

# International Maritime Latest Issues June 2025

- **IMO International Maritime News(p2-7)**

- Reviewing the News from May to the beginning of June 2025

- **IMO's Meeting Highlights(p8-22)**

- Sub-Committee on Navigation, Communications and Search and Rescue, 12th session (NCSR 12)
- Technical Cooperation Committee 75th session (TC 75)

## Policy and structural change are vital to overcome persistent barriers for women in maritime



Source: IMO.

On May 16th, 2025, IMO set a symposium under the theme - An Ocean of Opportunities for Women- to celebrate the International Day for Women in Maritime. IMO Secretary-General Arsenio Dominguez highlighted that he is worried about the IMO-WISTA Women in Maritime Survey 2025 metrics and results.

Mr. Karanvir Singh Nayyar, Navy Officer & Filmmaker, moderated as a live podcast, addressing visibility and the evolving experiences of women in the maritime sector.

There are other attendees, such as Captain Josephine Clark, President of the Australasian Marine Pilots Institute, Dr. Renis Auma Ojwala, Post-doctoral Research Associate at the World Maritime University, Michelle Bentubo, Chief Operating Officer at Virgin Voyages, Nicole Fisher, Senior Lecturer on Deck Cadet Education at Warsash Maritime School, and Ms. Mariam Al Shaikh, Deck Cadet, Bahri, Saudi Arabia.

### Panel 1 : Inclusion in ocean science and policy

- In the first Panel, they had discussed the need to have gender transformative policies that take into account the current systemic barriers that are hindering women from being accepted in these sectors. For instance, although a female had the degree and knowledge, she still may not be accepted in these fields just because of preconceptions.

### Panel 2: Increasing and maintaining female involvement in maritime

- The result of the 2025 Survey shows that women are still a minority in the maritime sector. The second panel emphasized the importance of not only accepting more women into the sector but also creating the necessary structures needed to ensure they have the ability to thrive and lead.

## Saving the ocean is a test of multilateralism: IMO Secretary-General

The IMO Secretary-General, Mr. Arsenio Dominguez, led a delegation attending the [2025 UN Ocean Conference](#) in Nice, France. By renewing global commitments and actions to protect the ocean, he also had a call on the international community to demonstrate the “power of multilateralism.”

Shipping undertakes over 80% of global trade, and contributes more than USD \$900 billion annually to the ocean economy. To fully harness the vast expertise and experience from the shipping industry, the IMO’s Global Industry Alliance (GIA) offers a proven public-private partnership model, bringing together maritime companies and leaders from other ocean industries to support IMO climate and ocean initiatives.

At the same time, IMO announced the establishment of two new global industry alliances, and will take action to address the issues of "underwater noise" and "marine plastic pollution" in the future.



Currently, IMO is enhancing its work to address the triple planetary crisis of **climate change, pollution, and biodiversity loss** by:

- **Acting on climate:** Developing new regulations to reduce GHG emissions from ships and regulate decarbonization technologies.
- **Preventing marine pollution:** By revising the global action plan to address sea-based sources of marine plastic litter.
- **Preserving biodiversity:** Developing a binding legal framework to prevent the spread of invasive aquatic species through ships, and supporting Member States in tackling the issue of underwater noise.

# EU Maritime GHG regulation: Navigating the path to decarbonization

Source: [Marinos Ioannou](#) (SAFETY4SEA).

The image shows a screenshot of the SAFETY4SEA website and a detailed timeline for the EU ETS (Emissions Trading System) for shipping. The website header includes the SAFETY4SEA logo and navigation menus for Safety, SEAFIT, Green, Smart, Risk, Others, Columns, Events, and Plus. The main article title is "Maritime GHG regulation: Navigating the path to decarbonization" by Marinos Ioannou, dated May 28, 2025. Below the article is a gauge showing CO2 levels at 5% and 0%. The timeline diagram, titled "EU ETS timeline", shows a horizontal axis with key dates and actions:

- 1st January 2023:** Data monitoring begins.
- 1st January 2024:** Report to Verifier.
- 31st January 2024:** Vessel Emissions Verification, Company level Verification, and Report / Verify Verified Data in Union Registry (MOHA) are completed.
- 31st March 2025:** Surrender EUAs.
- 30th September 2025:** Surrender EUAs.

