

Supplementary materials for April 2026

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➤ International Maritime News

I. IEA: Global crude throughputs continue to struggle



Source: SAFETY4SEA.

Derived from the Editorial Team from Safety4sea, April 15, 2026. Article: IEA: Global crude throughputs continue to struggle. April 15, 2026, in Shipping.

<https://safety4sea.com/iea-global-crude-throughputs-continue-to-struggle/>

According to the April [*Oil Market Report*](#) from the International Energy Agency (IEA), though the announcement of a two-week ceasefire in the Middle East has given a little breathing space to the global oil market,

The global economic outlook has been severely impacted by the US-Iran war, with oil demand now expected to contract by an average of 80,000 barrels per day (80 kb/d) this year. In March, global oil supply plummeted by 10.1 million barrels per day (mb/d) to 97 mb/d. Persistent attacks on energy infrastructure in the Middle East and ongoing restrictions on tanker movements through the Strait of Hormuz have culminated in the largest supply disruption in history.

Global observed oil inventories fell by 85 million barrels in March. Stocks held outside the Middle East Gulf fell by 205 million barrels (an estimated average of 6.6 mb/d) as oil flows through the Strait of Hormuz were effectively choked off.

Driven by the most severe oil supply shock on record, oil prices posted their largest-ever monthly gain in March. Spot crude benchmarks and differentials soared, outpacing futures markets as refiners scrambled to secure alternative supplies to compensate for the loss of Middle Eastern crude. At the time of the article, North Sea dated crude was trading at approximately \$130/bbl, which is \$60/bbl above pre-conflict levels.

In early April, cargo volumes through the Strait remained severely restricted. Loadings of crude oil, natural gas liquids (NGLs), and refined products averaged only 3.8 mb/d, a sharp contrast to the levels exceeding 20 mb/d recorded in February before the crisis erupted.

Refineries in the Middle East and Asia, constrained by feedstock availability, saw crude throughputs drop by approximately 6 mb/d to 77.2 mb/d. For the full year 2026, global crude production is projected to decline by an average of 1 mb/d to 82.9 mb/d. Refining margins surged temporarily as middle distillate cracks reached historic highs.

On April 13th, 2026, representatives from the IEA, the International Monetary Fund (IMF), and the World Bank Group (WBG) convened with a newly established coordination group. The meeting concluded with a joint call to all nations to refrain from hoarding energy resources or implementing export restrictions to ensure global market stability.

Other References:

1. IEA. Oil Market Report - April 2026. <https://www.iea.org/reports/oil-market-report-april-2026>
2. SAFETY4SEA. IEA: Global crude throughputs continue to struggle. April 15, 2026, in Shipping. <https://safety4sea.com/iea-global-crude-throughputs-continue-to-struggle/>

➤ International Maritime Organization Meeting Highlights

I. IMO Facilitation Committee (FAL), 50th session (FAL 50)

The 50th session meeting of the FAL committee was held from March 23rd to 27th, 2026.

1. About IMO FAL¹

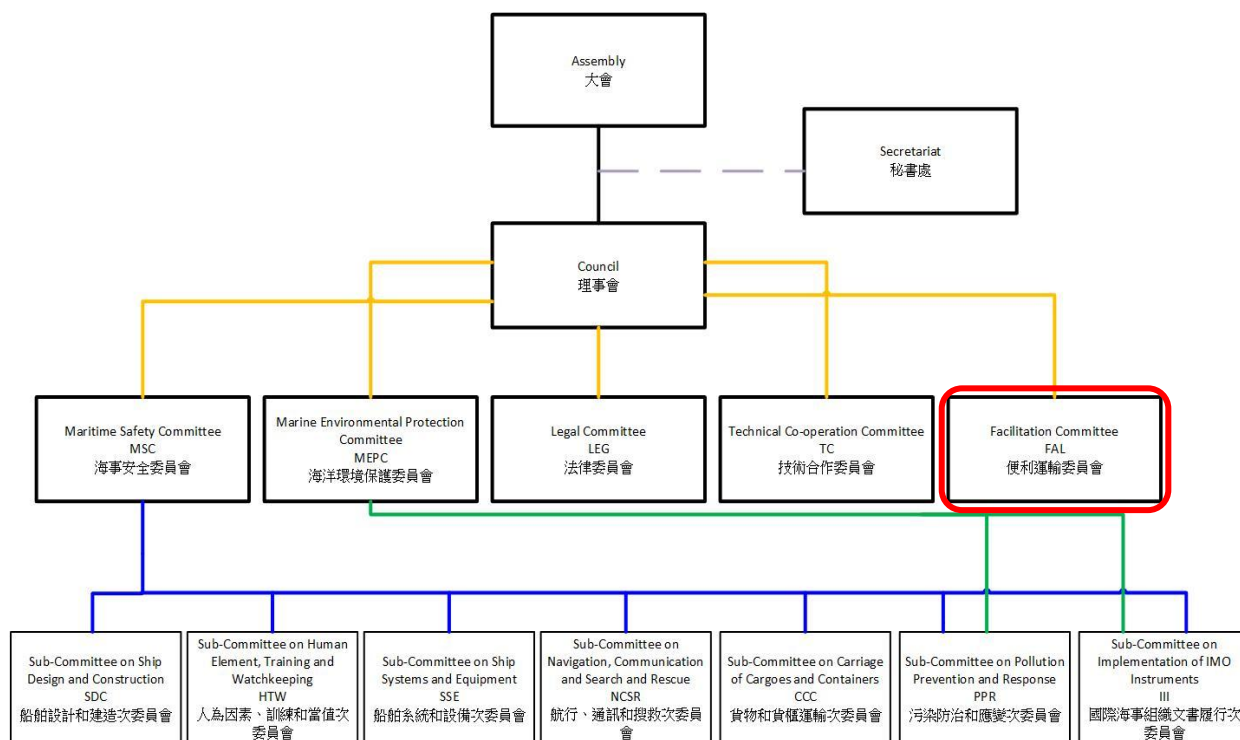


Figure 1 Organization Structure of IMO (FAL) (Source: by CIMCS-NKUST)

The IMO Facilitation Committee (FAL) mainly manages matters related to the facilitation of international maritime traffic, including the arrival, stay and departure of ships, persons and cargo from ports. FAL also addresses electronic business, including the single window concept, and aims to ensure that the right balance is struck between regulation and the facilitation of international maritime trade.

2. FAL 50 Highlights

- (1) Agreed to develop a new maritime digitalization strategy and prepared a draft for submission to the Maritime Safety Committee (MSC), the Marine Environment Protection Committee (MEPC), and the Legal Committee (LEG) for their approval and endorsement;

¹ IMO. Facilitation Committee (FAL).

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

- (2) Initiate work on the development of a goal-based, non-mandatory "Maritime Cyber Code." This Code is expected to be completed by 2028 and should be flexible enough to allow Member States to make adjustments based on regional or national requirements;
- (3) Approved the new version of the IMO Compendium on Facilitation and Electronic Business, which incorporates several new data sets;
- (4) Adopted a resolution amending the FAL Convention regarding public health matters, which is expected to enter into force in 2028.

