Supplementary materials for March 2025

Contents

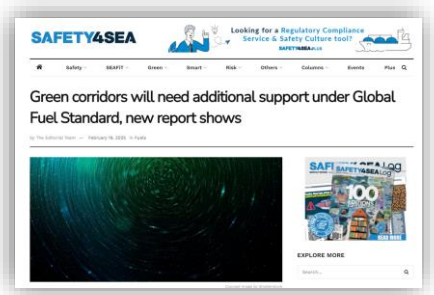
International Maritime News

Keywords: Green corridors; Global Fuel Standard

I. Green corridors will need additional support under Global Fuel Standard, a new report shows

February 19, 2025. SAFETY4SEA News/Fuels
https://safety4sea.com/green-corridors-will-need-additional-support-under-gfs-new-report-shows/

University Maritime Advisory Services (UMAS) collaborated with the University College London (UCL) Energy Institute and Global Maritime Forum (GMF) to release a new report, '*Building a Business Case for Green Shipping Corridors*.' The report looked into the commercial challenges along with green shipping corridors, how these could change under future regulation, and what additional support may be needed to ensure the viability of such projects.



Source:SAFETY4SEA

According to the report, the potential and challenges of forming a green shipping corridor in different ship types: **Gas carriers** offer an ideal opportunity for green shipping corridor projects to form around an emergent trade in e-ammonia due to their unique dual properties of cargo and fuel, the cargo itself can be used as fuel. In the **containership sector,** direct control over the fleet and fuel choices will enable these shipping companies and operators to build a business scale for compliance-driven green corridors. While compared with other sectors, **bulk carriers** are more challenging; their green corridors are delivered by compliance or cargo (such as iron ore and higher value raw materials), which usually may rely on persistent demand along a consistent trade route.

It was also highlighted that business models need to respond to new regulations and that a long-term commitment by shipowners, shipowners, and operators can help reduce investment risk and promote the development of emerging fuels. The strategic partnerships from the value chain are critical; they need to share the potential risks and rewards, ensuring a more equitable distribution of costs and advancing the green Shipping Corridor initiative.

It also emphasizes the important role of regulation, such as IMO global fuel standard (GFS) and regional policies, i.e., the EU ETS and the US 2022 Inflation Reduction Act (IRA), which play a critical role in reducing costs for green shipping corridors, but these policies alone may not be enough to promote the formation of green shipping corridors on a large scale in the short term. See more publication details from here.

References:

1. University College London (UCL). 2025. Building a Business Case for Green Shipping Corridors. https://www.ucl.ac.uk/bartlett/energy/sites/bartlett_energy/files/building_a_business_case_for_green_shipping_corridors_final.pdf
2. SAFETY4SEA. 2024. DNV: Advancing green shipping corridors. Derived from https://safety4sea.com/dnv-advancing-green-shipping-corridors/
3. The White House. 2025. Fact Sheet: President Donald J. Trump Establishes the National Energy Dominance Council Derived from https://www.whitehouse.gov/fact-sheets/2025/02/fact-sheet-president-donald-j-trump-establishes-the-national-energy-dominance-council/

II. BIMCO FuelEU Maritime Clause: Key considerations for owners and charterers

Feb 28, 2025. BIMCO

Article:https://www.bimco.org/news-insights/bimco-news/2025/02/28-fueleu/

Source: BIMCO

The new regulations and policies continuously evolved to accelerate the development of renewable and low-carbon fuels in the maritime industry.

Responding to the new FuelEU Maritime regulations, BIMCO has published the BIMCO FuelEU Maritime Clause for Time Charter Parties 2024. By exploring these contents and impaction, we aim to provide stakeholders with a comprehensive understanding, enabling them to navigate this new clause successfully.

The approach to biofuel: The BIMCO clause specifies that it's an option for charterers to provide compliant fuels, and these fuels are explicitly listed as acceptable in the charter party's bunker clauses. It aims to accommodate the growing interest among charterers in using biofuels to meet FuelEU Maritime requirements while maintaining operational flexibility.

Oversupply as a cash-back strategy: The clause contains clear safeguards to prevent the charterer from expecting compensation by oversupplying the regulated fuel. The reimbursement is entitled to compensate only if the charterer has paid a surcharge to the owners and the excess fuel supply is used to reduce or eliminate the negative normative balance (up to zero but not exceeding). However, the exception to this principle is when parties agree to activate optional subclause (m), which introduces a settlement mechanism triggered either upon redelivery or an agreed and specified number of days after June 30.