Consequences of non-compliance are listed with red warning triangles:

- NO DOC – PSC issues
- MOHA 'Blocked' Status
- Penalty €100 / EUA
- Surrender missing EUAs next year
- PSC Detention (fleet-wide risk)
- Expulsion order (Company)
- Reputation damage

The DBS logo is visible in the bottom right corner of the timeline diagram.

Marinos Ioannou, the Environmental Manager from [Dromon Bureau of Shipping \(DBS\)](#), had a review of the latest regulatory developments shaping maritime decarbonization during the 2025 GREEN4SEA Singapore Forum. He talked about the key EU regulations, including FuelEU and the EU ETS, and their impact on the industry’s transition to sustainable practices.

There are two major regulatory pillars in the European Union’s decarbonization strategy for the maritime industry: **the EU Monitoring, Reporting and Verification (EMRV) system** and **the Emissions Trading System (ETS)**. These frameworks are fundamentally reshaping how shipping companies, ship owners, managers, and other relevant stakeholders must operate. To succeed under these systems, it depends on having a clear understanding of the voyage classification, precise emissions monitoring, and, ultimately, effective management of EU Allowances (EUAs).

In early March, a workshop held by the European Maritime Safety Agency (EMSA), in coordination with DG CLIMA, administering authorities, and verifiers, it was reported that only around 10% of the total expected emission report verifications had been completed on the [THETIS-MRV platform](#), despite the deadline being set for the end of March. **The new regulatory FuelEU is a complementary regulation to EU MRV and ETS** that targets the carbon intensity of the energy used onboard.

In response, many financial institutions and public funding programs are stepping in to support environmental, social, and governance (ESG) aligned investments. As with previous industry transformations, the first movers, those embracing green fuels and advanced technologies, are setting the direction for the rest to follow.

# Smart Green Shipping completes wind propulsion trials with promising results



Source: SAFETY4SEA.

**The main objectives of the trial:**

- To demonstrate **the FastRig’s safety and robustness – certification and compliance**
- To demonstrate the **easy installation and de-installation** of the FastRig
- To demonstrate **the ease of operation by the crew**
- Corroborate the digital analysis tools co-developed by SGS and the university against real-world sea trials
- Develop **aerodynamic and systems design of SGS Fast systems**

In May 2025, [Smart Green Shipping \(SGS\)](#) successfully completed sea trials of its [FastRig](#) wind-assisted propulsion system (WAPS) aboard the MV Pacific Grebe, a specialized nuclear waste carrier, within just eight weeks.

The FastRig’s modular, stowable design proved effective in addressing key industry concerns such as installation time, operational safety, visibility, and additional energy consumption. SGS had chartered its own vessel and was conducting tests under rigorous [International Towing Tank Conference \(ITTC\) protocols](#). This allowed for full access to vessel performance data and enabled third-party validation of FastRig’s fuel-saving potential, up to 40% annually, by The University of Southampton and clean tech consultancy [Houlder](#).

**Key outcomes of the land trials and next steps:**

- The hardware’s durability in extreme weather conditions
- The effectiveness of emergency stowage procedures and rapid deployment capabilities
- The viability and simplicity of remotely operating the wingsail

**The key finding:**

The presence of cranes does not significantly impact the FastRig’s ability to create driving force to propel the vessel at the wind angles tested, which indicates that wind power propulsion still has its effectiveness.

# IMO signals an end to conventional fuels, but more is needed to deliver scalable alternatives in time(1/2)

**GETTING TO ZERO COALITION**  
GLOBAL MARITIME FORUM

**IMO policy measures: What's next for shipping's fuel transition?**  
IMPLICATIONS OF THE IMO'S NET-ZERO FRAMEWORK

**Zero- and near-zero emission fuels**

These fuels are defined by their GHG intensity: under 19.0 gCO<sub>2</sub>eq/MJ until 31 December 2034, and thereafter no more than 14.0 gCO<sub>2</sub>eq/MJ.

**Revenue disbursement**

Areas for revenue spending include rewards, development of ZNZ fuels and technologies, training for seafarers, technology transfer, support for capacity building, and addressing disproportionate negative impacts.

