

Supplementary materials for July 2025

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➤ International Maritime Organization Meeting Highlights

I. The Maritime Safety Committee 110th session, 110th session (MSC 110)

The 110th session meeting for MSC is held from June 18th to 27th, 2025.

1. About MSC¹

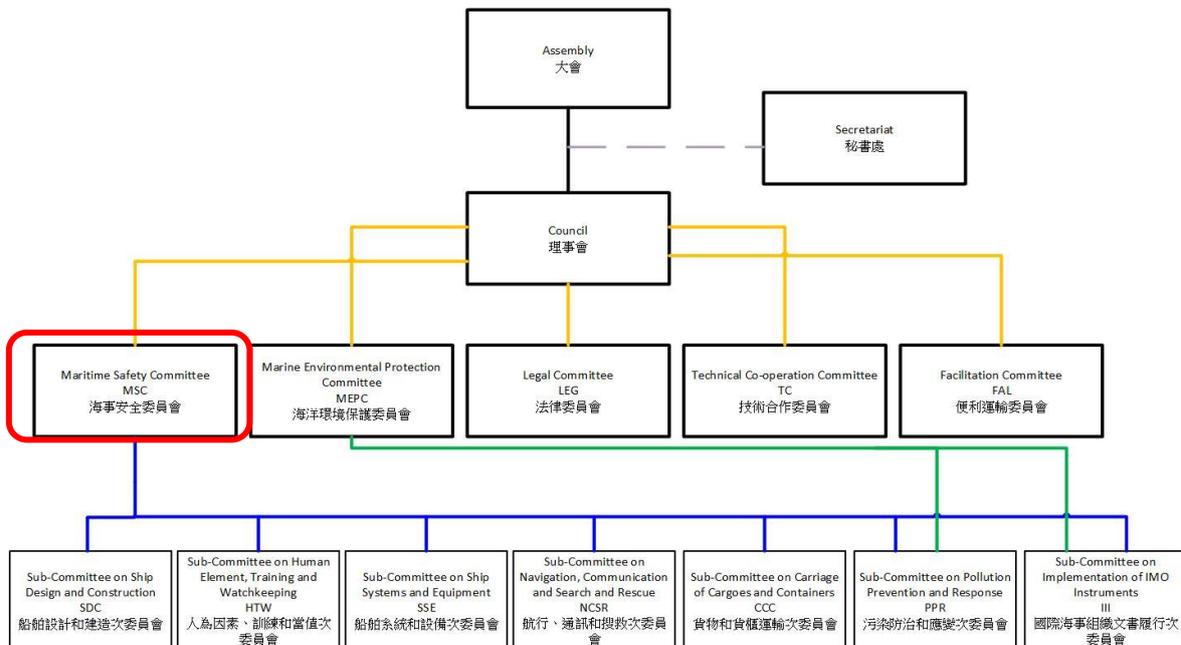


Figure 1 Organization Structure of IMO (MSC)

The MSC committee mainly deals with all matters related to maritime safety and maritime security that fall within the scope of IMO, covering both passenger ships and all kinds of cargo ships. This includes updating the SOLAS Convention and related codes, such as those covering dangerous goods, life-saving appliances, and fire safety systems.

The MSC also deals with human element issues, including amendments to the STCW Convention on training and certification of seafarers. The MSC has a wide range of issues on its current agenda, including goal-based standards, autonomous vessels, piracy and armed robbery against ships, cybersecurity, and e-navigation.

2. MSC 110 Highlights

- (1) Adopted the new mandatory amendments to the SOLAS Regulation V/23 (Performance Standards for Pilot Transfer Arrangements) requirements and new

¹ IMO. Maritime Safety Committee (MSC).

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

Performance Standards.

- (2) Adopted the amendments to the 1994 and 2000 HSC Code on Lifejacket Carriage Requirements number for infants and adults that weigh up to 149kg;
- (3) Approve the interim guidelines regarding the training of seafarers for ships using alternative fuels and new technologies (STCW.7 circular), and a requiring an update to the Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086);
- (4) Keep working on the development of a non-mandatory Code for Maritime Autonomous Surface Ships (MASS), aimed at providing a global regulatory framework for the safe, secure, and environmentally sound operation of autonomous ships.
- (5) Agreed the “one ship, one code” principle should continue to apply for IGC Code ships using cargo included in Chapter 19 of the IGC Code as fuel. Draft Amendments to SOLAS II-1/56 and 57 relating to the application of the IGF Code and the “one ship, one code” principle.

3. MSC 110 Agenda

Table 1 MSC 110 Agenda

Item No.	Agenda
1	Adoption of the agenda; report on credentials
2	Decisions of other IMO bodies
3	Amendments to mandatory instruments
4	(a) Goal-based new ship construction standards
5	Development of a goal-based instrument for maritime autonomous surface ships (MASS)
6	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
7	Revision of the Guidelines on maritime cyber risk management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cybersecurity
8	Measures to enhance maritime security
9	Piracy and armed robbery against ships
10	Unsafe mixed migration by sea
11	Ship design and construction (Report of the eleventh session of

	the Sub-Committee)
12	Pollution Prevention and Response (Report of the twelfth session of the Sub-Committee)
13	Human element, training and watchkeeping (Report of the eleventh session of the Sub-Committee)
14	Ship systems and equipment (Report of the eleventh session of the Sub-Committee)
15	Navigation, communications and search and rescue (Urgent matters emanating from the twelfth session of the Sub-Committee)
16	Carriage of cargoes and containers (Report of the tenth session of the Sub-Committee)
17	Application of the Committee's method of work
18	Work programme
19	Election of Chair and Vice-Chair for 2026
20	Any other business
21	Consideration of the report of the Committee on its 110th session

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

4. MSC 110 Meeting Summaries²

The MSC 110th session was held from June 18th to 27th, 2025, at the IMO Headquarters in London. There are 3 Working Groups (WGs), and a draft Group (DG) formed at MSC 110.