Pooling and compliance balance: Timing is key. This mechanism is beneficial not only for shipping companies and operators but also for charterers who want to maximize the value of compliance balances by trading such compliance balances in a pool.

FuelEU Multiplier: The multiplier increases the FuelEU penalty by 10% for each consecutive year of non-compliance. Charterers need to be fully aware of the vessel's past compliance records to strategically plan their approach, avoiding unexpected costs linked to the FuelEU multiplier.

BIMCO believes that effective implementation of this provision requires a full understanding of its provisions, strategic planning, and clear and transparent communication by shipowners and charters. Shipowners should also consider the FuelEU Maritime clause for the SHIPMAN Contract when outsourcing the technical management of the ship to third parties.

Keep points for reminding:

1. Careful negotiation of bunker clauses to clearly define acceptable compliance fuels
2. Awareness of reimbursement limitations to prevent misconceptions about potential

compensation

3. Strategic timing and decision-making to maximize the benefits of pooling positive compliance balances
4. Thorough due diligence on a vessel's compliance history to avoid unforeseen multiplier effects.

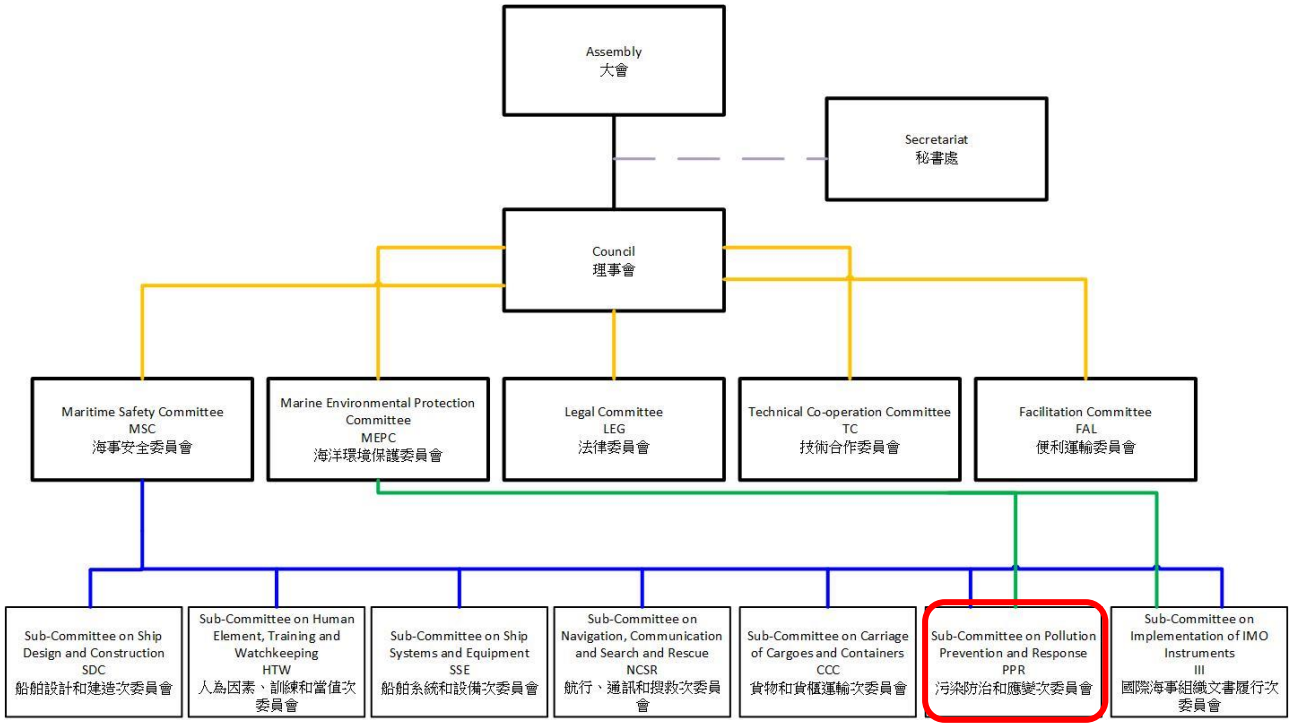
References:

1. European Commission (EU). Decarbonizing maritime transport – FuelEU Maritime. Derived from https://transport.ec.europa.eu/transport-modes/maritime/decarbonising-maritime-transport-fueleu-maritime_en

International Maritime Organization Meeting Highlights

I. The Sub-Committee on Pollution Prevention and Response 12th session (PPR 12)

1. About PPR[1]



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 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.

