

The Latest Issues in International Maritime June 2026

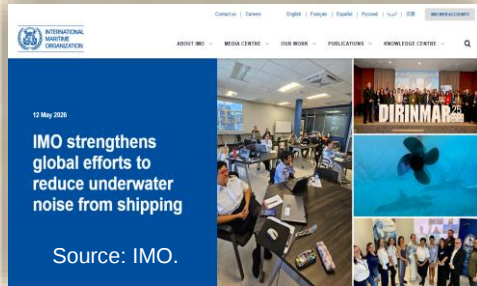
➤ IMO International Maritime News

- Reviewing Maritime News from May to the beginning of June 2026 (p2-7)

➤ IMO Meeting Highlights

- IMO Maritime Safety Committee (MSC) 111th session (MSC 111) (p8-21)

IMO strengthens global efforts to reduce underwater noise from shipping



The International Maritime Organization (IMO), the [Global Environment Facility \(GEF\)](#), and the [United Nations Development Programme \(UNDP\)](#) jointly established the “GloNoise Partnership” to assist member states in gaining a deeper understanding and addressing this challenge. A series of national workshops was held between March and April 2026 across all Lead Pilot Countries: Argentina, Chile, Costa Rica, India, South Africa, and Trinidad and Tobago. Representatives from Georgia, Madagascar, and Mexico also participated in these events.

The workshop brought together nearly 200 participants from government agencies, academia, research institutions, and the shipping industry. Through practical exercises and group discussions, participants explored how to assess underwater noise, identify potential hotspots, and develop mitigation measures tailored to their respective national contexts.

The main focus of the workshops was the new Underwater Radiated Noise (URN) toolkit developed by the GloNoise Partnership, aimed at helping countries to build technical knowledge and capacity regarding shipping-related underwater noise. Participants engaged directly with the training modules and modeling tools within the toolkit, gaining hands-on experience in evidence-based assessment and analysis.

The primary objective of the toolkit is to provide an open and user-friendly platform for maritime stakeholders. Its framework is structured into three levels—ranging from basic knowledge to simplified screening, and up to more advanced assessments—allowing countries to utilize it flexibly based on their respective capacities and available data. URN Toolkit link: <https://glonoise.blueoasis.pt/>.

Next Steps: Hosting a Global Webinar on the URN Toolkit. Building on the outcomes of the national workshops, the GloNoise Partnership will organize a global webinar on the URN toolkit, open to all IMO Member States.

More Info

- **The Global Partnership for Mitigation of Underwater Noise from Shipping ([GloNoise Partnership](#))** project is part of the broader efforts by IMO, in collaboration with UNDP, and the GEF to address the impacts of underwater noise on marine life. Which is funded by GEF, and officially entered its implementation phase with the signing of the final version of the project document (ProDoc) in December 2023. With a duration of two years, and includes nine beneficiary countries, 6 Lead Pilot Countries (LPCs): Argentina, Chile, Costa Rica, India, South Africa, and Trinidad and Tobago, and 3 Twinning Partner Countries: Georgia, Madagascar, and Malaysia.

Methane-based fuels in shipping explored

On May 12, 2026, IMO held a technical symposium at its headquarters in London, inviting international experts to discuss methane-based fuels, including LNG, bio-methane, and synthetic e-methane. The discussions were unrelated to policy negotiations and focused primarily on knowledge and information sharing. Moderated by Ms. Linden Coppell, Vice President of Sustainability and ESG at MSC Cruises, the event was attended by representatives from IMO Member States, as well as non-governmental organizations (NGOs), intergovernmental organizations (IGOs), industry professionals, and academic scholars. Link to the presentations and meeting information from the symposium.



More Info

- Oil and Gas Climate Initiative (OGCI) official website: <https://www.ogci.com/>.

➤ **12 global major oil companies have launched the Oil and Gas Climate Initiative (OGCI)**

Liquefied Natural Gas (LNG) is the Most Competitive Transitional Fuel for now: Fossil LNG is currently the most scalable transitional low-carbon shipping fuel in the short term. Data show that in 2024, LNG consumption by ships reached 14.9 million tonnes, representing a 16% increase compared to the previous year. Among the orderbook for alternative fuel-capable vessels, LNG-powered ships top the list with 1,259 vessels, far exceeding those powered by methanol (385 vessels), liquefied petroleum gas (LPG) (139), hydrogen (53), and ammonia (45).