3. FAL 50 Agenda²

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Consideration and adoption of proposed amendments to the Convention
4	Amendments to the FAL Convention to introduce mandatory reporting of the API and BRI for maritime transport
5	Amendments to the FAL Convention to introduce mandatory cybersecurity measures to safeguard the maritime single windows
6	Application of single window concept
7	Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions
8	Development of a comprehensive strategy on maritime digitalization
9	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
10	Measures to address Maritime Autonomous Surface Ships (MASS) in the instruments under the purview of the Facilitation Committee
11	Development of amendments to the Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic (resolutions FAL.9(34) and MSC.228(82))
12	Development of amendments to the Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases (resolutions FAL.13(42) and MSC.448(99))
13	Unsafe mixed migration by sea

² IMO. HTW meeting document FAL 50/1/1.

Item No.	Agenda
14	Consideration and analysis of reports and information on persons rescued at sea and stowaways
15	Technical cooperation activities related to facilitation of maritime traffic
16	Application of the Committee's procedures on organization and method of work
17	Work programme
18	Election of Chair and Vice-Chair for 2027
19	Any other business
20	Consideration of the report of the Committee on its fiftieth session

4. FAL 50 Meeting Summaries³

FAL 50 was held from 23 to 27 March 2026, at the IMO Headquarters in London, UK. The meeting is held in person with hybrid participation and livestreamed to the public.

The meeting established 3 working groups: one responsible for the facilitation instruments, another for the electronic business, and the other on other facilitation subjects.⁴

Group Type	Main Task
Working Group (WG)	- WG1: Working group on facilitation instruments - WG 2: Working group on electronic business - WG 3: Working group on other facilitation subjects

(1) Mandatory cybersecurity measures for Maritime Single Windows (MSW) – amendments to FAL Convention approved (Agenda Item 3, 4, 5)

①. Public health and quarantine

To align with the amendments to the International Health Regulations (2005) adopted through World Health Assembly [resolution WHA77.17 \(2024\)](#), the Committee adopted a resolution to amend Recommended Practice 6.24⁵ in the Annex to the

³ IMO. Facilitation Committee (FAL), 50th session, 23-27 March 2026.

<https://www.imo.org/en/mediacentre/meetingsummaries/pages/fal-50th-session.aspx>

⁴ Refer to IMO FAL meeting document FAL 50/1/1.

⁵ It suggests that each State government incorporate the IMO's guidelines on seafarers' vaccination into their domestic vaccination plans and ensure that seafarers can receive necessary medical care during public health emergencies of international concern.

Convention on Facilitation of International Maritime Traffic (FAL Convention). The amendments relate to measures to facilitate crew changes, provide vaccinations, and ensure access to medical care during a public health emergency of international concern, and are expected to enter into force on January 1st, 2028.

②. Advance Passenger Information (API)/Booking and Reservation Information (BRI)

To enhance the effectiveness of border control and operational efficiency, last year, FAL 49 agreed in principle to introduce the Advance Passenger Information (API) into the FAL convention, aiming to strengthen the management of crew and passenger information. However, there are still some implementation issues that need to be addressed, particularly regarding the impact of replacing IMO FAL Forms 5 (Crew List)⁶ and Form 6 (Passenger List)⁷ with API, and whether the provision of an API should be mandatory.

The discussions are progressing, and FAL 50 has approved a draft resolution on the collection of API and BRI. This draft will be submitted to the next meeting (FAL 51) for adoption, with an expected entry into force date of January 1st, 2029. The current plan is to incorporate API as a new standard, though the decision to collect API data will remain at the discretion of individual Member States. Furthermore, Booking and Reservation Information/Passenger Name Record (BRI/PNR) will be introduced as a recommended practice, with implementation at the discretion of Contracting Governments. To support this flexible framework, a new standard has been drafted stipulating that public authorities should not require the transmission of a Crew List or Passenger List if an API declaration has already been requested.

③. Mandatory Cybersecurity Requirements for Maritime Single Windows

When a ship's arrival at or departure from a port, maritime authorities require the submission of various declarations ([Resolution FAL.14\(46\)](#))⁸. Since 2024, these declarations have been transmitted through a standardized, harmonized electronic environment (portal) known as the "Single Window" ([FAL.5/Circ.42/Rev.4](#)).

Given the high sensitivity of this information, the risk of cyberattacks has become a matter of significant concern. The Committee approved a draft resolution to amend the FAL Convention by adding a new Standard 1.4⁹ to establish a framework for mandatory cybersecurity measures to safeguard Maritime Single Windows, with

⁶ IMO. CREW LIST (IMO FAL Form 5).
<https://wwwcdn.imo.org/localresources/en/OurWork/Facilitation/Documents/FAL%20FORM%205.docx>

⁷ IMO. Passenger list (IMO FAL Form 6).
<https://wwwcdn.imo.org/localresources/en/OurWork/Facilitation/Documents/FAL%20FORM%206.docx>

⁸ IMO. *Guidelines for Setting Up a Maritime Single Window*.
[https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/FALDocuments/FAL.14\(46\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/FALDocuments/FAL.14(46).pdf)

⁹ "Contracting Governments and their relevant authorities shall implement mandatory cybersecurity measures to safeguard single windows, taking into account their national legislation. Such measures shall be technologically neutral."

adoption expected at FAL 51. This amendment requires Contracting Governments to implement mandatory cybersecurity measures to protect their Maritime Single Windows in accordance with their national legislation. The amendment will be submitted for adoption at the next session (FAL 51) and is expected to enter into force on January 1, 2029

FAL 50 agreed to commence follow-up work on amending the Annex to the FAL Convention, using the entry into force date of the International Health Regulations amendments as a benchmark. This item will be included in the FAL 51 agenda, with a target completion date in 2027.

Additionally, FAL 50 considered a resolution intended for the International Labour Organization (ILO)'s Special Tripartite Committee (STC 5), reflecting amendments to the Maritime Labour Convention, 2006 (2006 MLC), and their potential impact on shore leave regulations within the FAL Convention. FAL 50 also recommended that Member States submit proposals for a new output on this matter.

(2) Maritime Single Window (MSW) (Agenda Item 6)

The obligation for Member States to establish a Maritime Single Window (MSW) under the Annex to the FAL Convention has entered into force on January 1st, 2024. The FAL Committee is responsible for evaluating the implementation of these single windows, facilitating the progress of Member States, addressing identified gaps, and promoting regional cooperation and knowledge exchange.

The relevant evaluation work will be carried out in accordance with a work plan up to 2029. The Committee also agreed to update the MSW module within the Global Integrated Shipping Information System (GISIS) by introducing performance indicators that adhere to SMART principles (Specific, Measurable, Achievable, Relevant, and Time-bound) to ensure the attainment of implementation targets.

FAL instructed the Secretariat to collaborate with international non-governmental organizations (NGOs) to develop a survey mechanism to collect information on the degree of MSW implementation across countries.

Furthermore, the Committee agreed that, to assess implementation challenges and build experience, the existing output "Application of Single Window Concept" will be renamed as "Evaluation of the implementation of Maritime Single Windows." This revised output sets three core objectives: facilitating implementation by Member States, addressing identified gaps, and promoting regional cooperation and knowledge sharing.