	Reduction factor, base	Reduction factor, direct compliance
2028	4.0%	17.0%
2029	6.0%	19.0%
2030	8.0%	21.0%
2031	12.4%	25.4%
2032	16.8%	29.8%
2033	21.2%	34.2%
2034	25.6%	38.6%
2035	30.0%	43.0%
2040	65.0%	To be determined

IMO policy measures | What's next for shipping's fuel transition? 19

In May 2025, the Global Maritime Forum (GMF) had a new insight brief with [Getting to Zero Coalition](#) related to the International Maritime Organization's (IMO) MEPC 83 [new policy measures](#) to drive a transition to scalable zero-emission fuels.

The brief report, ["IMO's policy measures: What's next for shipping's fuel transition?"](#), uses total cost of ownership (TCO) modelling by the [University Maritime Advisory Services \(UMAS\)](#) and the University College London (UCL), had over 30 stakeholder interviews to analyze the sector's capital investment and operational options following the IMO's adoption of global fuel intensity (GFI) factors and penalties for non-compliance. Those steps, once adopted, will make shipping the first industry with globally binding greenhouse gas regulations and emissions pricing.

There are still multiple compliance pathways in marine fuels, while the increasing GFI stringency and higher penalties will progressively favor scalable zero-emission fuels, pushing the industry away from fossil fuel-based options such as liquefied natural gas (LNG) and toward e-fuels based on green hydrogen.

While the report shows that e-fuels have the highest potential for shipping to achieve its long-term decarbonization targets, early uptake and value chain development are needed if they are to reach commercial viability in time.

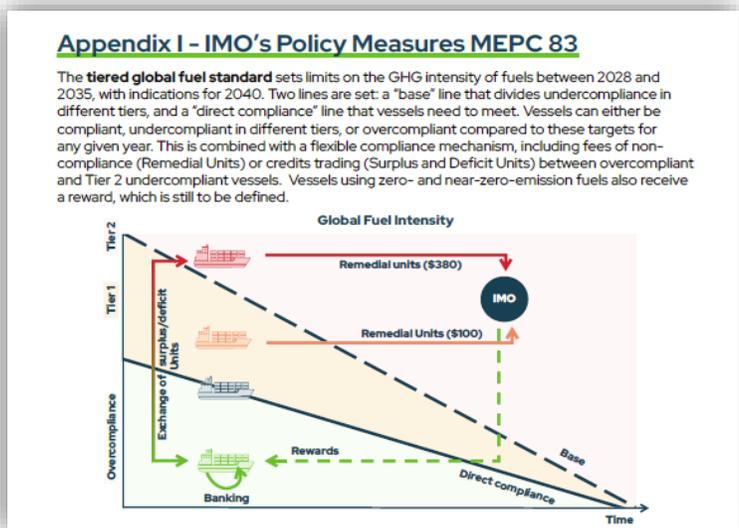
Insights from the stakeholders, many of them in the industry, still adopt a "wait-and-see" attitude, prioritizing short-term cost optimization strategies (such as running conventional vessels on drop-in biofuels or LNG).

# IMO signals an end to conventional fuels, but more is needed to deliver scalable alternatives in time (2/2)

The IMO mid-term policy is based on a tiered GFI for every year from 2028 to 2035 and 2040. There are 2 trajectory lines: a less stringent “base” line (Tier 1) that divides undercompliance into different tiers, and a more stringent “direct compliance” line (Tier 2) that vessels need to meet to avoid penalties. Shipping companies can comply in several ways—by switching fuels, paying penalties to the IMO through remedial units (RUs), or buying surplus units (SUs) from ships that have overshoot the targets. Vessels using zero- or near-zero-emission fuels will also receive a financial reward, though that is not for sure yet.

Recommendations for policymakers:

1. Establishing relevant guidelines or standards can maximize the potential for future fuel mix development and competitiveness of lower-cost transitional fuels. Support can be focused on e-fuels through incentive mechanisms, while currently reports indicate that e-Fuel is the fuel category most capable of scaling up to meet the IMO 2040 to 2050 GHG emission reduction targets, but the initial investment cost is very high.
2. The price of surplus units (SUs) can be monitored and managed by limiting their quantity, raising the price ceiling, or setting price guarantees. Since the price of SUs depends on the price of remedial units (RUs), it is essential to establish a rigorous, evidence-based, and predictable pricing mechanism for RU price reviews. This mechanism must be capable of addressing changes and expectations in compliance marginal costs, while also ensuring the overall revenue scale necessary to achieve an effective, just, and equitable transition.
3. Given that the IMO regulations still have controversies and deficiencies in the short term, policy development should continue to place greater emphasis on establishing complementary measures for subsidies, support for fuel production and storage, and risk-sharing measures, in order to further promote the adoption of e-fuels.