➤ **Brazil is promoting the practice of biomethane**

- With its vast agricultural waste potential, combined with robust national policies and international cooperation, Brazil is actively building a global-scale Bio-LNG supply chain.
- **International Cooperation and Project Implementation:** Brazil works closely with the World Biomass Association (WBA), which has signed Memorandums of Understanding (MoUs) with the states of São Paulo and Paraná in June and December 2025, respectively, to advance the #MakingBiogasHappen (#MBH) initiative. Efforts are underway to refine the project methodology and secure funding to launch the project.
- This symposium is the fourth event held under the Future Fuel Project (FFP), a joint initiative by the IMO and the Republic of Korea. Topics that were discussed in previous symposia include [biofuels](#), [Onboard Carbon Capture and Storage \(OCCS\)](#), and [the global shipping energy transition](#). The next symposium will focus on "Ammonia Fuel." It is tentatively scheduled for September 17, 2026, and will take place during the 12th session of the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC 12).

New consortium to advance e-fuel green corridor between Brazil and Belgium (1/2)

There's a chance that the Global Maritime Forum (GMF) and the Rocky Mountain Institute (RMI) may establish a new consortium and facilitate a “e-fuel” green shipping corridor between the Port of Açu in Brazil and the Port of Antwerp-Bruges in Belgium.



Source: Global Maritime Forum.

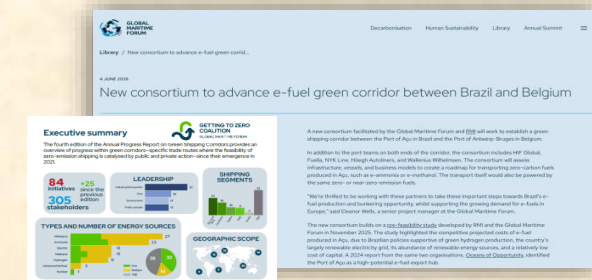
➤ Endpoints and Core Participants of the Green Corridor

- **Route Endpoints:** Port of Açu (Brazil) and Port of Antwerp-Bruges (Belgium).
- **Cross-Sector Consortium Members:** In addition to the port authorities at both ends, the consortium includes participants from the energy/fuel sector (i.e., the HIF Global, Fuella) and shipping operators (NYK Line, Höegh Autoliners, Wallenius Wilhelmsen).
- **Collaborative Objectives:** To assess infrastructure, vessel technologies, and business models to develop a strategic roadmap for transporting zero-carbon fuels (such as e-ammonia or e-methanol) produced in Brazil to Europe. Furthermore, the transport vessels themselves will be powered by these zero- or near-zero emission fuels.

➤ The Strategic Advantages of the Port of Açu (Based on Pre-Feasibility Studies)

- Building upon the pre-feasibility study from November 2025 and the preceding 2024 report, the Port of Açu has been strategically positioned as a highly prospective export hub for e-fuels.
- **Its core competitiveness lies in a unique convergence of factors:** Brazil's supportive policy framework for green hydrogen production, a power grid heavily reliant on renewable energy, abundant green energy resources, and a relatively low cost of capital. These elements collectively ensure that e-fuels produced in Açu possess strong international cost competitiveness.

New consortium to advance e-fuel green corridor between Brazil and Belgium (2/2)



Source: Global Maritime Forum.

- **Overcome the “Feasibility Wall” in Green Corridors**
 - Establishing green corridors is crucial for the shipping industry to achieve its target of a 5% adoption rate for zero-emission fuels by 2030.
 - Despite the rapid proliferation of green corridor initiatives globally, the annual progress report warns that the "cost gap" between conventional and zero-carbon fuels is creating a formidable "feasibility wall," hindering the practical implementation of these initiatives. The formation of this new consortium aims to breach this barrier through comprehensive supply chain integration.
- **Subsequent Timeline and Planning**
 - The new consortium is advancing at a rapid pace, transitioning from the "pre-feasibility phase" to a full-fledged "feasibility analysis." A comprehensive feasibility report is slated for official release by the end of this year (2026).
 - When monitoring the global supply chains and maritime transport safety practices for alternative fuels (particularly ammonia and methanol), the feasibility report to be released by this consortium at the end of the year will serve as a critical technical and commercial benchmark.