Each group was tasked to deal with actions emanating from allotted agenda items, in a manner to best distribute the workload as follows:

- Working Group 1 (WG 1) to deal with MASS;
- Working Group 2 (WG 2) to deal with GHG Safety;
- Working Group 3 (WG 3) to deal with Maritime Security;
- The draft Group (DG) to deal with Agenda item 3 related to Amendments to mandatory instruments.

Key outcomes for MSC 110 are as follows:

² IMO. Maritime Safety Committee - 110th session (MSC 110), 18-27 June 2025.

<https://www.imo.org/en/mediacentre/meetingsummaries/pages/msc-110th-session.aspx>

(1) Amendments To Mandatory Instruments

There are several amendments approved, which are as follows:

- To clarify that the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) applies to ships using gaseous fuels, whether they are low-flashpoint or not. SOLAS II-1, added a new definition of “gaseous fuels” was introduced accordingly.

The draft amendments to SOLAS and the IGF Code are expected to enter into force on 1 July 2028, with the approval by MSC 111, and adopted by MSC 112.

- Adopted amendments to two references in SOLAS Regulation II-2/11 to refer to the correct fire integrity tables in SOLAS Regulation II-2/9, which may enter into force on 1 January 2028.
- Amendments to SOLAS Regulation V/23 on Pilot Transfer Arrangements include mandatory standards for the design, manufacture, construction, and installation of relevant equipment, along with requirements for inspection, stowage, maintenance, replacement, and familiarization of all pilot transfer arrangements. The key measures that will enter into force on 1 January 2028 and apply globally across the industry. MSC 110 also approved an MSC circular on voluntary early implementation of the amendments to SOLAS Regulation V/23.
- Adopted amendments to Paragraph 8.3.5 of Annex 1 of the 1994 and 2000 High Speed Craft (HSC) Codes to harmonize the life jacket carriage requirements in the codes with the corresponding requirements in SOLAS Chapter III with respect to the number of infant life jackets and accessories to adult life jackets to accommodate large persons. The amendments will enter into force on January 1st, 2028.
- The amendment to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) included:
 - The schedule for UN 2793 (Ferrous Metal Borings, Shavings, Turnings, or Cuttings) has been amended to prohibit entering a cargo hold for temperature measurements.
 - Re-classification of fish meal of Group B as MHB (SH) and Class 9.
 - Add new individual cargo schedules for different products.
 - Introduced the apparent density as safety criteria for Direct Reduced Iron (A).
 - To harmonize the segregation table for MHB cargo and dangerous goods in

packaged form with the table in the IMDG Code.

- Agreed, the “one ship, one code³” principle should continue to apply for IGC Code ships using cargo included in Chapter 19 of the IGC Code as fuel. Draft Amendments to SOLAS II-1/56 and 57 relating to the application of the IGF Code and the “one ship, one code” principle.

(2) Maritime Autonomous Surface Ships

Considering the outcomes of the MASS symposium hosted by IMO and the Norway government on June 17th, the MSC 110 reviewed the report from the previous Joint working group.

There are 18 chapters completed in the non-mandatory MASS Code, leaving mainly the chapter on the human element to be finalized. An additional key decision was that unmanned MASS should be capable of assisting persons in distress. Vessels will therefore be required to have a plan for conducting SAR operations, even without a crew on board.

It is worth noting that the MASS Code will serve as a supplementary document to the SOLAS Convention and does not automatically relax any of the SOLAS requirements. Any exemptions from SOLAS must be agreed upon with the flag state during the approval process.

The non-mandatory MASS Code will be progressed in an intersessional Working Group meeting planned for the autumn of 2025, focusing on the human element aspects of the code.

The non-mandatory code is expected to be adopted at MSC 111 (May 2026), followed by an experience-building phase. A mandatory code will likely enter into force on 1 January 2032, at the earliest.

(3) Agreed to the development of a GHG safety regulatory framework priorities

Keep working on the development of a safety regulatory framework to support the use of new technologies and alternative fuels for reducing GHG emissions from ships. The intention is to identify safety obstacles, barriers, and gaps in the current IMO instruments that may impede the use of the various alternative fuels and new technologies.

Specific tasks were assigned to the following sub-committees:

- Prepare a priority list as a basis for guiding the relevant subcommittees to carry out subsequent work on alternative fuels or new technologies, including on-board carbon capture and storage systems (by CCC), and Battery energy

³ The “one ship, one code” policy is a principle that a ship should be subject to only one safety code for gases or low flash point liquids: either the IGC Code or the IGF Code. The intention is to apply one consistent safety philosophy and to avoid unintentional consequences that could arise from selecting requirements from various codes.

storage systems (by SSE)

- Discuss the applicability of the "one ship, one code" policy in addressing the regulatory challenges that may arise from the use of alternative fuels (which are not used as cargo carriers and have low flash points) for the transportation of natural gas on ships.
- Review the proposed revisions to the "Code of Safety for Nuclear Merchant Ships" and discuss further cooperation with the International Atomic Energy Agency (IAEA) and other IMO-related entities.