(3) Review and revision of the IMO Compendium (including the new e-commerce solutions) (Agenda item 7)

The IMO Compendium aims to harmonize the vast amount of electronic data exchanged between ships, ports, and other stakeholders. It consists of IMO data sets and

the IMO reference model¹⁰, providing a common format and semantics for the relevant data. This framework enables IT systems across different stakeholders to exchange data efficiently using consistent semantics, supporting the standardization and coordination of MSW and Port Community Systems (PCS).

FAL 50 reviewed the progress of the IMO Compendium and identified it as a permanent and continuous output supporting maritime digitalization. FAL recommended that its associated costs be incorporated into the IMO regular budget starting from 2028.

FAL 50 has approved an updated version of the IMO Compendium, which includes revised and newly established IMO data sets, sub-models, and code lists. Furthermore, at the Expert Group on Data Harmonization (EGDH), the 14th session was instructed to develop additional data elements and sub-models regarding "medical fitness certificates" for submission to FAL 51 for consideration.

FAL 50 has also agreed to continue work on the high-level business process flows and descriptions of the IMO data sets and re-established a correspondence group to report back to FAL 51. Additionally, the Committee announced the establishment of the IMO Compendium Code List Platform and invited Member States to test the platform and provide feedback. Current IMO Compendium and the updated version:

The current version of the IMO Compendium (approved by FAL 49) comprises:
1. 29 data sets; 2. Approximately 950 data elements; 3. 85 business rules; and 4. 42 code lists maintained by the IMO.
Updated version of the IMO Compendium has been approved and includes the following newly added data sets:
1. Meteorological and oceanographic observations 2. Letter Bill (in accordance with the Universal Postal Convention and its Regulations currently in force); 3. Ship Sanitation Certificates (in accordance with the International Health Regulations); 4. Information related to seafarers and STCW certificates (currently under

¹⁰ IMO Data Set: A set of individual data elements used to identify and define the data elements that support regulatory or business processes related to international shipping (e.g., gross mass of cargo items, date and time of arrival, next port of call, etc.).

IMO Reference Model: A model that serves as a guide for the development of Information and Communication Technology (ICT) systems.

development).

(4) Development of a Comprehensive Strategy on Maritime Digitalization (Agenda item 8)

Digitalization has the potential to enhance efficiency across multiple sectors of the maritime industry, including ship design, ship operations, and port operations; it is also a key driver of maritime decarbonization.

IMO has identified the need to develop a Comprehensive Strategy on Maritime Digitalization to establish digitalization as an overarching policy within the IMO. This strategy is intended to be integrated into the Organization's Strategic Plan, applying to all committees and operational processes, with the FAL Committee designated to lead these efforts. FAL 50 agreed in principle to the draft *Strategy on Maritime Digitalization* and approved its submission to MSC 111, MEPC 85, and LEG 114 for consideration, with the goal of adoption at the 35th session of the Assembly (A 35) in 2027.

Furthermore, FAL 50 agreed to re-establish a correspondence group following MSC 111 (scheduled for May 2026) to continue developing the IMO maritime digitalization strategy and authorized the group to draft an action plan to support its implementation. The correspondence group was also instructed to assess whether and how the IMO maritime digitalization strategy aligns with the IMO Revised Strategic Plan for 2024-2029, including reviewing the necessity for relevant amendments or integration with existing strategic directions. The correspondence group will submit its report to FAL 51.

(5) To develop the Maritime Cyber Code (Agenda item 9)

Considering the rise in technological complexity, it is essential for the maritime sector to adopt measures to prevent and respond to existing and emerging threats and vulnerabilities arising from digitalization, system integration, and automation.

IMO has decided to develop a goal-based, non-mandatory *Maritime Cyber Code*, scheduled for completion in 2028. This Code is intended to build upon the IMO's existing work to support the maritime sector in addressing emerging cybersecurity challenges, covering the secure operation of port facilities, ship operations, and the ship-to-shore interface. Upon completion of the Code, an Experience Building Phase (EBP) is expected to be established to gather experiences and lessons learned from Contracting Governments during implementation. This work will be led by the FAL Committee, with technical support provided by the MSC to integrate the expertise of both committees.

In addition, FAL 50 has agreed to recommend the establishment of a correspondence group to develop a roadmap for the *Maritime Cyber Code*, define its scope of application, and initiate drafting. The correspondence group is expected to be established following approval by the 137th session of the Council (C 137) in July 2026 and will submit its report

to FAL 51. Depending on the approval at C 137, an intersessional working group may be established in 2027 to accelerate the development of the *Maritime Cyber Code*.

(6) Approved the Revised Roadmap of the Development of the Maritime Autonomous Surface Ships (MASS) Code (Agenda item 10)

FAL 50 has approved the revised MASS roadmap concerning issues related to the FAL Convention. In accordance with this roadmap, the Committee is scheduled to undertake the following work:

①. Prior to FAL 51 (2027):

- (I) Evaluate the non-mandatory MASS Code, which is expected to be adopted by MSC 111;
- (II) Assess the necessity of amending or interpreting the relevant provisions of the Annex to the FAL Convention based on the outcomes of deliberations by the MSC and LEG.

②. During subsequent FAL sessions (following the adoption of the mandatory MASS Code):

- (I) Evaluate the adopted mandatory MASS Code;
- (II) Further review whether amendments or interpretations of the Annex to the FAL Convention are required to align with the development of the MASS regulatory framework.

(7) Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals (Agenda item 11)

FAL 50 continued its work on revising the guidelines set out in Resolution FAL.9(34) and Resolution MSC.228(82). The current revisions primarily address the following issues: regulatory gaps in responding to contemporary threats, and the inability of current regulations to ensure that seafarers, port personnel, and relevant businesses are protected against unjust criminalization (non-criminalization). The Committee re-established a correspondence group to continue drafting the proposed amendments, aiming for completion at FAL 51 in 2027.

(8) Revision of the Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities (Agenda item 12)

FAL 50 has adopted Resolution FAL.20(50), approving the revised guidelines set out in the 2018 [Resolution FAL.13\(42\)](#)¹¹, which will be submitted to the MSC to align with the

¹¹ IMO. *Revised Guidelines on the Prevention to Access by Stowaways and the Allocation of Responsibilities to Seek*

update of [Resolution MSC.448\(99\)](#)¹². These guidelines focus primarily on preventing stowaways from gaining access to ships and, in cases where stowaways have already boarded, facilitating the effective handling and resolution of such incidents. The key revisions include:

- ①. Refining relevant definitions and basic principles;
- ②. Strengthening guidance on preventative measures;
- ③. Clarifying the allocation of responsibilities among various States.

(9) Approval of Guidelines for the Recovery and Handling of Deceased Persons (Agenda item 13)

FAL 50 has approved circular MSC-FAL.1/Circ.4, the *Guidelines concerning the recovery of deceased persons and death after recovery*¹³. These guidelines primarily address the need for handling non-survivors following incidents involving migrant vessels and serve as a supplement to [Resolution MSC.528\(106\)](#) on *Recommended cooperation to ensure the safety of life at sea, the rescue of persons in distress at sea, and the safe disembarkation of survivors*. These guidelines were previously adopted by MSC 110 in 2025.