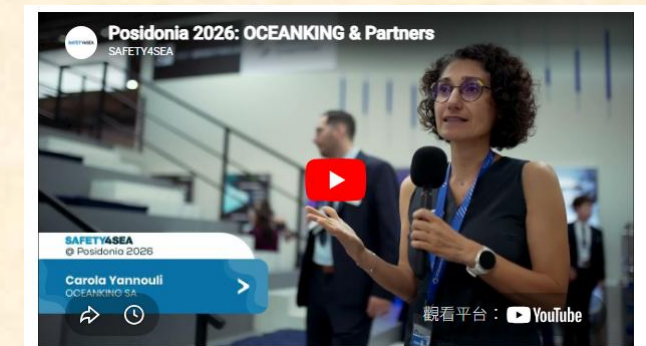
OCEANKING: Shipowners prioritize proven technologies amid uncertainty over future zero-carbon fuels (1/2)

During the “Posidonia 2026” conference in Athens, Greece, from June 1 to 5, 2026, Ms. Carola Yannouli, the General Manager of OCEANKING, a leading marine engineering and commercial group, stated in an interview that establishing long-term strategic partnerships is a key strategy for navigating a maritime environment characterized by regulatory, operational, and technological transformations.

The partners of OCEANKING also shared their perspectives, including Rene Christian Olsen, Head of Aftersales [G&O Maritime Group](#), Svein Østreng, Sales Manager at [Jason Engineering A/S](#), and Christian Clausen, Head of Business Development for Commercial Shipping at [Sauer Compressors](#). All emphasized the critical importance of having experienced partnerships when delivering specialized maritime solutions to shipowners.



Source: Safety4sea.

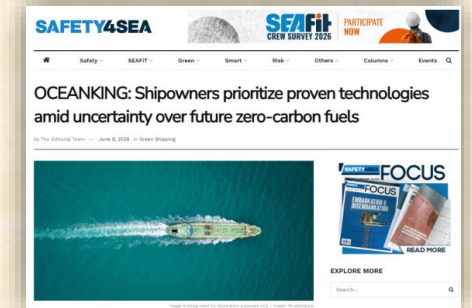


OCEANKING: Shipowners prioritize proven technologies amid uncertainty over future zero-carbon fuels (2/2)

The significance of this approach is primarily reflected in the following key dimensions:

1. **Prioritizing “proven technologies”:** Because the standards and application prospects for future "zero-carbon fuels" remain uncertain, many shipowners are currently in no rush to blindly invest in unproven new fuel technologies. Instead, they prioritize mature technologies that have been validated by the market. This approach can immediately enhance the operational efficiency of existing vessels while ensuring that current maritime operations run smoothly and remain in regulatory compliance.
2. **Building long-term strategic partnerships as the foundation of trust:** While facing the increasingly complex operational environment and continuously evolving technological demands, long-term strategic collaboration is crucial. Cooperation should transcend short-term transactional contracts; only enduring partnerships can genuinely foster trust, facilitate the exchange of technical knowledge, and consistently generate long-term value.
3. **Integrating local advantages to introduce specialized technologies:** To promote localized expertise and reliable technical support. Several of OCEANKING's partners (such as G&O Maritime Group, Jason Engineering, and Sauer Compressors) unanimously pointed out that when delivering professional maritime solutions, possessing local market expertise, established long-term service networks, and stable, reliable technical support constitutes the core value in assisting shipowners to overcome technical challenges.
4. **Providing in-depth support across the vessel's fuel lifecycle:** To provide services across the vessel's "fuel lifecycle" is essential to addressing future decarbonization challenges; suppliers must deeply understand their clients' operational pain points. Through cultivating a profound, decades-long collaborative ecosystem with key equipment manufacturers (for example, a partnership spanning over 35 years with the renowned German manufacturer [Sauer & Sohn](#)), OCEANKING is capable of providing shipowners with end-to-end support—ranging from newbuilding and equipment retrofits to daily operations—helping them proactively prepare for a more sustainable future.

At present, low-carbon and zero-carbon technologies have not yet been fully popularized. “Be practical and steady,” may be the shipowners’ strategy, relying on reliable technical partners and mature equipment to enhance the energy efficiency of current ships while paving the way for future energy transitions.