In addition, MSC 110 had agreed to inform the International Organization for Standardization (ISO) of identified gaps concerning Hydrothermal Liquefaction (HTL) fuel, Pyrolysis fuel, Fischer-Tropsch (FT) diesel, and Ammonia, under the scope of "ISO/TC 8 on Ships and Marine Technology".

Development of the Interim Guidelines:

- Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel)(MSC.1/Circ.1621) to address Gap G-3 under the category Methyl/Ethyl Alcohol Fuels;
- agreed to bring to the attention of the MEPC and the PPR Sub-Committee the information on Barrier B-1 regarding Fatty-acid methyl ester (FAME);
- agreed to inform ISO about existing gaps related to Hydrothermal Liquefaction (HTL) fuel, Pyrolysis fuel, Fischer-Tropsch (FT) diesel, and Ammonia, within the framework of "ISO/TC 8 on Ships and Marine Technology".

Nuclear-powered ship technology has been included in the assessment scope. MSC 110 recommended to revise the Code of Safety for Nuclear Merchant Ships (A.491(XII)) in compliance to SOLAS VIII

(4) Maritime cyber risk management

Last year (2024), the MSC 108 and FAL 49 committee had approved the third revision of the 2017 "Guidelines on Maritime Cyber Risk Management" (MSC-FAL.1/Circ.3/Rev.3), which provides high-level recommendations for marine cyber risk management.

However, MSC 110 agreed to work on a non-mandatory cybersecurity code would be the preferred next step, to be followed by an experience-building phase prior to the establishment of any mandatory provisions.

The guideline should adopt a goal-oriented framework and incorporate risk management principles. The formulation of this cyber information security guideline requires the submission of new work proposals by the committee, inviting member states to submit proposals to future sessions of the MSC committee.

(5) Piracy and armed robbery against ships

MSC 110 had a review of the latest update on piracy and armed robbery against ships. Reports for 2024 show a slight global decrease in the number of cases, a total of

146 incidents recorded (both attempted and actual) compared to 150 in 2023, resulting in a decrease of approximately 3%. The most affected areas

- ①. The Straits of Malacca and Singapore: 91 incidents;
- ②. Indian Ocean: 19 cases ;
- ③. West Africa: 17 cases ;
- ④. South China Sea: 10 cases ;
- ⑤. Arabian Sea: 7 cases ;
- ⑥. South America (Caribbean): 1 case; and
- ⑦. South America (Atlantic): 1 case.

In the first half of 2025, MSC 110 found the cases increased, dating to June 17, in total, 109 cases. Therefore, MSC 110 has discussed and proposed the following additional measures and actions in response to the aforementioned developments:

- ①. Continuous Monitoring and Reporting: Member states are required to proactively report incidents of piracy and armed hijacking of ships to the Secretariat to ensure the integrity and information sharing of the global database.
- ②. Strengthening Port and Coastal Information: Member states are required to update and maintain the port state and coastal state questionnaires regarding private armed security personnel on ships to enhance the transparency and compliance of security personnel deployment.
- ③. Support for regional cooperation mechanisms: Encourage member states to provide financial support to the Trust Fund of the Djibouti Code of Conduct (Djibouti Code of Conduct, DCoC), which promotes maritime security cooperation in the Western Indian Ocean and the Gulf of Aden. Also, call on member states to support the implementation of the Yaounde Code of Conduct (Yaounde Code of Conduct, YCoC) in the Gulf of Guinea, as stipulated in resolution A.1159(32);
- ④. Strengthening international and regional cooperation plans: In December 2024, the IMO and the EU signed a three-year plan to enhance maritime security in Africa, focusing on addressing the root causes of maritime insecurity and strengthening regional cooperation.

(6) Reports of Sub-Committees

- ①. **Sub-Committee on Carriage of Cargoes and Containers (CCC 10)**
 - Adopted a resolution on Revised recommendations for entering enclosed spaces aboard ships. This completes the Committee's work under the output on "Revision of resolution A.1050(27) to ensure the safety of personnel

entering enclosed spaces on board ships".

②. Sub-Committee on navigation, communications and search and rescue (NCSR 12, urgent matters)

- MSC 110 approved the draft amendment to the provisions of the SOLAS Convention, which requires the dissemination of maritime safety information and search and rescue-related information through all currently operating recognized satellite services systems.
- They also adopted the draft amendment to Chapter V and its appendices of the SOLAS Convention, incorporating the VHF data exchange system (VDES), and making corresponding amendments to the existing relevant documents, including the 1994 and 2000 high-speed vessel regulations.

③. **Sub-Committee on Ship Systems and Equipment (SSE 11)**

- Approved the draft amendments to LSA Code - Design and prototype test requirements of free-fall lifeboat release systems for simulated launching.

MSC 110 also approved, in principle, the amendments to the following documents:

- I. MSC.402(96): Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats, launching appliances and release gear;
- II. MSC.81(70): Revised Recommendation on Testing of Life-Saving Appliances;
- III. MSC.1/Circ.1205/Rev.1: Revised guidelines for developing operation and maintenance manuals for lifeboat systems;
- IV. MSC.1/Circ.1529: Unified Interpretations of Paragraph 4.4.7.6 of the LSA Code;
- V. MSC.1/Circ.1578: Guidelines on safety during abandon ship drills using lifeboats;
- VI. MSC.1/Circ.1630/Rev.3: Revised standardized life-saving appliance evaluation and test report forms.

- Atmospheric oil mist detectors

MSC 110 approved a revision of the non-mandatory Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086) to reflect experiences, current practices and new technologies since the Code was approved in 2003.