(10) Draft guidelines on port nautical information (Agenda item 17)

Charterers may face difficulties in fulfilling "safe port" and "safe berth" clauses in charter parties when the information required for port navigational safety is unavailable or when discrepancies exist between different sources

It has been observed that the primary cause of such information inconsistency is the poor quality or insufficient reliability of data provided by port authorities to hydrographic offices. The IMO has agreed to initiate the development of guidelines to enhance the quality and accessibility of port nautical information. These guidelines will support port navigational safety by establishing harmonized mechanisms for information collection and dissemination. The guidelines are expected to cover the following:

the Successful Resolution of Stowaway Cases.
[https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/FALDocuments/FAL.13\(42\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/FALDocuments/FAL.13(42).pdf)

¹² IMO. RESOLUTION MSC.448(99). Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases.
[https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.448\(99\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.448(99).pdf)

¹³ The content of these guidelines includes:
(1) Raising awareness of the proper handling of deceased persons in migrant vessel incidents;
(2) Incorporating legal and cultural considerations;
(3) Respecting the religions and customs of migrant groups;
(4) Aligning with national public health policies regarding the handling of deceased persons;
(5) Regulating considerations related to the handover of deceased persons between different authorities.

- ①. Port infrastructure, terminal, and berth information;
- ②. Port waiting area information (including ships underway and at anchor);
- ③. Vessel restrictions at berths and during port transit (e.g., maximum permissible draft, length overall (LOA), beam, and air draft);
- ④. Bathymetric and tidal information;
- ⑤. Meteorological information;
- ⑥. Availability of nautical services (e.g., Vessel Traffic Services (VTS), pilotage, tugs, and mooring personnel);
- ⑦. Communication procedures;
- ⑧. Port emergency response procedures.

These guidelines are scheduled for completion in 2028, with the joint participation of the Maritime Safety Committee (MSC) and relevant sub-committees on navigational safety.

(11)List of Publications Relevant to the Ship-to-Shore Interface (revise the [Circular FAL.6/Circ.14/Rev.2](#)) (Agenda item 19)

FAL 50 approved the revised list of relevant publications ([Circular FAL.6/Circ.14/Rev.2](#)), which will be incorporated into the draft circular FAL.6/Circ.14/Rev.3.

5. Recommendation for FAL 50

- FAL 50 has adopted the IMO Strategy on Maritime Digitalization, establishing digitalization as an overarching IMO policy. The strategy is expected to be incorporated into the Organization's Strategic Plan for 2024–2029 and will apply to the regulatory developments of various committees, including MSC, MEPC, and LEG.

The strategy **emphasizes data standardization, interoperability, and data governance, with the core objectives of enhancing navigational safety and operational efficiency.** Given that this strategy will be progressively translated into concrete regulations through subsequent action plans, it is recommended that competent authorities closely monitor its development.

Furthermore, it is advised **to review our current maritime information system architectures and data exchange mechanisms to ensure their capability to align with international standards,** thereby avoiding implementation gaps during future regulatory transitions or system adjustments.

- FAL 50 continued to promote the **evaluation mechanism for the implementation effectiveness of the Maritime Single Window (MSW),** establishing a work plan through 2029 and **introducing SMART indicators and the GISIS reporting system to track implementation status and actual benefits across different countries.** This development signifies that the MSW has transitioned from the **"institutional implementation"** phase to

the **"performance evaluation"** phase. In the future, this may lead to the formation of international benchmarks, influencing port competitiveness and shipping operators' choices.

It is recommended that **competent authorities not only continue to refine the MSW system construction but also prioritize actual operational efficiency and data reporting quality**. Furthermore, the relative position of our country within the international evaluation framework should be assessed to ensure that the results of our institutional efforts possess international visibility and competitiveness.

- FAL 50 has adopted amendments to the *FAL Convention* requiring Contracting State Governments to implement mandatory cybersecurity measures for MSW. Simultaneously, **FAL 50 has promoted the API and BRI data declaration systems and the development of the Maritime Cyber Code**, indicating that maritime clearance systems are progressively integrating with cybersecurity, border management, and data governance frameworks. This trend will expand the functions of maritime authorities from traditional clearance management to cross-departmental coordination.

It is recommended that the authorities conduct **an early review of our current cybersecurity legislation, border management, and data governance mechanisms** to clarify the division of responsibilities and institutional alignment, thereby preparing for the regulatory adjustments necessitated by future international norm integration.

6. Next Meeting Schedule

FAL 51 may be held from February 15th to 19th in 2027.

7. References

- (1) Bureau Veritas (BV). IMO Facilitation Committee 50th (FAL 50) Summary Report. <https://marine-offshore.bureauveritas.com/newsroom/imo-facilitation-committee-50th-fal-50-summary-report>
- (2) Det Norske Veritas (DNV). IMO's Facilitation Committee (FAL 50). <https://www.dnv.com/news/2026/imos-facilitation-committee-fal-50/>
- (3) IMO. Facilitation Committee (FAL), 50th session, 23-27 March 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/fal-50th-session.aspx>
- (4) IMO. Facilitation Committee (FAL 50) - Closing remarks. <https://www.imo.org/en/mediacentre/secretarygeneral/pages/fal-50-closing-remarks.aspx>
- (5) InterManager, Summary report on Facilitation Committee (FAL 50). <https://www.intermanager.org/2026/03/imo-facilitation-committee-meeting-23-27-march-2026-168933/>
- (6) Lloyd's Register (LR). FAL 50 Summary Report. <https://maritime.lr.org/FAL-50-Summary-Report>
- (7) SAFETY4SEA. IMO FAL 50: Key outcomes. <https://safety4sea.com/imo-fal-50-key-outcomes/>
- (8) 航貿周刊，IMO 通過海事數位化戰略 強化資安與單一窗口機制。(記者周家仰／綜合報導)，日期：2026-04-02。 <https://shippingdigest.tw/news/20260402n1/>

II. IMO Legal Committee (LEG), 113th session (LEG 113)

IMO 113 session meeting of the Legal Committee (LEG) was held from 13th to 17th April 2026 at IMO Headquarters in London.