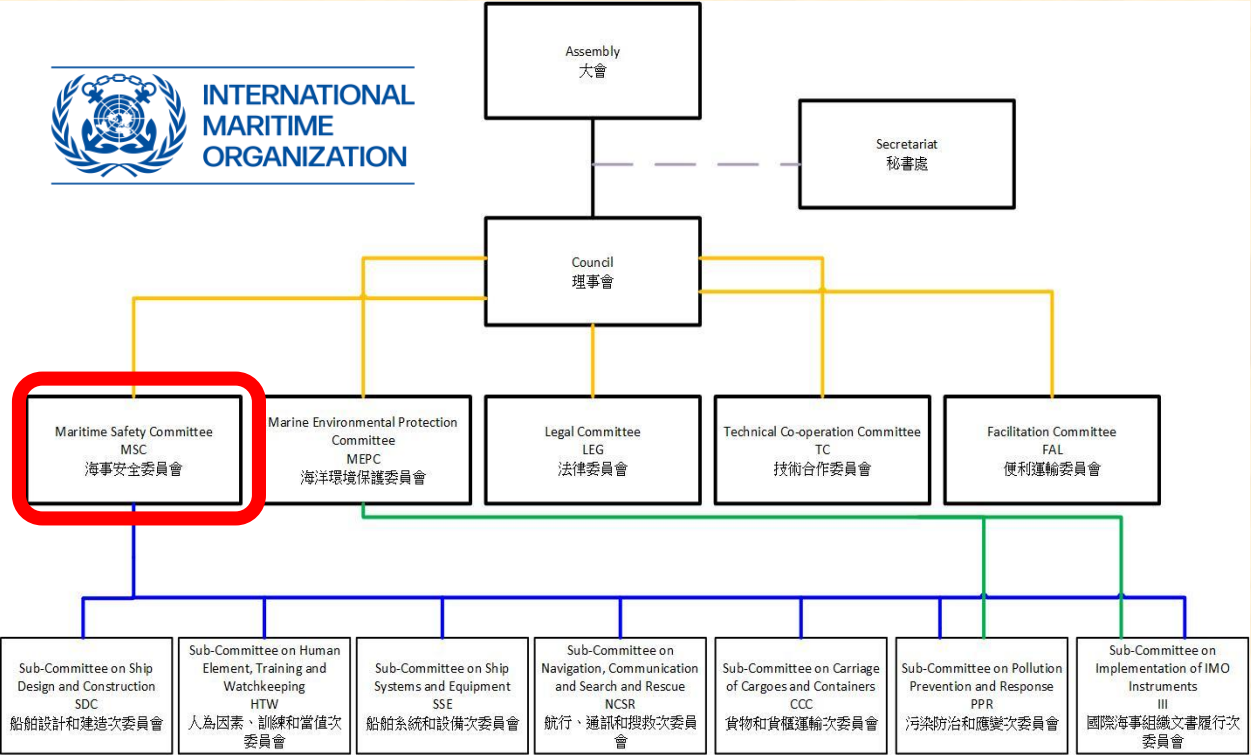
Source: Safety4sea.

**International Maritime Organization
Maritime Safety Committee
111th session (MSC 111)**

13-22 May 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Maritime Safety Committee (MSC)

- The Maritime Safety Committee (MSC) is one of the five Committees of the International Maritime Organization (IMO).
- MSC mainly deals with matters related to maritime safety and security on the scale of the responsibility of the IMO, including passenger ships and all kinds of cargo ships. Updating the regulations, such as the International Convention for the Safety of Life at Sea (SOLAS) and related codes, like those covering dangerous goods, life-saving appliances, and fire safety systems. MSC is also responsible for human element issues; therefore, amendments to the STCW Convention on training and certification of seafarers.
- On its current agenda, there is a wide range of issues, including goal-based standards, autonomous vessels (MASS), piracy and armed robbery against ships, cyber-security, e-navigation, and Global Maritime Distress Safety System (GMDSS).



Photo by IMO on Flickr

II. IMO’s Meeting Highlights

MSC 111 Agenda -1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda; report on credentials	7	Measures to enhance maritime security
2	Decisions of other bodies	8	Piracy and armed robbery against ships
3	Amendments to mandatory instruments	9	Unsafe mixed migration by sea
4	Goal-based new ship construction standards	10	Formal safety assessment
5	Development of a goal-based instrument for maritime autonomous surface ships (MASS)	11	Review of the financial architecture of the LRIT system
6	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels	12	Ship design and construction (Report of the twelfth session of the Sub-Committee)