Source: F. Spiegelberg, D. Aymer; Global Maritime Forum.

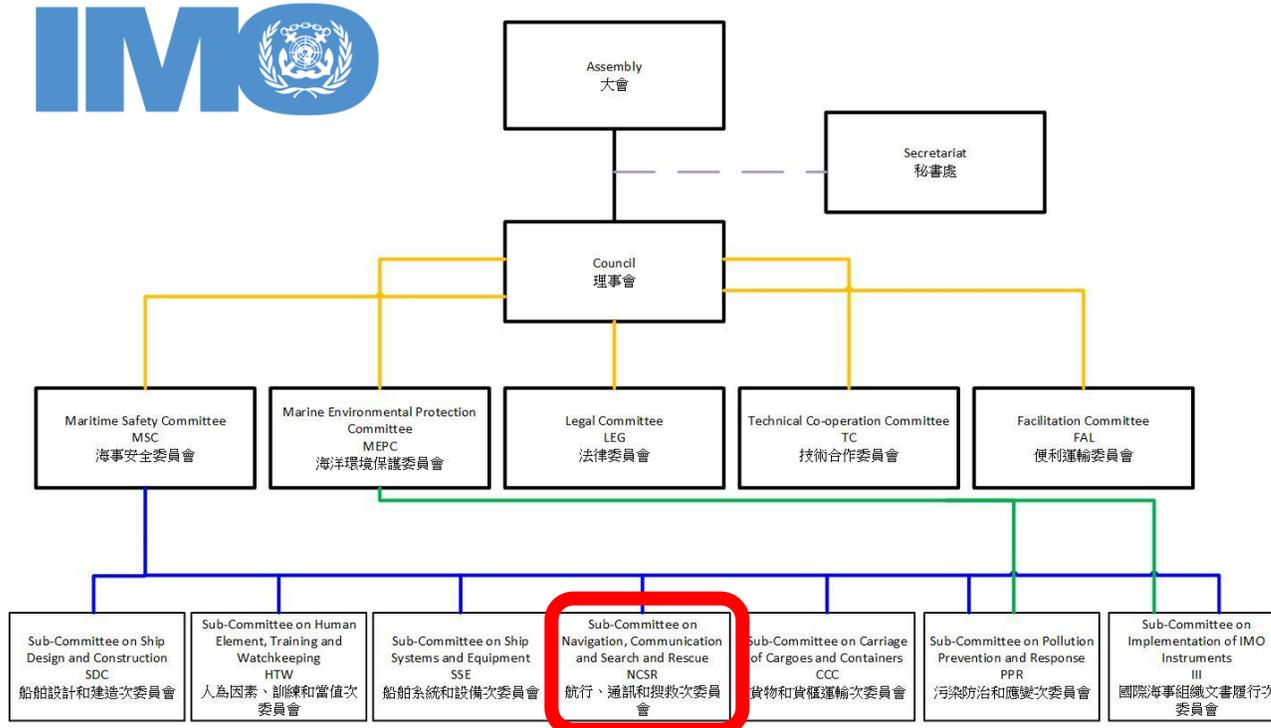
# International Maritime Organization

**Sub-Committee on Navigation,  
Communication and Search and Rescue  
12th session (NCSR 12)**

**13<sup>th</sup> -22<sup>nd</sup> May 2025**

## II. IMO's Meeting Highlights

### Organization Structure of IMO



Source: Made by NKUST-CIMCS.

### The Sub-Committee on Navigation, Communication and Search and Rescue (NCSR)

- NCSR mainly deals with matters that are related to navigation and communication, including the analysis and approval of ship routing measures, and ship reporting systems; carriage requirements and performance standards for navigational and communication equipment; the long-range identification and tracking (LRIT) system, and the development of e-navigation. Other things, like search and rescue matters and the Global Maritime Distress and Safety System (GMDSS), including recognition of service providers.
- There are two joint working groups that report to the NCSR Sub-Committee, including the International Civil Aviation Organization (ICAO)/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue and the Joint IMO/ International Telecommunication Union (ITU) Experts Group on Maritime Radiocommunication Matters.