2. PPR 12 Highlights

(1) Finalized and agreed on the circular on guidance on in-water cleaning of ships' biofouling;

(2) Approved the draft 2025 guidelines on certification of Selective Catalytic Reduction (SCR)

[1] https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/MSC-Default.aspx

systems;

(3) Agreed on the interim circular on the carriage of blends of biofuels and the conventional bunker ships certified as oil tankers under MARPOL Annex I (Prevention of Pollution by Oil) carrying biofuel blends containing exceeding up to 30% biofuel;

(4) Concerning the amendments to MARPOL Annex II (Regulations for the Prevention of Pollutions by Noxious Liquid Substances in Bulk) on cargo tank stripping, tank washing operations, and prewash procedures;

(5) Continued the task on the revision of MARPOL Annex IV (Regulations for the Prevention of Pollutions by Sewage from ships) to improve the lifetime performance of sewage treatment plants;

(6) Reviewed and revised the Action plan to address marine plastic litter from ships.

3. PPR 12 Agenda

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code
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
5	Development of guidance on matters relating to in-water cleaning
6	Reduction of the impact on the Arctic of Black Carbon emissions from international shipping
7	Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas
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))
9	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book
10	Revision of MARPOL Annex IV and associated guidelines

11	Follow-up work emanating from the Action Plan to address marine plastic litter from ships
12	Unified interpretation of provisions of IMO environment-related conventions
13	Biennial agenda and provisional agenda for PPR 13
14	Election of Chair and Vice-Chair for 2026
15	Any other business
16	Report to the Marine Environment Protection Committee

(Source: IMO/ PPR 12/1/1)

4. PPR 12 Meeting Summaries

PPR 12th session was held at the IMO Headquarters in London from 27 to 31 January 2025. PPR 12 has also set-up with the following groups for further tasks.

The 3 working groups and 2 drafting groups as follows:

- Working Group on Marine Biosafety (agenda item 5 and 15) (WG 1)
- Working group on Air Pollution from Ship (agenda items 6, 7, and 8) (WG 2)
- Working Group on Marine Plastic Litter from Ship (agenda item 11) (WG 3)
- Drafting Group on the Carriage of Biofuel Blends by Bunker Ships and MARPOL Annex I matter (DG 1)
- Drafting Group on Revision of MARPOL Annex IV (agenda item) (DG 2)

(1) 2023 Guidelines for the development of the Inventory of Hazardous Materials

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.

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

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 MEPC 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.

(3) Guidance on in-water cleaning of ships' biofouling

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.

(4) Black Carbon emissions in the Arctic

PPR 12 discussed the concept of “polar fuels” as a category of fuels, aiming to reduce the impact on the Arctic of Black Carbon emissions from international shipping.

PPR agreed to further work on the “polar fuels” concept and the need to develop concrete proposals to PPR 13, which could be supported by scientific studies and findings from Black Carbon measurement campaigns using the measurement reporting protocol set out in the *Guidelines on recommendatory Black Carbon emission measurement, monitoring and reporting* (resolution MEPC.394(82)).

A proposal for including characteristics that would address challenges faced during oil spill response in cold water conditions was also considered.

(5) Development of regulatory measures and instruments concerning the discharge of discharge water from Exhaust Cleaning Gas Systems (EGCS)

PPR 12 continued discussions on developing possible regulatory provisions on limitations and restrictions of the discharge of discharge water from EGCS, also known as scrubbers, having noted that the consideration of a global total ban on using EGCS was outside the scope of its work.

PPR invited interested Member States and international organization to submit new

concrete proposals on regulatory measures addressing discharges of EGCS discharge water to PPR 13, reflecting latest available data and taking into account work conducted so far.

(6) Emission factors for use in the environmental risk assessment of the discharge water from EGCS

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.

The draft terms of reference for GESAMP task teams have forwarded it to MEPC 83 for approval, and requested to extend the target completion year of this output to 2026.