II. IMO’s Meeting Highlights

MSC 111 Agenda -2

Item No.	Agenda	Item No.	Agenda
13	Human element, training and watchkeeping (Report of the twelfth session of the Sub-Committee)	18	Application of the Committee's method of work
14	Carriage of cargoes and containers (Report of the eleventh session of the Sub-Committee)	19	Work programme
15	Navigation, communications and search and rescue (Report of the twelfth session of the Sub-Committee)	20	Election of Vice-Chair for 2026
16	Pollution Prevention and Response (Report of the thirteenth session of the Sub-Committee)	21	Any other business
17	Implementation of IMO instruments (Report of the eleventh session of the Sub-Committee)	22	Consideration of the report of the Committee on its 111th session

II. IMO's Meeting Highlights

Impacts on shipping and seafarers of the situation in the Arabian Sea, the Sea of Oman, and the Persian Gulf region, particularly in and around the Strait of Hormuz

Agenda Item 2

- MSC 111 considered the impacts on shipping and seafarers of the situation in the Arabian Sea, the Sea of Oman, and the Persian Gulf region (the Gulf region), particularly in and around the Strait of Hormuz, and adopted a resolution on safety, security, and the protection of seafarers proposed by the United Arab Emirates (UAE), emphasizing the safeguarding of freedom of navigation and exploring arrangements for a safe maritime corridor.
- MSC 111 requested IMO Member States to support the Secretary-General in continuing to advance relevant work to assist in the safe evacuation of ships and seafarers trapped in the Persian Gulf. It also urged Member States and relevant organizations to provide necessary supplies, helplines, remote support, information updates for families, and assistance with crew changes.
- Furthermore, the Committee approved guidelines on the training and certification of seafarers affected by the regional situation, providing temporary and pragmatic measures to assist Administrations, flag States, and port States in addressing issues related to the validity of seafarers' certificates and the continuity of training. This aims to prevent seafarers from being adversely affected by prolonged entrapment or interruption of navigation, while maintaining the safety and environmental standards under the STCW Convention.

II. IMO's Meeting Highlights

Amendments to the Mandatory and non-mandatory instruments

Agenda Item 3

- Several amendments to mandatory instruments were reviewed and adopted, which are expected to enter into force on 1 January 2028. The relevant draft amendments include:
- Draft amendments to SOLAS chapters IV and V;
 - Draft amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code);
 - Draft amendments to the 1994 and 2000 High-Speed Craft (HSC) Codes;
 - Amendments to the International Maritime Dangerous Goods Code (IMDG Code);
 - Amendments to the International Code of Safety for Ships Carrying Industrial Personnel (IP Code);
 - Amendments to the International Life-Saving Appliance Code (LSA Code);
 - Amendments to update the Requirements for maintenance, thorough examination, operational testing, overhaul, and repair of lifeboats and rescue boats, launching appliances, and release gear) (resolution MSC.402(96));
 - Amendments to Annex B to the 1988 Load Lines Protocol.

Regarding the relevant non-mandatory instruments, a total of 11 instruments are expected to be adopted, approved, or amended.

Goal-based MASS Code for autonomous ships

Agenda Item 5

- Finalized and adopted the non-mandatory *International Code of Safety for Maritime Autonomous Surface Ships* (MASS Code). The Code applies to cargo ships covered by chapter I of the SOLAS Convention and will be implemented from 1 July 2026.
- The chapters of the draft MASS Code cover: surveys and certificates; approval process; risk assessment; operational context; system design; software principles; management of safe operations; alert management; manning, training and watchkeeping; safety of navigation; connectivity; remote operations; structure, subdivision, stability and watertight integrity; fire protection, fire detection and fire extinction; special measures to enhance maritime security; search and rescue; carriage of cargoes; anchoring, towing and mooring; and machinery and electrical installations.

More Info

The MASS Code aims to address the functions required for the safe, secure and environmentally friendly operation of Maritime Autonomous Surface Ships (MASS). Its scope addresses matters not adequately or fully covered by other applicable IMO instruments, ensuring that the necessary level of safety is maintained when introducing remote control or autonomous operation of critical functions.

It's positioned as a complementary regulation to other IMO instruments, including the SOLAS Convention, and provides a regulatory framework for remotely controlled and autonomous ship operations.