- Launching of rescue boats on cargo ships

MSC 110 approved a UI of Paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code to clarify that for cargo ships, manual hoisting of a dedicated rescue boat may

be acceptable for subsequent slewing by stored mechanical power.

- Implementation of the PFOS ban

MSC 110 approved a UI of SOLAS Regulation II-2/10.11 and of the 1994 and 2000 HSC Codes to clarify how the PFOS ban may be documented.

- Spacing of combined smoke and heat detectors

MSC 110 approved a UI of Paragraph 2.4.2.2 of Chapter 9 of the FSS Code relating to the spacing of combined smoke and heat detectors.

- Factual statement for non-certified lifting appliances

MSC 110 approved a UI providing a factual statement for the testing and thorough examination of non-certified lifting appliances.

- Life jacket buoyancy test

MSC 110 approved minor corrections to Resolution MSC.81(70) and MSC.1/Circ.1628/Rev.1 on the procedure for life jacket buoyancy tests and acceptance criteria for consistency with the LSA Code.

- Survival equipment for survival craft and rescue boats

MSC 110 approved a minor correction to the LSA Code to reflect the latest version of the ISO 18813:2022 standard.

- Application provisions of draft amendments to the LSA Code

MSC 108 had noted that the application provisions for amendments to the LSA Code were not provided in a consistent manner, and that some application provisions were placed in the associated MSC resolutions rather than in the text of the requirements.

④. **Sub-Committee on human element, training and watchkeeping (HTW 11)**

- MSC 110 reviewed a roadmap to replace the original schedule proposed by the subcommittee, with the aim of accelerating the completion of a comprehensive review of the STCW and its regulations. They also discussed the subsequent action plan regarding the provisions of the "Information Transmission Clause" (STCW Convention Rule I/7) and its association with the IMO Member State Audit Scheme (IMSAS)
- Approved Generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies (STCW.7/Circ.25) and invited MEPC 84 to note this action.

⑤. **Sub-Committee on ship design and construction (SDC 11)**

Had discussed a number of topics, including: the scope of revision for the current "Guidelines for use of fibre-reinforced plastics (FRP) within ship

structures"(MSC.1/Circ.1574), as well as the issue of unified interpretation regarding the emergency escape passage provisions in the SOLAS Convention.

- Emergency towing devices on ships other than tankers

MSC 108 adopted an amendment to the SOLAS Convention Rule II-1/3-4 "Emergency Towing Equipment and Procedures", expanding the mandatory installation requirements for emergency towing equipment to all new ships of 20,000 gross tons and above. This is done to enhance emergency support and towing capabilities, thereby reducing the risks of ship accidents and pollution. This regulation is scheduled to come into effect on January 1, 2028.

MSC 110 approved the following related guidelines:

- New Interim Guidelines for Emergency Towing Arrangements on New Ships Other Than Tankers
- Amendments to the "Revised Guidance on Shipboard Towing and Mooring Equipment" (MSC.1/Circ.1175/Rev.1), addressing fittings and the supporting hull structures associated with normal towing and mooring operations, in addition to emergency towing operations for tankers; the amendments will align the guidance with IACS Unified Requirements (UR) A1 and A2 and IACS Recommendation No. 10, which were revised in 2022
- Consequential amendments to the "Guidelines for Owners/Operators on Preparing Emergency Towing Procedures" (MSC.1/Circ.1255)

(7) International Safety Management Code, ISM Code

MSC 110 deliberated on a number of issues related to the "International Safety Management Code", including:

- ①. New work project proposals for reviewing the code;
- ②. The discussion results of the joint working group of ILO and IMO on the issues of violence and harassment;
- ③. The suggestions put forward by the research institute on the implementation and effectiveness of the ISM code.

MSC 110 reviewed the study (MSC 109/INF.3) submitted at MSC 109 regarding the validity of the ISM regulations and their effective implementation in practice. The issues and suggestions revealed by this study will serve as a reference for future

revisions of the ISM regulations and related guidelines. During the discussion, there was an opinion that as digitalization and cybersecurity threats increase, it is necessary to consider including network security in the ISM regulations or related norms. Although this opinion is forward-looking, after discussion, the committee concluded that it is not yet appropriate to formulate a dedicated cybersecurity training standard or mandatory regulations at present. Instead, it should continue to promote voluntary, goal-oriented standards.

Furthermore, the committee also considered relevant suggestions regarding the difficulties encountered in the implementation and supervision of "crew working hours and rest time". The committee clearly regarded the crew's welfare and the effectiveness of the implementation of the ISM Code as interrelated indicators. The ISM Code is regarded as one of the main mechanisms for addressing human factors.

5. Recommendations for MSC 110

➤ For the Mandatory amendments:

MSC 110 had adopted several mandatory draft amendments, which included revising the requirements of SOLAS V/23 related to the Pilot Transfer Arrangements. We should also consider revising our regulations on the requirement standards for the Pilot Transfer issues, though we may not have domestic regulations for it.

In practice, when it comes to ship inspections, the associations and the inspection officers will all base their decisions on this convention as a guideline.

Therefore, it is necessary to pay attention to the effective date of this amendment to ensure the safety of the pilots and other personnel when boarding and disembarking the ships.

MSC 110 had also agreed to add the "gaseous fuels" introduction to SOLAS II-1, with the purpose of supporting the Net-Zero emission goal, to address the need for alternative fuel in the future. At the same time, the regulations for the alternative fuel, especially the gas fuel, should ensure that all operations and procedures are under control with safe management. We suggest keeping up with the new updates, and considering the necessity and feasibility of adding the gas fuel safety requirements into the relevant ship inspection regulations.