# NCSR 12 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	11	Development of guidelines for EPIRB which implement the two-way communication service via the SAR/Galileo Return Link service as a complement to EPIRB performance standards (resolution MSC.471(101))
2	Decisions of other IMO bodies	12	Development of guidelines for the use of electronic nautical publications (ENP)
3	Routeing measures and ship reporting systems	13	Revision of the Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment (resolution MSC.379(93))
4	(a)Updates to the LRIT system	14	Development of guidance to establish a framework for data distribution and global IP-based connectivity between shore-based facilities and ships for ECDIS S-100 products
5	Developments in GMDSS services, including guidelines on maritime safety information (MSI)	15	Validated model training courses
6	Response to matters related to the ITU-R Study Groups and ITU World Radiocommunication Conference	16	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
7	Development of global maritime SAR services, including harmonization of maritime and aeronautical procedures and amendments to the IAMSAR Manual	17	Biennial status report and provisional agenda for NCSR 13
8	Development of procedures and requirements for the recognition of augmentation systems in the Worldwide Radionavigation System	18	Election of the Chair and Vice-Chair for 2026
9	Development of amendments to SOLAS chapters IV and V and performance standards and guidelines to introduce VHF Data Exchange System (VDES)	19	Any other business
10	Development of guidelines for software maintenance of shipboard navigation and communication equipment and systems	20	Report to the Maritime Safety Committee

## Digital navigational data system (NAVDAT)

### Agenda item 5

- On the 109th session of the Maritime Safety Committee (MSC 109, Dec. 2024), IMO had adopted a new performance standard for NAVDAT equipment as Resolution MSC.569(109)
- It introduced NAVDAT into the IMO regulatory framework. NAVDAT is confirmed as one of the radio equipment as a receiver or receivers capable of receiving MSI and search and rescue related information, relating to the SOLAS Ch. IV (Radiocommunications) Regulation 7.1.4. However, the requirement for the NAVTEX receiver equipment is not yet mandatory
- NCSR 12 has agreed the draft MSC circular on IMO Terrestrial Broadcast Services Coordinating Panel, including its terms of reference with a view to approval by the Committee; and further review for approval by MSC 111.

Digital navigational data system (NAVDAT) is intended for broadcasting digital data, including information related to MSI and SAR, on middle-frequency (MF) and high-frequency (HF) bands, from shore to ships.

## Dissemination of MSI and SAR-related information

### Agenda item 5

- NCSR 12 agreed to the draft amendments to SOLAS Regulations IV/5 (Provision of radiocommunication services), V/4 (Navigational warnings), and V/5 (Meteorological services and warnings) to explicitly require the dissemination of information related to maritime safety information (MSI) and search and rescue (SAR) through all operational RMSSs.
- Agreed to the revision on Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS) (MSC.509(105)/Rev.1).
- The draft amendments will enter into force on **1 January 2028**, once it be approved by the MSC 110 (June 2025), and adopted by MSC 111 (May 2026).

Since January 2000, both [Inmarsat](#) and [Iridium](#) have been recognized for use in the Global Maritime Distress and Safety System (GMDSS). IMO agreed to state clearly the requirement for dissemination of MSI and SAR-related information through all operational recognized mobile satellite services (RMSS) before 31 December 2026.

## II. IMO's Meeting Highlights

# VHF Data Exchange System (VDES)

### Agenda item 9

- During NCSR 12, in order to recognize VDES as a viable replacement for AIS, some relevant regulations were reviewed alongside the proposed amendments to chapter V (Safety of Navigation), the draft performance standards for VDES, such as regulation 13.15 of the 1994, 2000 High-Speed Craft (HSC) Code, the draft amendments and related certification were finalized.
- The amendments are expected to be adopted at MSC 111 (May 2026) and enter into force on 1 January 2028.
- The proposed amendments related to VDES are scheduled for urgent approval at MSC 110 (June 2025) and will be made as MSC circulars.

**VHF Data Exchange System (VDES) is a digital communication system that operates over the VHF band to provide secure and reliable data exchange, for example between ships and between ships and shore.** VDES includes four components:

- 1) Automatic Identification System (AIS) component for the identification and tracking of vessels, along with additional communication capabilities;
- 2) Application-specific message (ASM) component;
- 3) Terrestrial component for VHF data exchange (VDE-TER);
- 4) Satellite component for VHF data exchange (VDE-SAT).