II. IMO's Meeting Highlights

Developing the regulatory framework for greenhouse gas (GHG) safety

Agenda Item 6

- Finalization and adoption of the non-mandatory International Code of Safety for Maritime Autonomous Surface Ships (MASS Code). The Code applies to cargo ships covered by chapter I of the SOLAS Convention and will be implemented from 1 July 2026.
- MSC 111 continued to progress the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels, and a working group is expected to be established during this session. Matters currently under consideration include regulatory solutions proposed for the use of alternative fuels on gas carriers.
- MSC 111 approved the draft work plans prepared by various sub-committees, specifically the Sub-Committee on Carriage of Cargoes and Containers (CCC) and the Sub-Committee on Ship Design and Construction (SDC), to develop a safety regulatory framework supporting the reduction of GHG emissions from ships using new technologies and alternative fuels.
- These work plans cover the following alternative fuels and new technologies:
 1. Sub-Committee on Ship Design and Construction (SDC): Battery power; Wind propulsion and wind-assisted power; Nuclear power.
 2. Sub-Committee on Carriage of Cargoes and Containers (CCC): Ammonia; Hydrogen; Methyl/ethyl alcohols; Low-flashpoint oil fuels; Fuel blends and mixtures; Fuel cell power installations; Onboard Carbon Capture and Storage (OCCS) systems.

II. IMO's Meeting Highlights

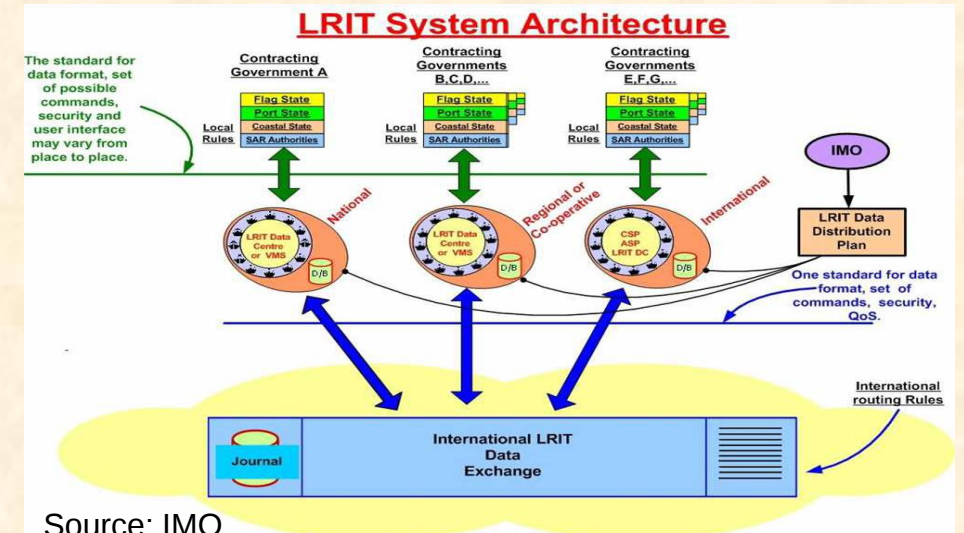
Reviewed the financial architecture of the Long-Range Identification and Tracking (LRIT) system

Agenda Item 11

- MSC 111 reviewed the financial framework for the Long-Range Identification and Tracking (LRIT) system, including whether regular LRIT position reports, issued every six hours, should be provided free of charge to coastal States entitled to receive such information.
- MSC 111 approved amendments to the SOLAS Convention, which will adjust the operation of the LRIT system, with the aim of improving the availability of global vessel tracking data whilst enhancing maritime safety, security, and environmental protection. These amendments will be submitted to MSC 112 for consideration and adoption in December.
- These amendments will allow coastal States to receive standard ship position reports free of charge, removing a major obstacle to the use of the system. This action is expected to help countries monitor maritime activities more effectively, support search and rescue (SAR) operations, and address issues such as illicit shipping and marine pollution.

More Info

The LRIT system, as defined in Regulation V/19-1 of the SOLAS Convention, provides global ship identification and tracking capabilities to enhance maritime security and is used for safety and marine environmental protection purposes.