1. About IMO LEG¹⁴

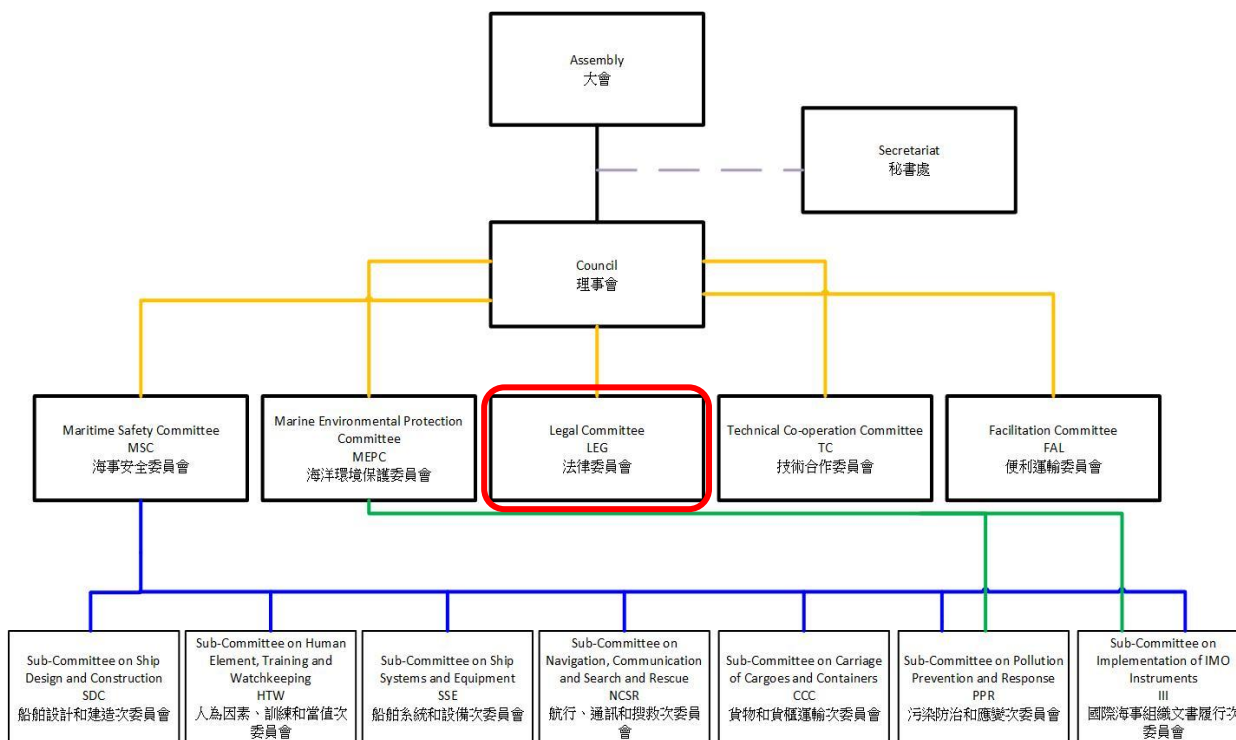


Figure 2 Organization Structure of IMO (LEG) (Source: by CIMCS-NKUST)

LEG is one of the five committees of the International Maritime Organization (IMO) that responds to the IMO Council.

LEG is responsible for addressing all legal matters within IMO's scope. This includes liability and compensation issues related to ship operations, including damage, pollution, passenger claims, and wreck removal. The Committee also addresses seafarer matters, including the fair treatment of seafarers, and issues concerning unlawful activities at sea which affect the safety of navigation.

2. LEG 113 Highlights

- (1) Confirmed that there are still insufficient provisions in the existing liability and compensation systems for dealing with alternative fuel accidents, and it is agreed to

¹⁴ Bureau Veritas (BV), IMO Legal Committee 113th (LEG 113) Summary Report.
<https://marine-offshore.bureauveritas.com/newsroom/imo-legal-committee-113th-leg-113-summary-report/>

establish a communication team to continuously discuss the subsequent handling direction of the liability and compensation system when alternative fuels are used in ship operations and propulsion.

- (2) Continue to monitor the trend of the rapid increase in seafarer abandonment cases; reiterate the importance of the financial security mechanism under the Maritime Labour Convention, 2006 (MLC, 2006) and the joint IMO/ILO database; and agree to promote model Standard Operating Procedures (SOPs) to support more rapid and coordinated resolution of cases.
- (3) Adopt the "Guidelines on Ship Registration," consolidating proposals related to the fraudulent registration of ships, fake flags, and best practices for ship registration. The guidelines cover matters including ownership verification, ship identity verification, security features of certificates, oversight of insurance, and information exchange through the Global Integrated Shipping Information System (GISIS), and will be issued via a LEG circular.
- (4) Continued to advance the issue of the fair treatment of seafarers detained on suspicion of committing crimes, calling on Member States to strengthen the implementation of existing guidelines on fair treatment, while emphasizing legal procedures, the evidentiary basis, and protection of treatment to avoid the improper criminalization of seafarers.
- (5) Adopted the "Guidelines on the registration of ships," which consolidate proposals on fraudulent ship registration, fraudulent registries, and best practices for ship registration. The guidelines cover matters such as ownership due diligence, ship identity verification, security features of certificates, insurance oversight, and information exchange via the Global Integrated Shipping Information System (GISIS), and will be disseminated through a LEG circular
- (6) Update the work plan for Maritime Autonomous Surface Ships (MASS) within the terms of reference of the LEG. It was confirmed that substantive regulatory work at the LEG level will not be progressed until the adoption of the non-mandatory MASS Code by MSC 111. A follow-up assessment will be conducted later to determine whether treaty amendments or interpretations are needed.
- (7) Noted the substantial progress made toward the entry into force of the 2010 HNS Protocol. Following the deposit of instruments of ratification by Belgium, Germany, the Netherlands, and Sweden, the threshold of 12 States has been achieved. The next step is to verify the criterion of 40 million tonnes of contributing cargo; if the conditions are met, the Protocol will enter into force as early as 30 November 2027
- (8) Continued to promote the Regulatory Scoping Exercise (RSE) for tackling sub-standard shipping. The Committee approved a thematic approach to mapping available tools and institutional gaps within existing IMO regulations and re-established a correspondence group. Subsequent deliberations will focus on issues including ship registration, mandatory insurance, ship identification, AIS/LRIT, transparency of ship-to-ship (STS) transfer operations, and electronic certificates.

3. LEG 113 Agenda¹⁵

Item No.	Agenda
1	Adoption of the agenda
2	Report of the Secretary-General on credentials
3	Facilitation of the entry into force and harmonized interpretation of the 2010 HNS Protocol
4	Fair treatment of seafarers (a) Provision of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to, or death of seafarers, in light of the progress of amendments to the ILO Maritime Labour Convention, 2006 (b) Fair treatment of seafarers in the event of a maritime accident (c) Fair treatment of seafarers detained on suspicion of committing crimes
5	Advice and guidance in connection with the implementation of IMO instruments (a) Impact on shipping and seafarers of the situation in the Black Sea and the Sea of Azov
6	Measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ships
7	Piracy and armed robbery against ships
8	Measures to address maritime autonomous surface ships (MASS) in instruments under the purview of the Legal Committee
9	Work of other IMO bodies
10	Technical cooperation activities related to maritime legislation
11	Review of the status of conventions and other treaty instruments emanating from the Legal Committee
12	Development of guidelines or best practices on the registration of ships
13	Regulatory scoping exercise of IMO conventions and other instruments available for Member States to further develop actions to prevent unlawful operations including substandard ships
14	Suitability of IMO liability and compensation regimes with respect to alternative fuels
15	Measures to address maritime security threats
16	Work programme
17	Election of officers
18	Any other business
19	Consideration of the report of the Committee on its 113th session

¹⁵ IMO. LEG 113 meeting document LEG 113/1/1 . .

4. LEG 113 Meeting Summaries¹⁶

The 113th session of the IMO Legal Committee (LEG 113) was held from 13th to 17th April 2026 at the IMO headquarters in London, UK, and was supported by hybrid facilities for remote participation. LEG 113 established 2 Working Groups, each responsible for agenda items 6 and 12 and for defining the scope of regulations¹⁷:

Group Type	Main Task
Working Group(WG)	• WG1: Working Group on measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ships (Agenda item 6); • WG 2: Working Group on developing the guidelines or best practices on the registration of ships (Agenda item 12).

(1) Progress on the 2010 HNS Protocol (Agenda Item 3)

Belgium, Germany, the Netherlands, and Sweden informed the Committee that they have deposited their instruments of ratification for the 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). The accession of these countries brings the Convention closer to entry into force, as the required threshold of 12 Contracting States has now been met.