VDES offers a high level of availability and security, using both terrestrial and satellite components (including AIS).

# Recommendations for NCSR 12

➤ **On the Issue of Integrating VDES into SOLAS:**

During NCSR 12, the Sub-Committee had finalized the draft amendments on SOLAS chapter V (Safety of Navigation), the draft performance standards for VDES, and operational guidelines for VDES. The proposed amendments related to VDES will be submitted for approval by the Maritime Safety Committee at its upcoming session (MSC 110), with a view to adoption by MSC 111 in 2026 and entry into force on 1 January 2028.

Considering the updated new requirements on the ship equipment, our domestic regulations, such as the Ship Equipment Rules and the Vessel Inspection Rules, have not yet considered VDES being list as a mandatory equipment and related equipment inspection requirement.

## Recommendations for LEG 112

It is suggested to draft an amendment to the Ship Equipment Rules to be continuously tracked and formulated, such as considering adding VEDS-related provisions in the article, such as adding equipment lists and performance requirements in Part 7: Radiocommunications Equipment; while the Vessel Inspection Rules, should considering adding new inspection items and technical indicators for reference.

In addition, with a suggestion that the authority can further consider an assessment to be made on whether it is necessary to upgrade the communication equipment between ships and the onshore control center to enhance the encrypted communication and data exchange capabilities between ships and the shore.



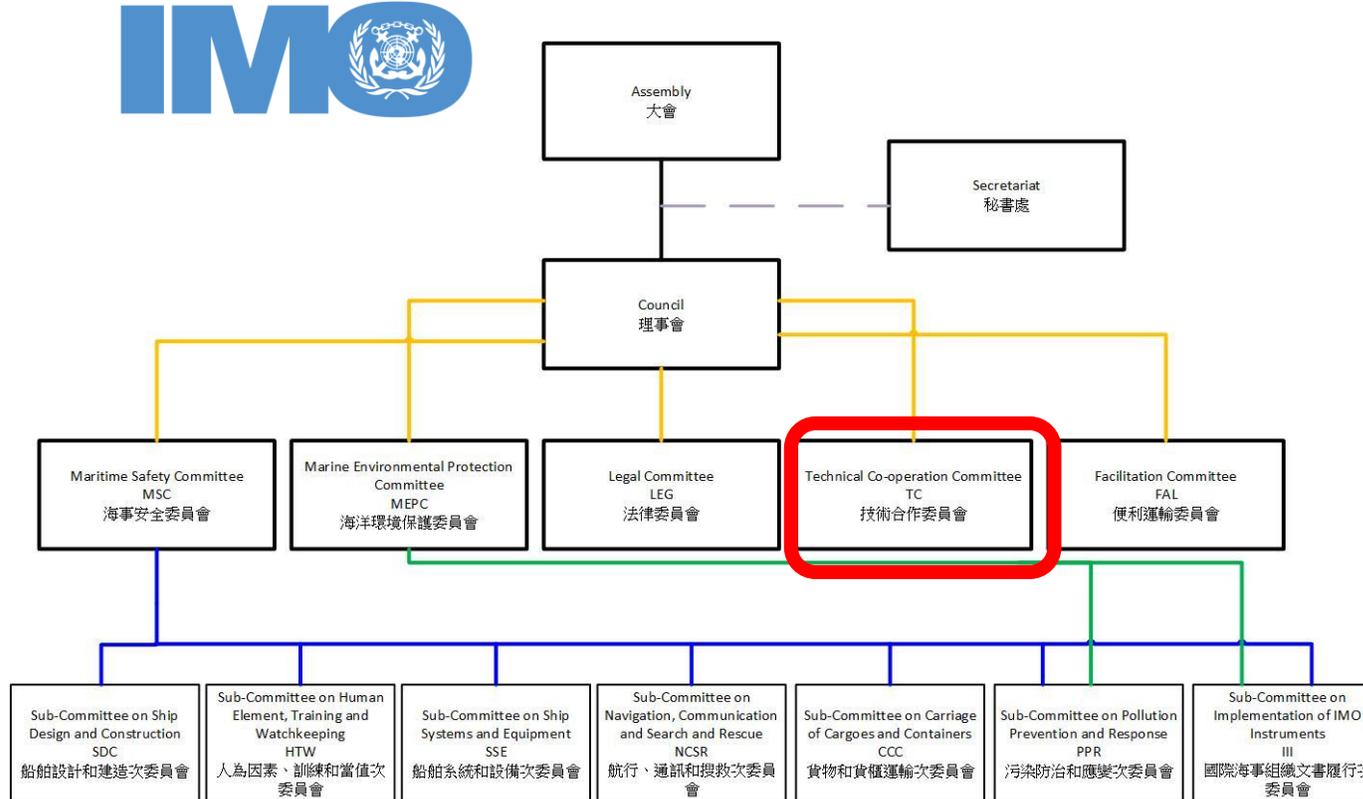
# **International Maritime Organization**

