo areas to ensure safety for the crew and ship. It will be further approved by MSC 111 in May 2026.

Main content of the draft of *the Interim Guidelines for the Use of Ammonia Cargo as Fuel*:

1. **The purpose:** Response to the decarbonization needs of the maritime industry and to enhance the safety regulations for emerging fuels/new technologies. For gas freighters that use anhydrous ammonia cargo as fuel, provide unified and specific safety operation guidelines.
2. **Applying to:** It may apply to gas carriers as defined in SOLAS regulation VII/11.2 using ammonia cargo as fuel and complying with the IGC Code. The Interim guidelines may be a supplement to the existing provisions of Chapter 16 of the IGC Code and are applicable outside the cargo area in accordance with 16.4.1.1 of the IGC Code.
3. **Document type:** As a goal-based document that will provide guidance on safe and reliable operation of fuel supply systems and consumers for the use of ammonia cargo as fuel.
4. **security requirements:** The overall design and configuration of the ammonia fuel system must demonstrate a safety level comparable to that of natural gas, and the system configuration requirements must be established. °

Amendments to the IMSBC Code and IMDG Code

Agenda Item 5, 6

➤ Amendments to the IMSBC Code supplements

- The matters related to fumigated cargo holds were discussed, and it was agreed that a new output on the safe use of pesticides and fumigation practices in cargo holds is needed, considering key areas for improvement, such as continuous gas detection and enhanced risk controls during pre-loading inspections.
- Finished the discussion on the Annex table as follows: shipping materials including bituminous granulates coarse, bituminous granulates fine, calcium carbonate/lime mud, mullite, kaolinite.
- And it will be submitted to the 44th meeting of the Editorial and Technical Committee (E&T 44) for discussion, and then incorporated into the amendment draft of IMSBC Code 09-27. The 09-27 amendment to the IMSBC Code is expected to be adopted by MSC 113 in 2027.

➤ Amendments to the IMDG Code and supplements

- The following topics were discussed and forwarded to E&T 43 for consideration and to provide advice to CCC 12:
- The improvement measures for vehicle loading regulations were discussed, and this topic was submitted to E&T 43 for discussion. After that, it was incorporated into the amendment draft of IMDG Code 43-26, and is expected to be adopted by MSC 111 in May 2026.
- CCC 11 had reviewed the E&T 42 report, which included the draft of the editorial amendments to the IMDG Code 42-24 amendment, the newly added provisions based on *the UN Recommendations on the Transport of Dangerous Goods*, and the revisions to the specific regulations for certain substances and goods.

Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk

Agenda Item 11

- Finalized a draft revision of the Interim Recommendations for the carriage of liquefied hydrogen in bulk (Res. MSC.565(108)). A new Part D was developed to include safety requirements specific to membrane-type cargo containment systems (CCS) with insulation spaces under vacuum.
- And add definitions for the primary insulation space and the secondary insulation space, as well as regulations concerning the structural component integrity, vacuum control of the insulation spaces, and emergency control.
- *The Interim Guidelines for ships using Hydrogen as Fuel* are to be submitted to MSC 111 (May 2026) for approval.
- Also invited other member state to submit a new proposal for output, aiming to standardize the training requirements for crew members involved in the bulk transportation of liquefied hydrogen.

Membrane-type cargo tank is a non-self-supporting containment system used for liquefied gases, especially for carrying Liquefied Natural Gas (LNG), and Liquefied Hydrogen (LH2) as the cargo, with a very thin metal membrane that acts as the primary barrier.

Recommendations for CCC 11

- CCC 11 has completed the draft amendments for “*Interim guidelines for the safety of ships using hydrogen as fuel*”, “*Interim Guidelines for the Use of Ammonia Cargo as Fuel on Gas Carrier*,” and “*Interim Recommendations for carriage of liquified hydrogen in bulk*”, as well as setting the revision of “*Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel (MSC.1/Circ.1621)* ” and “*Interim Guidelines for safety of ships using fuel cell power installations*”, and developing of “*Interim guidelines for safety of ships using onboard carbon capture and storage systems*” as the subsequent high-priority work items. This indicates that with the development trend of maritime decarbonization and the expectation of achieving net zero emissions by 2050, the emergence and gradual application of new technologies and alternative fuels in practice have made the need for establishing a relevant safety regulatory framework increasingly urgent.
- IMO has formulated corresponding safety *Interim Guidelines* for different alternative fuels. It is recommended that the competent authorities continue to pay attention to the safety regulations for ships using various alternative fuels and the development of requirements for professional operation and training of crew members, formulate domestic safety regulatory guidelines or provisional guidelines, and assess the update of crew professional training courses to ensure that ships, crew members, and port safety all comply with international norms and reduce the risk of related maritime accidents.

II. IMO's Meeting Highlights

CCC next session

CCC 12

CCC 12 is scheduled to be held from September 12th to 18th in 2026.

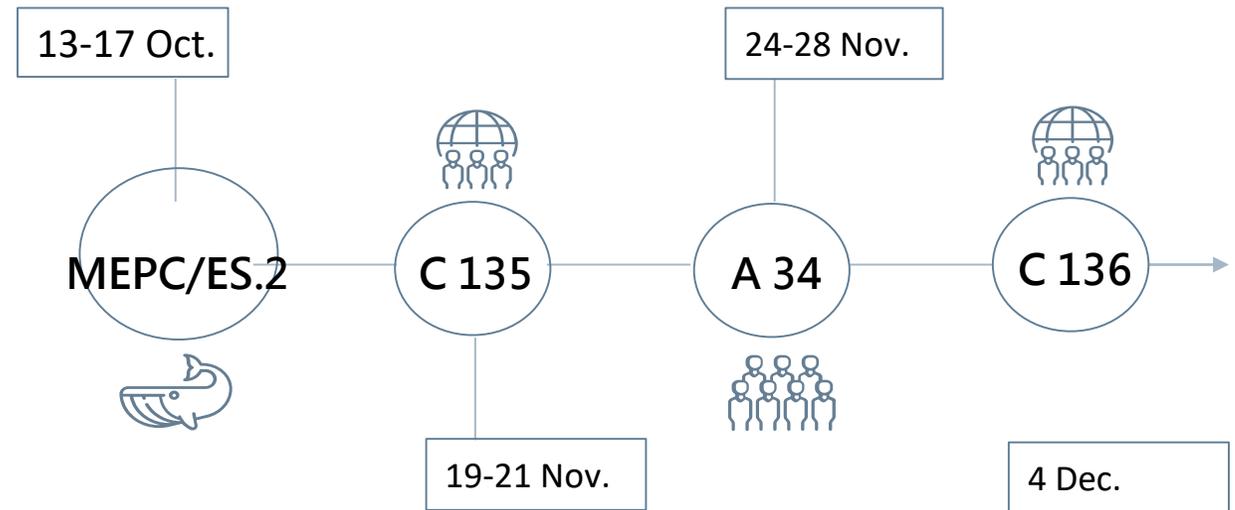


Source: IMO

Next Meeting for IMO

MEPC/ES.2

MEPC/ES.2 will be held from Oct. 13th to 17th, 2025.



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The End~

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