On May 31st, 2026, Contracting States will submit their HNS contributing cargo data to the IMO Secretariat, which will then assess whether the minimum threshold of 40 million tonnes required for entry into force has been reached. If this criterion is met, the Convention will enter into force at the earliest 18 months later, on November 30th, 2027.

Once the HNS Convention enters into force, it will be mandatory for ships carrying hazardous and noxious substances entering or leaving the territorial waters of a Contracting State to carry an insurance certificate. Such ships must apply for this certificate from their flag State before entering a port of a Contracting State, provided that the flag State is also a party to the Convention; otherwise, the certificate must be obtained from a Contracting State.

This implies that countries that are Contracting States at the time of the Convention's entry into force must have the necessary domestic legislation in place, expressly authorizing their national competent authorities to issue HNS Convention State certificates to ships registered in non-Contracting States. It is estimated that up to 65,000 certificates may need to be issued within a very short timeframe to avoid port delays.

¹⁶ Mainly derived from Bureau Veritas (BV), IMO Legal Committee 113th (LEG 113) Summary Report.

<https://marine-offshore.bureauveritas.com/newsroom/imo-legal-committee-113th-leg-113-summary-report/>

¹⁷ LEG 113/1/1

(2) The urgency of the continued rise of the Seafarer Abandoned cases (Agenda Item 4)

Seafarer abandonment remains one of the concerning issues at LEG 113, with data indicating a continuous rise in reported cases. In 2025 alone, 310 new incidents of seafarer abandonment were recorded, and early 2026 statistics suggest the situation is worsening.

Discussions during the session underscored the vital importance of effective financial security arrangements under *the Maritime Labour Convention, 2006* (MLC, 2006). The Committee emphasized that compliant financial security has proven essential for improving seafarer welfare, facilitating the rapid resolution of cases, and mitigating the impact of operational disruptions and reputational risks on shipping companies.

LEG 113 urged Flag States and Port States to enhance enforcement, particularly by strengthening oversight through Port State Control (PSC) mechanisms. Industry stakeholders were also encouraged to ensure more robust compliance measures within their ship ownership and management structures.

Furthermore, the Committee agreed to move forward with the development of Model Standard Operating Procedures (SOPs). These SOPs are intended to support faster and more coordinated responses to abandonment incidents, providing greater predictability for shipowners, managers, and insurers when dealing with complex, cross-jurisdictional cases.

(3) Suggestions and guidelines to the implementation of IMO documents (Agenda Item 5)

①. Insurer liability and verification of insurance policies

LEG 113 encouraged Member States to voluntarily share their practical experiences in implementing Circular No. 3464 (as amended by [Circular LEG.1/Circ.16](#)), which addresses the supervision of insurers. LEG 113 further noted that sharing information on cases in which States have rejected specific insurers could contribute to efforts to combat substandard shipping.

In addition, the LEG 113 agreed to establish an insurance verification module within the GISIS, which should be further considered within the regulatory scoping exercise (RSE) framework.

②. Adoption of a standard procedure to determine when a ship ceases to be a "ship" under the 1992 Civil Liability Convention (CLC) by the Member States of the IOPC Fund

In the Bow Jubail case¹⁸, the Court of Appeal noted that there was no universally

¹⁸ On 23 June 2018, the oil/chemical tanker “Bow Jubail” (23,196 GT) collided at a jetty owned by LBC Tank Terminals in Rotterdam, the Netherlands. Following the collision, a fuel oil tank on the vessel’s starboard side was breached, resulting in an oil spill into the port waters. At the time of the incident, the Bow Jubail was in ballast condition. Derived from IOPC Funds. Bow Jubail case study. <https://iopcfunds.org/wp-content/uploads/2019/04/archived-case->

accepted standard procedure to determine when a dual-purpose vessel—which may serve as both an oil tanker under the 1992 CLC and a chemical tanker under the 2001 Bunkers Convention—ceases to be a "ship" as defined by the 1992 CLC.

To address this legal ambiguity, the 1992 Fund Assembly, during its November 2025 session, adopted relevant footnotes to establish a standard procedure. Under this procedure, a completed **Oil Record Book** countersigned by the Master may serve as prima facie evidence that the vessel is free of residues and, therefore, no longer meets the definition of a "ship" under the 1992 CLC. Consequently, the burden of proof shifts from the ship operator to the party asserting the contrary.

LEG 113 further noted that this procedure applies to tankers switching cargoes between Annex I and Annex II of the *International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997* (MARPOL Convention). This approach does not impose additional obligations on shipowners; instead, it clarifies the evidentiary standard for proving that a vessel is free of residues.

(4) Measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ships (Agenda Item 6、12)

LEG 113 has considered two proposals for guidelines: the first focused on preventing fraudulent ship registration and fraudulent registries through due diligence, while the second focused on general matters related to ship registration.

LEG 113 The Committee agreed to consolidate the substantive content of the two documents into a single set of "Guidelines on Ship Registration," aimed at assisting flag States in strengthening their registration procedures, detecting fraudulent documents, and eliminating fraudulent registrations.

These guidelines apply to the registration of commercial ships engaged in international shipping and are consistent with the sovereign rights and obligations of States to establish ship registration systems as defined in Articles 91 and 92(1) of the *United Nations Convention on the Law of the Sea* (UNCLOS). The guidelines seek to remain neutral regarding specific registration models and assist all Administrations—whether they operate national or open registries—in ensuring compliance with IMO regulations and preventing "Flags of Non-Compliance" (FONC) practices. The structure of the guidelines is as follows:

- ①. Governance of registration procedures: Specifies requirements for domestic legal and administrative frameworks, including the designation of a competent authority and the requirement to establish formal oversight mechanisms for private registry operators.
- ②. Registration procedures: Specifies requirements for establishing and maintaining

documented procedures and quality management systems to cover all stages of ship registration.

- ③. Due diligence on ownership: Specifies requirements for verifying ship ownership (including beneficial ownership) and requires proof of deletion from the previous registry prior to permanent registration.
- ④. Sanctions list screening: Specifies requirements for cross-checking against United Nations and appropriate national sanctions lists. These requirements must be complied with prior to registration and periodically thereafter while under the flag.
- ⑤. Ship identity verification: Specifies requirements for conducting due diligence, including cross-checking the ship's IMO number with the Continuous Synopsis Record (CSR) and independent databases.
- ⑥. Issuance of certificates, security features, and verification tools: Specifies requirements for incorporating unique identifiers and security features into certificates and verification tools to facilitate real-time authentication.
- ⑦. Oversight of ship class and insurance: Specifies the establishment of procedures to verify valid class certificates and mandatory insurance/financial security. Recognized Organizations (ROs) acting on behalf of the flag State should issue relevant certificates under proper authorization and appropriate oversight.
- ⑧. Information sources: Specifies requirements for using reliable information sources and tools to cross-check a ship's history, ownership, class, operational records, and sanctions status during the registration process.
- ⑨. Cooperation and information sharing: Specifies that States should exchange information on registration status, ownership records, insurance data, and deletion notices through platforms including GISIS, to prevent "flag hopping" and the re-registration of sub-standard ships.
- ⑩. Implementation of IMO instruments: Specifies that the effective implementation of international conventions should be ensured, including pre-registration inspections as required by UNCLOS Article 94(4)(a) and the establishment of oversight programs for Recognized Organizations.