## **Technical Cooperation Committee (TC) 75th session (TC 75)**

**2<sup>nd</sup> -11<sup>th</sup> June 2025**

## II. IMO's Meeting Highlights

### Organization Structure of IMO



Source: Made by NKUST-CIMCS.

### Technical Cooperation Committee (TC)

- The Technical Cooperation Committee (TC) supervises the capacity-building programme and the implementation of technical cooperation projects for which the acts of the International Maritime Organization (IMO) serve as the executing or cooperating agency, ensuring that IMO supports the United Nations Sustainable Development Goals and the 2030 Agenda for Sustainable Development.



Source: UN.

## II. IMO's Meeting Highlights

### TC 75 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	10	Capacity-building: Strengthening the impact of women in the maritime sector
2	Work of other bodies and organizations	11	Global maritime training institutions
3	Technical Cooperation Planning and Reporting Annual Report for 2024 Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund Allocation for 2026 and 2027	12	Status of implementation of the recommendations from the report of the evaluation of the ITCP activities for the period 2020-2023
4	Resource mobilization and partnerships	13	Application of the Committee's method of work
5	The 2030 Agenda for Sustainable Development	14	Work programme
6	The Capacity-Building Decade 2021-2030 Strategy	15	Election of Chair and Vice-Chair for 2026
7	Regional presence and coordination	16	Any other business
8	IMO Member State Audit Scheme	17	Consideration of the report of the Committee on its seventy-fifth session

# TC 75 Meeting Highlights

## the 2030 Agenda for Sustainable Development

### Agenda Item 5

- TC established a Working Group on the 2030 Agenda for Sustainable Development during the session, which will be working on the document TC 75/5/1, reviewing the suggestions for the SDG indicators, targets, and milestones.
  - (1) Evaluated its relevance to the contribution of the IMO to the 2030 Sustainable Development Agenda;
  - (2) Review and revise existing standards to enhance organizational coordination.
- Support the inclusion of the 2030 Sustainable Development Agenda in the IMO's vision statement and technical cooperation activities
- Noted that the working group will link the SDGs that are most relevant to maritime development with the IMO's strategic direction

SMART indicators are the data reference for standards, the data collection within IMO's mandate for technical cooperation, in support of the 2030 Agenda for Sustainable Development and the 2020 world maritime theme, Sustainable Shipping for a Sustainable Planet.

The baseline indicator will be 2019, and further targets and milestones will be set out that are linked to the identified SDGs. SMART consists of 5 indicators: "Specific," "Measurable," "Achievable," "Realistic," and "Time-bound."

# IMO Member State Audit Scheme (IMSAS)

## Agenda Item 8

- Considering the analysis of audit outcomes under IMSAS (consolidated audit summary reports (CASRs). There are five main areas of recurrent findings and observations where further assistance was needed, which are as follows:
  - (1) Implementation;
  - (2) Enforcement;
  - (3) Improvement;
  - (4) Delegation of authority;
  - (5) Initial actions/legislation.

The IMO Member State Audit Scheme (IMSAS) commenced as a voluntary Scheme in 2006 and became a treaty obligation in January 2016. It aims to promote the consistent and effective implementation of applicable IMO instruments and to assist Member States to improve their capabilities, whilst contributing to the enhancement of global and individual Member State's overall performance in compliance with the requirements of the instruments to which it is a Party.

The audit scheme, using the [IMO Instruments Implementation Code \(III Code\)](#) as the audit standard, aims to provide an audited Member State with a comprehensive and objective assessment of how effectively it administers and implements those mandatory IMO instruments which are covered by the Scheme.