➤ For the non-mandatory MASS Code:

So far, the MSC 110 has finalized 18 Chapters for the non-mandatory MASS Code, and will turn into a key resolution, namely, "Unmanned surface vessels at sea should have the ability to assist those in distress." In other words, even though there are no crew members on board, the plan for conducting search and rescue operations will still need to be in place.

Furthermore, the MASS Code will serve as a supplementary document to SOLAS and will not loosen any of the regulatory requirements stipulated in the SOLAS

Convention. It is recommended that the competent authorities, when formulating domestic legal regulations related to MASS, pay attention to the above resolution and interpretation, to avoid discrepancies or gaps between domestic and international regulations.

6. Next Meeting Schedule

MSC 111 is scheduled to be held from May 13th to 22nd in 2026.

7. Reference

- American Bureau of Shipping (ABS), News Brief: MSC 110. https://absinfo.eagle.org/acton/ct/16130/s-10e6-2506:0/Bct/1-0d79/1-0d79:1a4b/ct1_0/1/lu?sid=TV2%3AIIJEEeJyqw
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II. The IMO Council 134th session (C 134)

The IMO Council 134th session is held from July 7th to 11th, 2025.

1. About C⁴

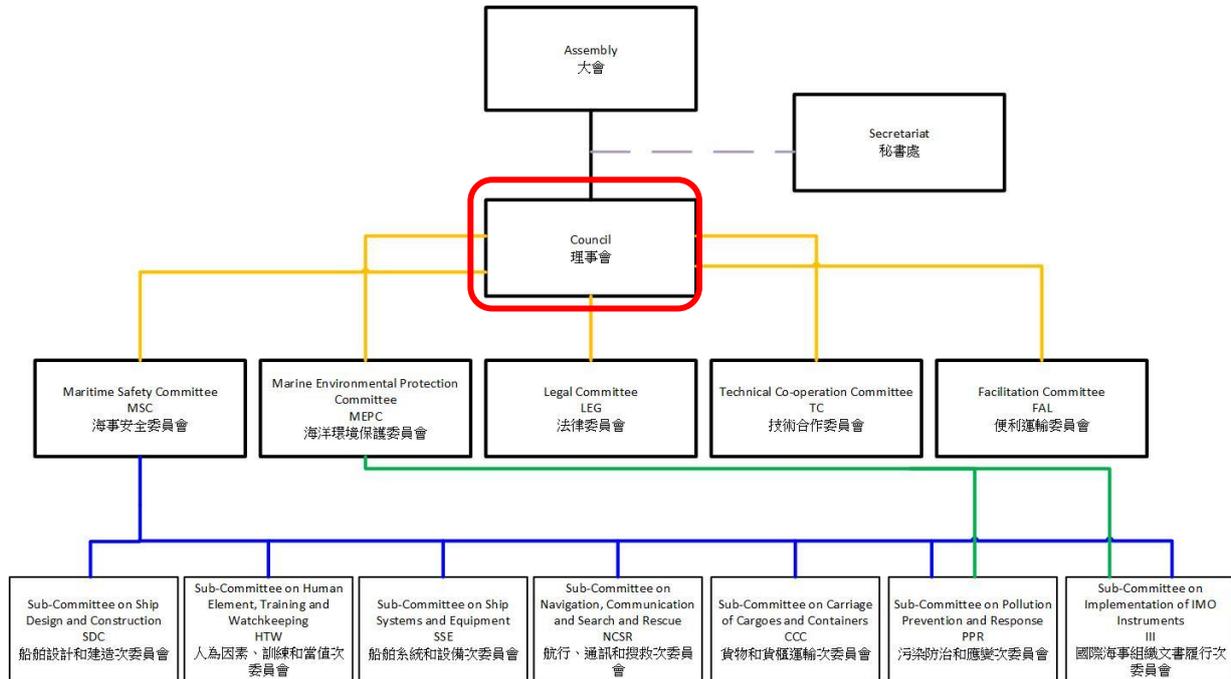


Figure 2 Organization Structure of IMO (Council)

The IMO Council is the executive organ of the organization and, under the Assembly, is responsible for supervising the work of the Organization. The Council is formed of 40 Member States, elected by the Assembly for two-year terms. During the intersessional period, the Council will represent the Assembly to exercise the power, except for the power of the Assembly to make recommendations to Governments on matters of maritime safety and the prevention of pollution, as provided for in Article 15 (j) of the Convention.

The Council members for the 2024-2025 biennium:

- Category (a): 10 States with the largest interest in providing international shipping services (listed in alphabetical order)- China, Greece, Italy, Japan, Liberia, Norway, Panama, Republic of Korea, the United Kingdom of Great Britain and Northern Ireland, and the United States.
- Category (b): 10 States with the largest interest in international seaborne trade: Australia, Brazil, Canada, France, Germany, India, the Netherlands (Kingdom of the),

⁴ IMO. IMO Council. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-default.aspx>

Spain, Sweden, and the United Arab Emirates.

- Category (c): 20 States not elected under (a) or (b) above which have special interests in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world:

2. C 134 Highlights

- (1) Approved the 2026-2027 IMO annual routine budget and technical cooperation fund allocation, with emphasis on capacity building in developing countries and the introduction of digital tools.
- (2) To ensure the continuous implementation of the IMO Member State Audit Scheme (IMSAS) and encourage the enhancement of audit transparency;
- (3) Support the European Union (EU) in signing the three-year "Safe Seas for Africa" cooperation plan, and expand the operation on maritime security investment in maritime security in the Gulf of Guinea and the Western Indian Ocean.
- (4) Approved the amendments to the IMO Convention, and encouraged the members to support bringing the 2010 HNS Protocol and 2012 CTA agreement into force.