The above guidelines will be issued around the LEG circular. At the next meeting, LEG 114 will continue to work on this topic and may propose further supplementary guidelines on PSC and the role of coastal states in combating illegal ship registration agencies.

(5) To deal with measures related to Maritime Autonomous Surface Ships (MASS) in various documents within the purview of the Legal Commission (Agenda Item 8)

The LEG 113 has not yet reviewed the current MASS Roadmap; therefore, no further action will be taken on this agenda item until the non-mandatory MASS Code is adopted by

MSC 111.

LEG 113 notice the comments indicating that, during the MASS experience-building phase (EBP), it may be necessary to develop interpretations or guidance regarding the implementation of relevant maritime instruments to address issues arising from MASS. These instruments include:

- *International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKERS 2001)*
- *International Convention on Civil Liability for Oil Pollution Damage (CLC 1969)*
- *Athens Convention relating to the Carriage of Passengers and their Luggage by Sea (PAL PROT 2002)*
- *Nairobi International Convention on the Removal of Wrecks (NAIROBI WRC 2007)*、
- *International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996 (and its 2010 Protocol) (HNS PROT 2010)*
- *Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA), 1988 (and its 2005 Protocol) (SUA 2005)*
- *The International Convention on Salvage (SALVAGE 1989)*

In addition, LEG 113 noted that opinions suggested that the non-mandatory MASS regulations on the attribution of MASS responsibility, operation, inspection and certification, as well as search and rescue, should be reviewed.

LEG Meeting Schedule	Working Plan
LEG 112 (2025 Spring)	Taking into account the documents submitted from LEG 112, as well as the comments made and decisions taken at the plenary session, update the Roadmap if necessary.
LEG 113 (2026 Spring)	Update this Roadmap as necessary, taking into account the documents submitted to LEG 112 and LEG 113, as well as the comments made and decisions taken at the plenary session.
LEG 114 (2027 Spring)	1. Assess the finalized non-mandatory MASS Code and, based on the outcomes of MASS-JWG, MSC, and FAL, consider whether any amendments to, or interpretations of, conventions under the purview of the Legal Committee are necessary. 2. Consider proposals for implementation, including guidelines, regarding the application of LEG instruments to MASS. 3. Update this Roadmap as necessary.

LEG Meeting Schedule	Working Plan
LEG 117 or LEG 118 (2030 or 2031 Spring)	1. Assess the approved mandatory MASS Code and consider whether any amendments to, or interpretations of, conventions under the purview of the Legal Committee are necessary. 2. Update this Roadmap as necessary.
LEG 11x (20xx Spring)	Adoption or approval of amendments to, or interpretations of, conventions under the purview of the Legal Committee.

(6) Definition of the scope of IMO conventions and other instruments and regulations to provide Member States with further action measures to prevent illegal operations (including substandard vessels) (Agenda Item 13)

The objective of the Regulatory Scoping Exercise (RSE) is to identify existing IMO regulations that Member States can utilize to combat sub-standard shipping, while identifying gaps where current provisions are either insufficient or underutilized. At LEG 113, the Committee reviewed the preliminary outcomes of the RSE conducted by the Correspondence Group.

LEG 113 approved the methodology adopted by the Correspondence Group, which employs a thematic approach rather than an instrument-by-instrument review. The Committee further recommended that future work should place greater emphasis on distinguishing between matters falling within the purview of the Legal Committee and those necessitating action by other IMO bodies. The Committee re-established the Correspondence Group to continue the RSE relating works.

LEG 113 initially assesses the issue as follows:

①. Ship Registration Processes and Documentation

IMO instruments addressing fraudulent registration, including Assembly resolutions A.923(22), A.1142(31), and A.1162(32), as well as related Legal Committee (LEG) guidance, have provided a framework for transparency, cooperation, and due diligence in registration processes. However, implementation remains inconsistent across States, as not all countries have designated or updated their ship registry contact points in the Global Integrated Shipping Information System (GISIS) as stipulated by resolution A.1142(31).

Developing non-binding guidelines or best practices for ship registration could help flag States strengthen their due diligence procedures. Furthermore, enhancing information-sharing requirements among registration authorities could further support these efforts.

②. Mandatory Insurance and Liability Coverage

Existing conventions requiring ships to carry insurance certificates—including the *International Convention on Civil Liability for Oil Pollution Damage, 1992* (CLC 1992), the *International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001* (Bunkers Convention 2001), and the *Nairobi International Convention on the Removal of Wrecks, 2007* (Nairobi Wreck Removal Convention 2007)—have established the responsibility of flag States to issue certificates and the authority of port States to verify them. However, verifying the validity and reliability of such certificates in practice remains a challenge.

Establishing a centralized module within GISIS to list insurers recognized by flag States and enhance information transparency would help address these difficulties. Furthermore, State Parties could share information regarding their refusal to accept financial security from specific insurers, along with the reasons for non-compliance with the criteria set out in [Circular LEG.1/Circ.16](#).

③. Ship Identification and Historical Data

The IMO Ship Identification Number Scheme, established under the International Convention for the Safety of Life at Sea, 1974 (SOLAS), provides a permanent identifier for ships and helps maintain transparency when ship names or flags change. However, the scheme faces challenges in data accuracy and oversight, including duplicate records and incomplete information.

While recent updates to the Assembly guidelines have consolidated existing provisions, no substantive changes were introduced. Strengthening governance, improving data quality, and promoting interoperability with other databases would enhance the scheme's effectiveness. The Continuous Synopsis Record (CSR) also serves as a complementary tool for tracking changes in ownership and flags.

④. Port State Control (PSC) and Compliance Monitoring

Existing instruments pertaining to port State control provide a sufficient legal basis for conducting inspections; however, their effectiveness depends on consistent implementation. Issues related to the transfer of ship flags and the temporary loss of flag are already being addressed by other IMO bodies. To avoid duplication, the Regulatory Scoping Exercise (RSE) currently proposes no additional action regarding port State control.

⑤. Ship-to-Ship (STS) Transfer Operations and Other Activities Prone to Evasion of Oversight

Ship-to-ship (STS) transfer operations are a potential area of concern regarding unlawful operations. MARPOL Annex I, Regulation 42, establishes notification requirements for STS operations conducted within territorial seas and exclusive economic zones (EEZs). However, these requirements do not apply to STS operations on the high seas, constituting a potential gap that may be exploited by substandard vessels.

Consequently, the transparency of STS activities should be further enhanced, including exploring the possibility of voluntary or mandatory reporting by flag States. Such regulatory changes fall primarily within the remit of other IMO bodies and must comply with jurisdictional limitations under international law.

⑥. Vessel Tracking and Reporting Systems (AIS, LRIT)

Vessel tracking requirements under the SOLAS Convention, specifically AIS and LRIT, play a critical role in monitoring ship movements. However, the non-use or manipulation of AIS information undermines regulatory effectiveness. LRIT provides another tool for flag States to monitor compliance, as its reporting is less susceptible to onboard interference.

Better utilization of existing tracking data and enhanced guidance on monitoring and response could strengthen enforcement without the need for new legal instruments. While the MSC oversees technical standards for VDES, AIS, and LRIT, the Legal Committee (LEG) addresses legal issues arising from data manipulation regarding liability and the law of evidence.