(7) Approved Guidelines on Selective Catalytic Reduction (SCR) systems

PPR 12 finalized the draft 2025 Guidelines on Selective Catalytic Reduction (SCR) Systems, which will supersede the 2017 Guidelines, expected to be adopted at MEPC 83 in April 2025.

The 2017 Guidelines address additional aspects of the NOx Technical Code 2008 concerning particular requirements related to marine diesel engines with Selective Catalytic

Reduction (SCR) systems (resolution MEPC.291(71), as amended by resolution MEPC.313(74)). The draft amendments to the 2017 Guidelines aim to remove ambiguities and ensure consistent application.

(8) Revision of MARPOL Annex IV to improve the lifetime performance of sewage treatment plants

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

(9) Revised Action plan to address marine plastic litter from ships

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.

(10) Carriage of plastic pellets by sea

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.

To inform future discussions on the legal framework for introducing such measures, PPR developed a table outlining various considerations, including advantages, limitations and impacts relating to possible amendments to mandatory instruments linked to the carriage of plastic pellets by sea.

(11) Reporting lost or discharged fishing gear

PPR 12 continued discussions around setting a database hosted by IMO, to be used for reporting abandoned or lost fishing gear. The accidental loss or other exceptional discharges or losses of fishing gear from ships are a significant contributor to plastic pollution in the ocean.

PPR endorsed the recommendation that data to be reported to IMO to fulfil Objectives 1 to 3 of the IMO database (as agreed at PPR 11) should include details about the fishing gear in question:

- Mandatory data: Length and type of fishing vessel, position of loss, weather, measures taken by fishing vessel, kind of fishing gear, details of loss, quantity of loss.
- Voluntary data : Ship name, IMO number, Time, Reason for loss, identification marks of lost fishing gear.

5. 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.

➢ **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.

6. Next Meeting Schedule

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

7. References

- American Bureau of Shipping (ABS), News Brief: PPR 12. https://absinfo.eagle.org/acton/ct/16130/s-1067-2502/Bct/l-0d54/l-0d54:964/ct4_1/1/lu?sid=TV2%3ADbtmXElmk
- Bureau Veritas Marine & Offshore (BV), Pollution Prevention and Response Sub-Committee 12th Session (PPR 12) Summary Report. Class & Statutory. https://cdn1-marine-offshore.bureauveritas.com/sites/g/files/zypfnx136/files/media/document/BV%20_MO_PPR12_Summary_Report.pdf
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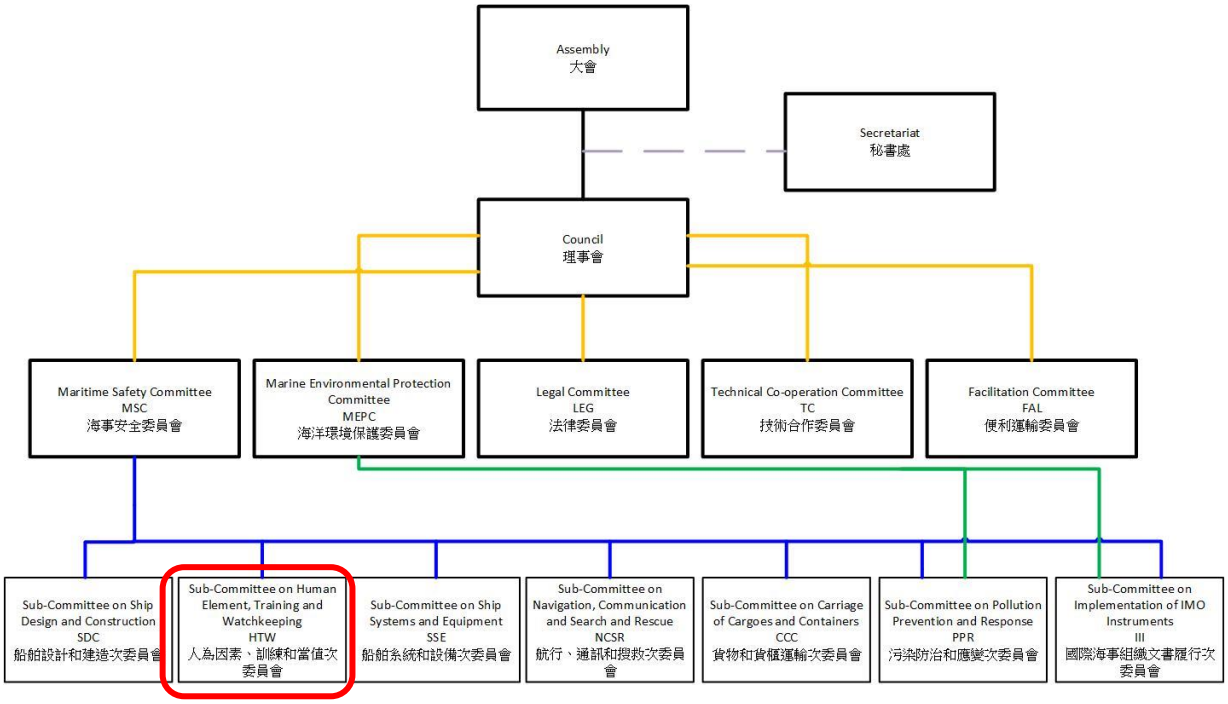
II. IMO Sub-Committee on Human element, Training and Watchkeeping 11th Session (HTW 11)