# Recommendations for TC 75

- TC agreed to the proposal for the 2030 Agenda for Sustainable Development on the five SDGs that had been previously linked to the IMO strategic directions. IMO's technical cooperation work is also strongly related to the SDGs. There are six priorities SDGs, which are SDG 4 (Quality education); SDG 5 (Gender equality); SDG 9 (Industry, Innovation, and Infrastructure); SDG 13 (Climate action); SDG 14 (Ocean); and SDG 16 (Peace, Justice and Strong Institutions).

Somehow, the authorities associated with maritime, port, environmental, energy, and education, etc., can set these sustainable strategies in the SDGs objectives as the priority practices, or even adjust them to the future policy.

Additionally, the aforementioned indicators can also be classified to assess whether the current domestic norms are conducive to achieving the maritime sustainable development goals. The SDGs also provide a common framework for cross-ministerial coordination and international cooperation. Through the corresponding common indicators, it helps to establish a cross-ministerial cooperation platform and international participation strategy, and improve policy consistency and resource integration efficiency

## II. IMO's Meeting Highlights

### NCSR next session

#### NCSR 13

NCSR 13 will take place from June 22nd to 26th, 2026.



Source: IMO

### TC next session

#### TC 76

The next meeting of the Committee TC 76 will be held in 2026, and the schedule will be further updated.



Source: IMO

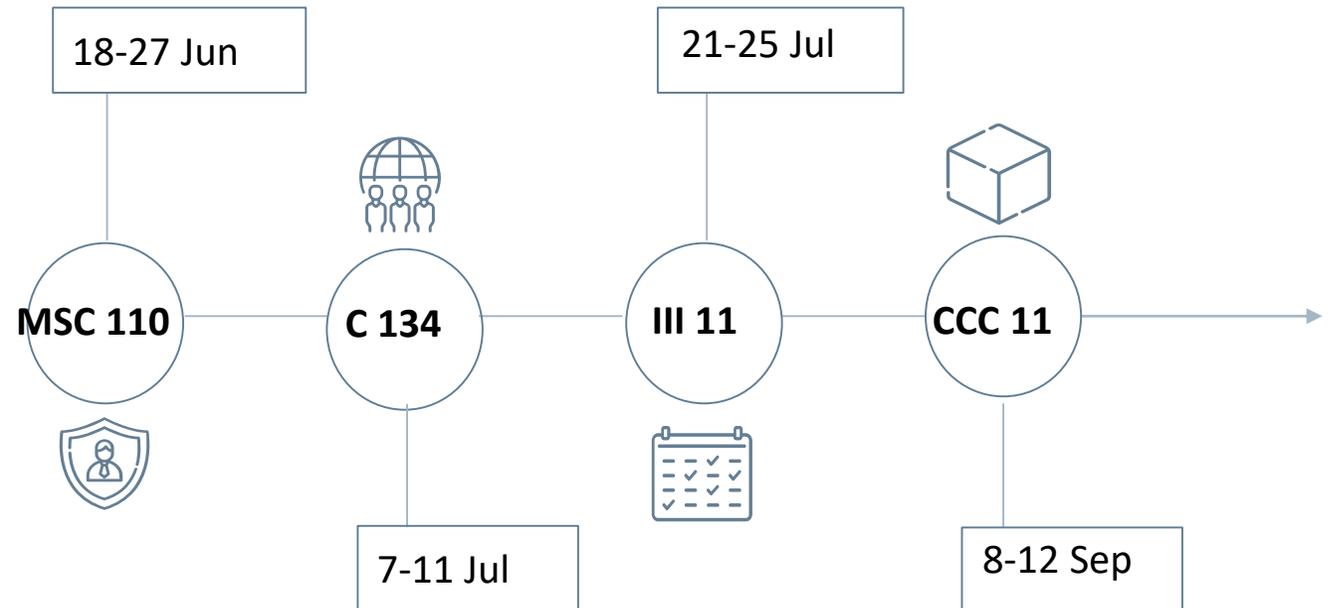
### Next Meeting for IMO

#### MSC 110

On June 18th to 27th, 2025.

#### C 134

On July 7<sup>th</sup> to 11th, 2025.



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# The End~

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