3. C 134 Agenda

Table 2 C 134 Agenda

Item No.	Agenda
1	Adoption of the agenda
2	Report of the Secretary-General on credentials
3	Rules of Procedure
4	Strategy and planning: (a) Strategy and planning (b) Internal Oversight, Ethics and Joint Inspection Unit
5	Resource management: (a) Human resources matters (b) Financial reports (c) Report on Member State contributions
6	Results-based budget for 2026-2027

7	Consolidated text of the IMO Convention
8	Enhancement of multilingualism
9	Enhancement of GISIS
10	IMO Number Scheme
11	IMO Member State Audit Scheme
12	Report of the Maritime Safety Committee
13	Report of the Marine Environment Protection Committee
14	Report of the Facilitation Committee
15	Report of the Legal Committee
16	Report of the Technical Cooperation Committee
17	Report of the Consultative Meeting of Contracting Parties to the London Convention 1972 and the Meeting of Contracting Parties to the 1996 Protocol to the London Convention
18	Global maritime training institutions (a) World Maritime University (b) IMO International Maritime Law Institute
19	Assembly matters: (a) Provisional agenda for the thirty-fourth regular session of the Assembly (b) Preparations for the thirty-fourth regular session of the Assembly (c) Draft report of the Council to the Assembly on the work of the Organization since the thirty-third regular session of the Assembly (d) Draft amendments to the Rules of Procedure of the Assembly
20	External relations: (a) Relations with the United Nations and the specialized agencies (b) Relations with intergovernmental and non-governmental organizations (c) International Days established by IMO (d) IMO Awards
21	Protection of vital shipping lanes
22	Report on the status of conventions
23	Place, date and duration of the next two sessions of the Council (C 135 and C 136)
24	Supplementary agenda items, if any

(Source: IMO document C 134/1/1)

4. C 134 Meeting Summaries⁵

The C 134th session took place at the IMO Headquarters, in London, England, in a hybrid format with online meeting function, from July 7th to 11th, 2025. There were 1 Working Group (WG) formed from the meeting to continue the work on the Strategic Plan.

(1) Revised the Strategic Plan for 2024-2026

C134 had approved the Revised Strategic Plan for the 6-year period (from 2024 to 2029), including the mission statement, vision statement, overarching principles, strategic directions and updates to the 2026-2027 work programme of the IMO organs and the table of performance indicators.

The draft Assembly resolution on the Application of the Strategic Plan of the Organization is approved, which may provide a uniform basis for the application of the Strategic Plan by all IMO organs, with the aim of strengthening planning and reporting procedures to enhance delivery and efficiency. The draft resolutions will be submitted to the IMO Assembly 34th session (A 34) in November for consideration and adoption.

(2) Financial reports

C 134 reviewed IMO's Financial Report and Audited Financial Statements for the last year till December 31st, 2024, along with the External Auditor's Opinion and the detailed Long-form Report.

Overall, IMO maintains a healthy financial position in terms of solvency and liquidity. Its total revenue for 2024 was £75.72 million, compared to 2023, an increase of £7.39 million.

It includes £35.58 million, the collection of Member States' assessed contributions for 2024, with a 97.96% rate. Also, with the additional voluntary contributions from donors and revenue from commercial activities.

C 134 is positive to the External Auditor, addressed the unqualified opinion, as well as the Secretary-General's stewardship of the Organization's funds, and agreed to forward the above-mentioned documents to the next Assembly meeting (A 34).

(3) Member State contributions

C 134 had noted that with the rate of 70.70% by 31 May 2025, the current year's assessed contributions from Member States had been received. This compares to 48.97% in 2024 and 68.01% in 2023 at the same period.

C 134 still urged the Member States that it is had not yet done so to meet their financial obligations to the Organization as early as possible. Also, C 134 had approved a draft resolution on Improving the efficiency of the Contributions Incentive Scheme, for submission to the Assembly (A 34) for adoption.

⁵ IMO. Council, 134th session (C 134), 7 to 11 July 2025.

<https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-134th-session.aspx>

(4) Budget outline for 2026-2027

C 134 had approved the Organization's regular budget outline of £86,882,000 for the 2026–2027 biennium in principle, with £43,167,000 allocated for 2026 and £43,715,000 for 2027. C 134 agreed that £76,300,000, a part of the budget, will be financed through Member State assessments, £37,885,000 in 2026 and £38,415,000 in 2027.

C 134 also endorsed a regular staff complement of 270 posts and the proposed budget plan for the Organization's other Funds. A detailed results-based budget and draft Assembly resolution, which concluded the outcomes of C 134, will be presented at the Council's next session (C 135) ahead of the Assembly session.

(5) Approved the consolidated IMO Convention in six languages

C 134 had approved the consolidated text of the IMO Convention in the six official languages of the UN, including Arabic, Chinese, English, French, Russian, and Spanish, to be submitted with a view to adoption by the Assembly (A 34) in November.

C 134 adopted amendments to the IMO Convention in December 2021 (A 32) to recognize Arabic, Chinese, and Russian as authentic languages of the IMO Convention, supplementing the current authentic texts in English, French, and Spanish. However, these amendments are not yet in force.