1. About HTW[2]

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.

2. HTW 11 Highlights

(1) Agreed on generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies

(2) Initiated the development of specific guidance on training for seafarers on ships using methyl/ethyl alcohol as fuel

(3) Progressed a comprehensive revision of the STCW Convention and Code

(4) Agreed that detailed training requirements for Maritime Autonomous Surface Ships (MASS) should be developed when the new MASS Code is finalized

(5) Validated various IMO model courses to support course developers in developing training

[2] IMO Sub-Committee on Human element, Training and Watchkeeping (HTW)
https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/HTW-Default.aspx

programs for seafarers

3. 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

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

4. HTW 11 Meeting Summaries[3]

HTW 11 took place at IMO London headquarter from February 10 to 14, 2025. During the meeting, the sub-committee established 3 Working Groups (WG), 1 Drafting Group (DG) as follow:

- Working Group on Comprehensive Review of the 1978 STCW Convention and Code (agenda item 6) (WG 1);
- Working Group on the Development of training provisions for seafarers on ships using alternative fuels and technologies (agenda item 7) (WG 2);
- Working Group on Model Courses (agenda item 3) (WG 3)
- Drafting Group on Model Courses (agenda item 3) (DG 1).

[3] DNV. IMO Sub-Committee on Ship Design and Construction (SDC 11). https://www.dnv.com/news/imo-sub-committee-on-ship-design-and-construction-sdc-11/

(1) Revised model training courses validated

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

  These model courses will be published following a final editorial review by the Secretariat.
- HTW 11 approved the draft terms of reference for the revision of the following Model Courses, will then be validated at its 13th session in 2027 (HTW 13):
  - Model Course 1.27 - Operational Use of Electronic Chart Display and Information System (ECDIS);
  - Model Course 7.05 - Skipper on a Fishing Vessel;
  - Model Course 7.07 - Chief Engineer Officer and Second Engineer Officer on a Fishing Vessel;
- HTW 11 also approved the draft terms of reference for the revision of the following Model Courses, and are expected to validate at HTW 14:
  - Model Course 7.06 - Officer in Charge of a Navigational Watch on a Fishing Vessel; and
  - Model Course 1.33 - Safety of Fishing Operations (Support Level)

(2) Revised Guidelines for the development and validation of model courses

HTW 11 agreed to the draft revision of the Guidelines for the development, review and validation of model courses (MSC-MEPC.2/Circ.15/Rev.2). The revied draft contains updates to improve the implementation of model courses, including a standard template for model courses to enhance structural consistency and facilitate a more streamlined process for developing future IMO model courses.

The draft revision of the Guidelines will be submitted to both MEPC 83 and MSC 110 for approval and subsequently disseminated as MSC-MEPC.2/Circ.15/Rev.3.

(3) Role of the human element

The MASS code, under development in the MSC, will address both autonomous and remote operations and is planned to be finalized by 2026. The code is also intended to become mandatory once sufficient experience has been gained from its application.

MSC 108 had agreed to develop high-level training provisions for the MASS Code, where competency KUPs can be developed by HTW following the finalization of the Code. As the MASS Code is still under development, it will be considered later.

HTW 11 noted that detailed training requirements need to be developed at a later stage when the technical requirements of the code have been finalized. HTW further agreed that STCW Regulation I/13, outlining how trials should be conducted, would also apply to the conduct of MASS trials.