Reports from Sub-Committees

Agenda Item 12-17

- **Sub-Committee on Carriage of Cargoes and Containers, 11th session (CCC 11):** Approved the interim guidelines for the safety of ships using hydrogen as fuel, the interim guidelines for the use of ammonia cargo as fuel, as well as unified interpretations and amendments to *the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)*. Furthermore, it adopted the consolidated version of the revised interim recommendations for the carriage of liquefied hydrogen in bulk.
- **Sub-Committee on Carriage of Cargoes and Containers, 11th session (NCSR 12):** Considered the establishment of a new area to be avoided "Off the coast of Réunion", amendments to the mandatory ship reporting system in the EU region, the IMO position on maritime services for the World Radiocommunication Conference 2027 (WRC-27), guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems, and guidelines on the carriage and use of electronic nautical publications (ENP) systems.
- **Sub-Committee on Implementation of IMO Instruments, 11th session (III 11):** Considered the MSC circular on casualty analysis process and procedure, guidance on remote surveys, ISM Code audits, and ISPS Code verifications, and discussed the establishment of an integrated port State control (PSC) database with web service capabilities.

Reports from Sub-Committees

Agenda Item 12-17

- **Sub-Committee on Human Element, Training and Watchkeeping, 12th session (HTW 12):** Considered the *Interim guidelines on training for seafarers on ships using methyl/ethyl alcohol and ammonia fuels*, and endorsed the work plan for the development of training provisions for seafarers on ships using alternative fuels and new technologies.
- **Sub-Committee on Ship Design and Construction, 12th session (SDC 12):** Approved the explanatory notes for Safe Return to Port (SRtP) and orderly evacuation, guidelines on the use of Remote Inspection Techniques (RIT) under the ESP Code, draft amendments to the Technical Provisions for Means of Access for Inspections, revised interim guidelines for use of Fibre-Reinforced Plastics (FRP) elements within ship structures for fire safety, and adopted amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code).

Recommendation for MSC 111

1. The non-mandatory *International Code of Safety for Maritime Autonomous Surface Ships* (MASS Code) was adopted and will be implemented from 1st July 2026, with a subsequent Experience-Building Phase (EBP) serving as the basis for the development of a mandatory code. Given that MASS involves cross-cutting issues such as remote operations centers, the master's responsibility, survey and certification, seafarer training, and maritime security, it is recommended to continuously monitor subsequent trial experiences and their mandatory development.
2. The development of a safety regulatory framework for ships using new technologies and alternative fuels continues to progress. Relevant interim guidelines for safety and seafarer training on hydrogen fuel, ammonia fuel, and methyl/ethyl alcohols have been approved, **clarifying the "one ship, one code" principle regarding the application of either the IGC Code or the IGF Code for gas carriers**. It is recommended to closely track the harmonized development of alternative fuel safety criteria, seafarer training requirements, and survey practices.

II. IMO's Meeting Highlights

Recommendation for MSC 111

3. Relevant amendments to the SOLAS Convention were adopted to integrate the VHF Data Exchange System (VDES) into the IMO regulatory framework as a voluntary alternative to the Automatic Identification System (AIS), alongside promoting free access to standard Long-Range Identification and Tracking (LRIT) ship position reports for coastal States. This demonstrates that international maritime regulation is moving towards real-time navigation data, secured communications, and enhanced maritime domain awareness (MDA). It is recommended to stay informed on subsequent developments in VDES, GMDSS satellite services, and LRIT data mechanisms.
4. Keep close attention on the situation around the Strait of Hormuz, flexibility in seafarer training and certification, the increase in incidents of piracy and armed robbery against ships, and whether the ISPS Code needs to be reviewed to address emerging risks such as organized crime, illicit activities, and the shadow fleet. **It is recommended to continuously monitor international regulatory trends concerning high-risk transit areas, seafarer support, port facility security, and abnormal ship activities.**

II. IMO's Meeting Highlights

Next MSC Meeting

MSC 112

Would be held from December 7th to 11th in 2026.