⑦. **Electronic Certificates**

Initiatives promoted by the FAL Committee—including electronic certificates, digital signatures, advanced electronic information on cargoes and persons, and harmonized reporting formats—can assist flag States in identifying and combating fraudulent documentation. The wider acceptance and use of electronic certificates, in line with existing IMO guidance, should be encouraged without the need to develop new mandatory instruments.

⑧. **IMO Member State Audit Scheme (IMSAS)**

The IMO Member State Audit Scheme (IMSAS), established under the *IMO Instruments Implementation Code* (III Code) and the *International Safety Management Code* (ISM Code), can contribute to detecting deficiencies in ship operation and management if audit results are effectively followed up and transparency is improved. However, no concrete proposals for new audit mechanisms have been submitted to date.

(7) Applicability of IMO liability and compensation System related to alternative fuel (Agenda Item 14)

LEG 112 had approved a new work output to review the applicability of existing IMO liability and compensation regimes to alternative fuels used for ship operation and propulsion. A working group composed of relevant stakeholders completed a comprehensive review and comparison of the scope of current liability conventions, including:

- ①. *International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (BUNKERS 2001)*;
- ②. *International Convention on Civil Liability for Oil Pollution Damage (CLC)*;
- ③. *International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (HNS Convention)*;
- ④. *Convention on Limitation of Liability for Maritime Claims (LLMC)*;
- ⑤. *Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007)*.

The above-mentioned analysis compared the types of damage covered, the applicable substances, the liability limits, the liable entities, and the amendment procedures for each convention. The key findings are as follows:

- ①. **BUNKERS 2001:** Applies only to hydrocarbon mineral oils and does not cover personal injury or death.
- ②. **CLC:** Applies only to persistent hydrocarbon mineral oils (whether carried as cargo or fuel) and does not cover personal injury.
- ③. **HNS Convention:** Does not cover third-party claims.
- ④. **LLMC:** While there are relatively sufficient liability regulations for alternative fuels transported as bulk cargo and already included in the scope of the convention, fuels used for ship propulsion or operation are not yet covered.

Overall, the current regime is not yet capable of providing an adequate response to incidents involving alternative fuels used for ship operation or propulsion.

LEG 113 agreed to establish a Correspondence Group on this matter. The mandate of the group is to further deliberate on proposals regarding the following items from documents submitted during this session:

- ①. Establishing a separate, independent work output to study a civil liability regime for nuclear fuels;
- ②. Conducting a gap analysis to identify substances not yet covered by the HNS Convention;
- ③. Deliberating on proposals to incorporate alternative fuel liability and compensation regimes into the BUNKERS Convention;
- ④. Reviewing amendment systems to ensure that "Indigenous Cultural Loss" is also covered;
- ⑤. Taking scientific dimensions into account for the classification of Liquefied Natural Gas (LNG);
- ⑥. Developing guidelines on how the BUNKERS Convention applies to biofuel blends and synthetic fuels;
- ⑦. Exploring possible pathways for defining liability for biofuel blends, including:
 - (I) Developing a unified interpretation of the term "hydrocarbon mineral oil" in the CLC and BUNKERS Conventions;
 - (II) Establishing a new international regime covering biofuels and biofuel blends;
 - (III) Proposing transitional guidance by the LEG, building upon the technical work on biofuel blends to be completed by the MEPC in 2025;

- (IV) Establishing voluntary industry agreements regarding biofuel incidents, with content modeled after existing liability conventions, to fill institutional gaps before a complete regime is established.

(8) Any other businesses (Agenda Item 18)

With respect to the IMO's functions as the repository under *the United Nations Convention on the International Effects of Judicial Sales of Ships* (also known as *the Beijing Convention on the Judicial Sale of Ships*), a new Judicial Sales of Ships (JSP) module has been introduced in GISIS.

The *United Nations Convention on the International Effects of Judicial Sales of Ships* entered into force on 17 February 2026, establishing a uniform regime for the recognition of judicial sales of ships. In accordance with the Convention, the State where the judicial sale takes place is required to issue three types of documents: a notice of judicial sale, a certificate of judicial sale, and any court order setting aside or suspending the effects of a judicial sale.

Once a Member State becomes a Party to the Convention, it is required to use this GISIS module to notify and transmit all documents related to judicial sales of ships, including notices, certificates, and court orders.

5. Recommendation for LEG 113

- LEG 113 adopted the "Guidelines on the Registration of Ships," which incorporate specific measures to combat fraudulent registration and false flags. These measures include due diligence in ship ownership, verification of Deletion Certificates, cross-referencing of IMO numbers with the Continuous Synopsis Record (CSR), oversight of classification and mandatory insurance, and information exchange through GISIS.

Furthermore, the Committee noted that **the number of ships flying false flags has reached 529 cases**, with 356 of them not classed by any recognized organization. This indicates that the issue of substandard ships is no longer a mere technical deficiency but is closely linked to systemic failures in registry management, document authenticity, and cross-border supervision. Competent authorities are advised to monitor the subsequent development of these guidelines and examine whether domestic mechanisms for ship identity verification, data reconciliation, and anomaly identification can be further strengthened.

- **In its Regulatory Scoping Exercise (RSE)**, LEG 113 pointed out **that existing IMO instruments are not entirely devoid of regulations against substandard shipping**; rather, the core issue likely lies in the underutilization of existing systems. Examples include the lack of real-time updates for registry contact points, difficulties in verifying the validity and reliability of insurance certificates, the switching off or manipulation of AIS, and a lack of transparency in Ship-to-Ship (STS) operations on the high seas.

LEG 113 has also emphasized that **the IMO Ship Identification Number Scheme, CSR, AIS, LRIT, and related monitoring tools provide a vital foundation for identifying**

and tracking anomalous vessels. For competent authorities, it is advisable to keep abreast of the IMO's deepening discussions on these tools and information exchange mechanisms, while reviewing their potential application in Port State Control (PSC), dynamic vessel monitoring, and risk screening practices.

- LEG 113 also reflected that **the problem of substandard ships is often intertwined with low-quality insurance arrangements and difficulties in document verification.** While the Committee did not support the establishment of a global "list of trusted insurers," it explicitly identified risks in which ships may formally hold insurance documents, but the insurers lack sufficient financial capacity, have ill-defined liabilities, or present unenforceable claims. Consequently, the Committee agreed to include the transparency of insurance verification in the future scope of the RSE. Additionally, the session highlighted measures promoted by the FAL Committee, such as electronic certificates, digital signatures, and electronic reporting, which enhance document authenticity and verification efficiency. Competent authorities should monitor the institutional development of insurance verification, electronic certificates, and digital validation tools to strengthen their capacity for pre-emptive identification and mid-inspection of substandard vessels.

6. Next Meeting Schedule

LEG 114 may be held next Spring in 2027.

7. References

- (1) Bureau Veritas (BV), IMO Legal Committee 113th (LEG 113) Summary Report. <https://marine-offshore.bureauveritas.com/newsroom/imo-legal-committee-113th-leg-113-summary-report>
- (2) BIMCO, IMO Legal Committee advances work on liability, seafarer protection and fraudulent ship registration. <https://www.bimco.org/news-insights/bimco-news/2026/04/23-imo-leg/>
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