(4) Reports on fraudulent certificates

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.

(5) Comprehensive review of the STCW Convention and Code – Phase 1 completed

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.

(6) Comprehensive review of the STCW Convention and Code – Phase 2

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 and 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.

(7) Enhancing the STCW oversight and verification process

HTW 11 agreed that the STCW oversight system should be integrated with the IMO Member State Audit Scheme (IMSAS), including audit cycles, engagement of experts and administration. It invited the MSC to endorse this course of action and invited the III Sub-Committee to note the possible integration of both schemes.

HTW 11 established the Correspondence Group, they will consider both the STCW oversight system and the IMO Member State Audit Scheme (IMSAS), with a view to enhance the STCW oversight and verification processes, until HTW 12 in 2026.

Their tasks on the STCW oversight and verification processes and instructed it to examine the strengths of each, the STCW oversight and IMSAS, system, consider how to consolidate their administration, and depending on the outcomes, prepare relevant draft amendments to the STCW

Convention and Code, while identifying potential impacts on the Framework and Procedures for IMSAS.

(8) Finalized the draft to MSC resolution on accessibility of information related to medical provisions

HTW finalized the draft MSC resolution on Accessibility of information on seafarer medical certificates and medical practitioners recognized for the purpose of conducting seafarer medical examinations, which expected to be approved by MSC 110 (June 2025).

The resolution aims to enable access to key information that would help facilitate the issuance and use of medical certificates for seafarers, and encourages government to provide access to their registers of recognized medical practitioners through the IMO Global Integrated Shipping Information System (GISIS) portal, where the validity of seafarer medical certificates can be checked. It will further be viewed and adopt by MSC 110.

The resolution notes that section A-I/9 of the STCW Code requires Parties to maintain a register of recognized medical practitioners that shall be made available upon request. It also encourages Parties to consider publishing this information through authorized government websites, making them available in English, and to provide prompt verification of the validity of seafarer medical certificates on those websites.

(9) Draft interim guidelines on training for seafarers on ships using alternative fuels and new technologies agreed

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**.

(10) Development of fuel/technology-specific guidelines for seafarer training

HTW 11 initiated work on the development of 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:

- Using methyl/ethyl alcohols as fuel (MSC.1/Circ.1621).
- Using ammonia as fuel (MSC.1/Circ.1687).
- Hydrogen fuel cell powered ships (MSC.1/Circ.1647).
- Using LPG as fuel (MSC.1/Circ.1666).
- Using hydrogen as fuel.
- Battery-powered ships

5. Recommendations on 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.

➢ **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 .

. * The generic requirement includes as follows:

(1) requirements for the onboard familiarization of seafarers on ships using alternative fuels and new technologies;

(2) requirements for basic training for seafarers with safety duties associated with the care, use, or in certain emergency responses to the fuel and/or system onboard ships using alternative fuels and new technologies;

(3) requirements for advanced training for masters, engineer officers, and all personnel with immediate responsibility for the care and use of fuels and/or systems on ships using alternative fuels and new technologies;

(4) standards of competence for both basic and advanced training; and

(5) the need to conduct emergency exercises on board ships using alternative fuels and new technologies at regular intervals.

** 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)

6. Next Meeting Schedule

HTW 12 will be held from February 23rd to 27th, 2026.

7. References

- Det Norske Veritas (DNV), IMO Sub-committee on human element, training and watchkeeping (HTW11). News from DNV. https://www.dnv.com/news/imo-sub-committee-on-human-element-training-and-watchkeeping-htw11/
- InterManager, Summary report on IMO Sub-Committee meeting HTW 11. https://www.intermanager.org/wp/wp-content/uploads/2025/02/IMO%20SUB-COMMITTEE%20ON%20HUMAN%20ELEMENT,%20TRAINING%20AND%20WATCHKEEPING,%2010%20-%2014%20FEB%202025.pdf
- Lloyd's Register (LR), HTW 11 Summary Report. https://maritime.lr.org/HTW-11-Summary-Report
- IMO, Sub-Committee on Human Element, Training and Watchkeeping, 11th session (HTW 11), 10-14 February 2025. https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/HTW-11th-session.aspx
- 大連海事大學國際海事公約研究中心，〈IMO HTW 11 主要成果概覽〉，https://imcrc.dlmu.edu.cn/info/1128/8629.htm 。