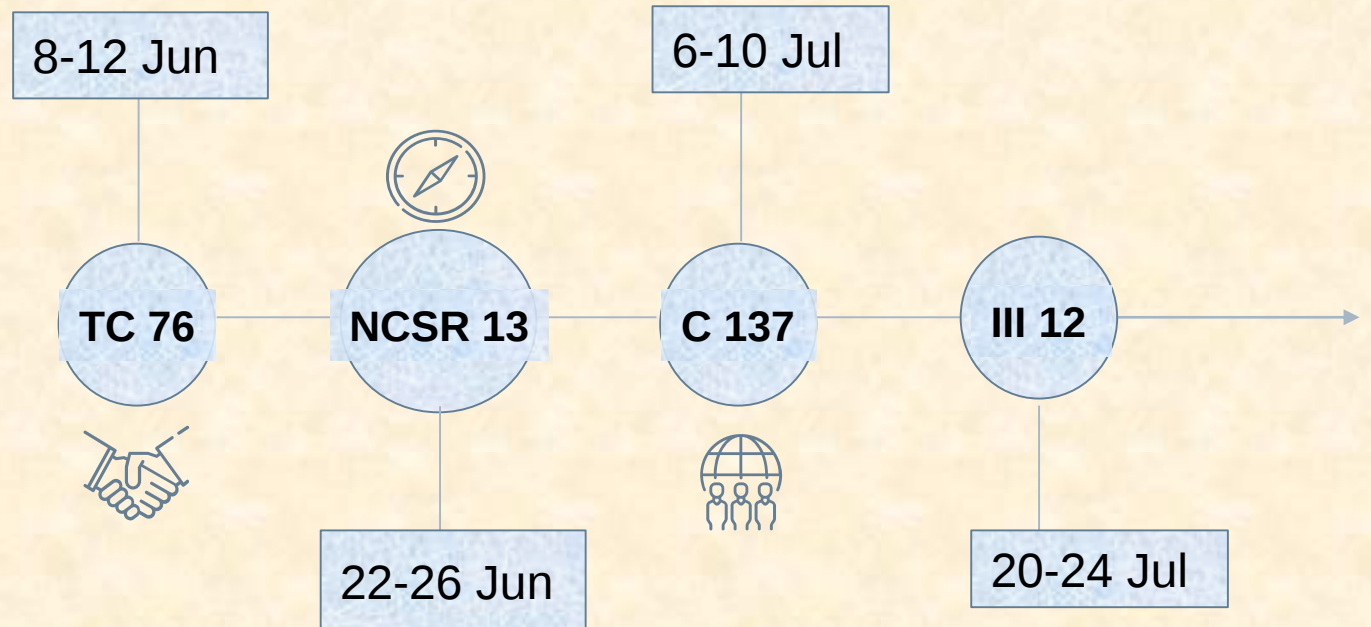


Source: IMO

II. IMO's Meeting Highlights

Next Meeting schedules for IMO

- **TC 76:**
from June 8th to 12th 2026.
- **NCSR 13:**
from June 22nd to 26th 2026.



References

1. American Bureau of Shipping (ABS), News Brief: MSC 111. <https://ww2.eagle.org/en/rules-and-resources/regulatory-updates/regulatory-news/msc111.html>
2. Bureau Veritas (BV), Maritime Safety Committee 111th session (MSC 111) Summary Report. <https://marine-offshore.bureauveritas.com/newsroom/maritime-safety-committee-111th-session-msc-111th-summary-report>
3. Class NK, Preliminary Report of IMO MSC 111. https://www.classnk.or.jp/hp/pdf/info_service/imo_and_iacs/MSC111_sumE.pdf
4. Det Norske Veritas (DNV), IMO MSC 111: New MASS Code adopted. <https://www.dnv.com/news/2026/imo-mcs-111-new-mass-code-adopted/>
5. InterManager, Summary report on IMO Maritime Safety Committee (MSC 111). <https://www.intermanager.org/2026/05/fw-summary-report-on-imo-committee-meeting-msc-111-13-22-may-2026-169252/>
6. International Maritime Organization (IMO), PREVIEW: Maritime Safety Committee - 111th session (MSC 111), 13-22 May 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/preview-msc-111.aspx>
7. Lloyd's Register (LR), MSC 111 Summary Report. <https://maritime.lr.org/MSC-111-Summary-Report>
8. ClassNK, Preliminary Report of MSC 111. https://www.classnk.or.jp/hp/pdf/info_service/imo_and_iacs/MSC111_sumE.pdf
9. 中國船級社(CSS) · 〈IMO海上安全委員會第111屆會議(MSC 111)要點快報〉。 <https://www.ccs.org.cn/ccswz/IMOMeetingDetail?columnid=201900002000000037&articleId=202605250337370110>
10. 財團法人驗船中心(CR) · 〈MSC 111會議結論快報〉。 <https://www.crclass.org/wp-content/uploads/2026/05/MSC111%E6%9C%83%E8%AD%B0%E7%B5%90%E8%AB%96%E5%BF%AB%E5%A0%B120260523.pdf>

Have a nice day. Thank you!

國立高雄科技大學
國際海事公約研究中心



Center for International Maritime Convention Studies