(6) Enhancement of multilingualism

C 134 had noted ongoing efforts to enhance multilingualism within the Organization, including improved language support for IMO meetings and public information. The IMO website (www.imo.org) is now available in Arabic, Chinese, French, Russian, and Spanish with auto-translation from English.

A proposal for strengthening the use of the Arabic language at IMO was discussed. The Council requested the IMO Secretariat to submit an analysis of the budgetary and administrative implications of the proposals for the inclusion of Arabic as a working language for the Assembly to the next session of the Council (C 135).

(7) Enhancement of GISIS

C 134 had noted the ongoing progress to upgrade and improve the IMO's Global Integrated Shipping Information System (GISIS), which is an online hub for the collection, processing and sharing of shipping-related data.

The External experts hired to analyze the current operation of GISIS and future data management requirements have proposed several technical specifications to meet user needs, building upon the strengths of the current system.

C 134 had noted that implementing these improvement measures would require additional resources, including the appointment of a Senior Professional Officer to assist the Secretariat in promoting this project. The Secretary-General will submit a further update report to the next Council session (C 135).

(8) IMO Number Scheme and ship tonnage assessment

Throughout the time, there have been various Assembly resolutions, circular letters, and reference texts on the IMO ship identification number scheme, IMO unique company and registered owner number scheme, and tonnage assessment, which have led to inconsistent descriptions in wording that affect how the regulations are interpreted.

With a review conducted by the Secretariat of the regulatory framework, two draft resolutions were developed:

- A resolution to integrate the IMO Ship Identification Number Scheme and the IMO Unique Company and Registered Owner Identification Number Scheme, to address inconsistencies and enhance efficiency
- A resolution to update the calculation of ship tonnage assessment and expense apportionment among Member States, to improve the precision in how ship tonnage is calculated and the way expenses of the Organization are shared among Member States based on tonnage.

The C 134 had invited the Secretary-General to submit revised versions of these draft Assembly resolutions to the next session of the Council (C 135) in this November, with a view to their approval and subsequent referral to the Assembly (A 34) for adoption.

(9) IMO Member State Audit Scheme (IMSAS)

- **The IMSAS schedule**

C 134 had agreed to a revised overall audit schedule, including postponing the audits of Haiti, Mozambique, and Yemen in early 2026, and rescheduling the audits of the Islamic Republic of Iran and of Israel to the start of the second audit cycle.

The Council also encouraged audited Member States to authorize the Secretariat to release their audit reports, including the audit final report, to the public.

- **Approved revised framework for the IMSAS 2nd Cycle**

According to the mandatory IMO Member State Audit Scheme (IMSAS), Member States are assessed in 7-year cycles on their compliance with IMO instruments. The first cycle is expected to be completed in 2026.

When it comes to the second cycle, the Joint Working Group on the Member State Audit Scheme (JWGMSA) has reviewed and proposed amendments to the IMSAS Framework and Procedures (resolution A.1067(28)).

C 134 approved the report of the 9th JWGMSA session, including proposed amendments to the IMSAS framework and procedures. The revised Framework and Procedures for the IMO Member State Audit Scheme, with the associated draft Assembly resolution to the A 34 in November for adoption, and will be submitted with a view to adoption.

(10) Assembly Matters- Rules of procedure

C 134 had approved the amendments to the rules of procedure related to the hybrid participation and livestreaming of IMO Assembly Meetings. Including the criteria and procedures stated in Rule 12, stipulating that public meetings of the Assembly should generally be live-streamed with the following exceptions:

- ①. anytime a vote is cast (not limited to voting by secret ballot);
- ②. any matter related to the appointment of the Secretary-General; and
- ③. any other discussion that the Assembly may decide should be in a private meeting.

The Council also agreed to add " the groups for working, drafting, review, expert, intersessional, and editing" to the list of meetings that should not be livestreamed to the public. Other amendments, such as those defining "Members present and voting," were also approved.

The draft revised Rules and the associated Assembly resolution will be submitted to the Assembly (A 34) with a view to adoption.

(11) Report to the Assembly on the work of the Organization

C 134 had discussed the [2024 annual report](#) to the Assembly on the work of the Organization since the 33rd regular session (A 33). C 134 had approved the transition from a biennial to an annual report format, beginning with the 2024 report, and approved the draft IMO Annual Report for 2024, to be submitted to the next Council session (C 135) and subsequently the Assembly (A 34).

(12) Relations with the United Nations and the specialized agencies

C 134 had requested the Secretary-General to continue to provide regular updates regarding the possible synergies between the IMO's mandate and instruments, and UN instruments and regulations, for the protection of the oceans. Member States were invited to submit proposals regarding the best ways to interpret such synergies to the relevant IMO organs.

(13) Relations with intergovernmental and non-governmental organizations

C 134 had approved the IMO's membership as a partner organization in the Advance Passenger Information (API) and Booking and Reservation Information (BRI) or Passenger Name Record (PNR) Data Contact Committee ("Contact Committee"), hosted by the World Customs Organization (WCO).

The Contact Committee consists of experts from partner organizations (including WCO, IATA, ICAO, CLIA as well as WCO Members) focused on harmonizing and standardizing the collection and exchange of passenger data for customs and border control purposes. This includes data like passenger names, passport details, and travel

itineraries, collected by airlines and other travel service providers.

The Council authorized the Facilitation Committee to consider any future recommendations from the Contact Committee relevant to the work of the FAL Committee.

(14) Non-governmental organizations

The council has approved the granting of consultative status to the following consultative status:

- (1) International Boatmen's Linesman's Association (IBLA) – Professional and Representative Bodies
- (2) International Seafarers' Welfare Assistance Network (ISWAN) – Training/Education/Welfare;
- (3) Nuclear Energy Maritime Organization Ltd (NEMO) – Shipbuilding
- (4) Fishing Industry and Safety and Health Platform (FISH Platform) – Training/Education/Welfare

C 134 also granted provisional consultative status (for up to two years) to the following organizations, after which their status will be reviewed:

- (1) Climate Ethanol Alliance (CEA) – Cargo and Ports
- (2) World Association for Waterborne Transport Infrastructure (PIANC) – Navigation
- (3) Stichting The Ocean Cleanup (The Ocean Cleanup) – Environment

Converted the provisional consultative status of the following organizations to full consultative status:

- (1) Inuit Circumpolar Council (ICC);
- (2) Zero Emissions Ship Technology Associations (ZESTAs); and
- (3) International Federation of Freight Forwarders Associations (FIATA).

At last, the Council decided not to pursue the charging of fees to non-governmental organizations at IMO.

(15) World Maritime Day and Parallel Event

Approved the Secretary-General's proposed World Maritime Day theme for 2026–2027: “From Policy to Practice: Powering Maritime Excellence.”

The Council also agreed to adopt the theme on a biennial basis, for a trial period, to allow more time for planning, promotion, and alignment with the theme by Member

States, observers, and other stakeholders.

(16) IMO Awards

IMO had the 2025 IMO Awards Ceremony scheduled on 24 November 2025, and will take place in London at the IMO Headquarters on the first day of Assembly sessions (A 34). This will include:

(1) IMO Awards for Exceptional Bravery at Sea

The Council made the decision to award the 2025 IMO Award for Exceptional Bravery at Sea to Mr. Lee Tae-young, officer on board the fishing vessel 135 Geumseongho, nominated by the International Transport Workers Federation (ITF).

(2) International Maritime Prize

The Council had decided to give the award to Dr Rosalie Balkin, the Secretary-General of the Comité Maritime International (CMI), also the former Director of Legal Affairs and External Relations Division at IMO.

(17) Status of IMO Conventions

The amendments to the IMO Convention, adopted through resolution A.1152(32) at the 32nd session of the Assembly (A 32), included:

- (1) To expand the size of the Council from 40 to 52 Members;
- (2) extend the term of Council Members,
- (3) and recognize three additional language texts as authentic versions of the IMO Convention.

C134 had approved the draft Assembly resolution Urging Member States to accept the 2021 amendments to the Convention on the International Maritime Organization and submitted it for adoption to the IMO Assembly (A 34). The amendments must be accepted by two-thirds of the IMO membership (117 Member States) to take into force, and for now, there are 32 Member States that have accepted.

C 134 endorsed the Secretary-General's continuing efforts to encourage Governments to accept the 2021 amendments to the IMO Convention. It also supported trying to bring two IMO treaties into force at the earliest possible opportunity, which are:

- (1) Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (2010 HNS Protocol); and

(2) Cape Town Agreement of 2012⁶.

(18) The Place and date of the next two sessions of Council (C 135 and C 136)

C 134 had agreed that the 135th session council (C 135) be scheduled, from November 19th to 21st, 2025 take place at the IMO headquarters, preceding the 34th session of the Assembly (A 34), which will be held from 24th November to 3rd December 2025.

And the 136th session council (C 136) will be scheduled to be held on December 4th, 2025.

5. Recommendations for C 134

➤ Related to the IMSAS schedule issue

- C 134 had agreed on the IMSAS 2nd round Cycle audit schedule, which will cover the period from 2026 to 2033 (lasting for 8 years). The audit sequence has been sorted based on the results of the first round of audits, the density of shipping activities, and compliance risks, and no longer follows the exact sequence of the first round.
- In the 2nd round of the audit cycle, the IMO requires the audited state to fill in the relevant information in GISIS before the audit starts (i.e., legislative, administrative, and law enforcement frameworks, overview of the competent authorities, etc).
- The audit content will also be more closely related to the risk evidence and resource allocation assessment revealed by the Formal Safety Assessment (FSA).
- Therefore, we should make sure the authorities strengthen the information integration mechanism of the maritime administration and associated authorities for preparing to participate in the audit, and pre-organize the necessary information in GISIS, such as a comprehensive overview of regulations, a list of authorities and the scope of their responsibilities, and law enforcement statistics.
- On the other hand, the 2nd cycle will assess the "capacity-building mechanism of the supervisory authority" of the audited country, including the standardization of the procedures for supervising STCW convention training, the continuous functional training of inspection personnel or port state inspection officers, and the completeness of the independent audit tracking system.
- It is recommended that the supervisory authority evaluate the possibility of introducing an independent review mechanism in advance. The second round of the audit will fully implement the system of annual summary disclosure of audit reports, and each audited country will propose specific action plans to address the issues. If no improvement is made, the IMO may publicly issue a "non-compliance announcement".

⁶ The agreement is made on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.

- The IMO Secretariat is expected to release the detailed operation manual for the second round of IMSAS audits in the first half of 2026, which will explain the self-assessment format and the audit checklist. It is advisable to closely monitor the release of relevant materials and conduct simulation audit drills as early as possible.

6. Next Meeting Schedule

The next meeting of the IMO Council (C 135) will be held from November 19 to 21, 2025.

7. References

- IMO, Council, 134th session (C 134), 7 to 11 July 2025.
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-134th-session.aspx>
- InterManager, Summary report on IMO Council C 134.
<https://www.intermanager.org/2025/07/imo-council-meeting-c-134-summary-report-167274/>