

International Maritime Latest Issues May 2025

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

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- Marine Environmental Protection Committee
83rd session (MEPC 83)

[New Maritime Labour Convention \(MLC\) amendments set to boost seafarers' conditions](#)

On April 7- 11th, IMO attended the MLC Special Tripartite Committee meeting at the International Labour Organization (ILO) in Geneva. The new amendments to the Maritime Labour Convention (MLC), 2006, are set to benefit from improved working and living conditions following the adoption of important changes. More specifically, the meeting adopted the following amendments:

- Protecting seafarers against violence and harassment on board;
- Calling for the designation and recognition of seafarers as key workers;
- Strengthening the rights of seafarers with respect to shore leave, for the benefit of their health and well-being;
- Facilitating the movement of seafarers for the purpose of repatriation;
- Requiring States to cooperate and take due account of the IMO/ILO Guidelines on the fair treatment of seafarers in the event of a maritime accident, and the recently adopted IMO/ILO Guidelines on the fair treatment of seafarers detained in connection with alleged crimes;
- Recommending that ships have the most up-to-date medical information and guidance on board, to be available for the person responsible for medical care on board.

The amendments will now be submitted to the next session of the ILO Conference for approval, taking place from 2 to 13 June 2025. If endorsed, they are expected to enter into force by December 2027. ([Full text of the MLC amendments](#))



Source: IMO.



- [The Train-the-Trainer Programme on Alternative Fuels for Sustainable Shipping](#) The program's curriculum is designed to empower maritime professionals to train others on key fuels for shipping decarbonization: ammonia, methanol, and hydrogen. It includes practical sessions, scenario-based learning derived from real-world cases, and demonstrations of safety equipment and procedures.

[Training for alternative fuels](#)

The large-scale rollout of the Train-the-Trainer Programme on Alternative Fuels for Sustainable Shipping, led by the International Maritime Organization (IMO), has begun, with the first training for 35 participants at the Maritime Technology Cooperation Centre (MTCC-Asia) held at Shanghai Maritime University, from 14 to 18 April.

The Programme was first trialled at WMU in December 2024, with feedback collected through the post-course evaluation survey from the participants. The training course was developed under the project on Baseline Training Framework for Seafarers in Decarbonization, in collaboration with the Maritime Just Transition (MJT) Task Force and the IMO Secretariat. Updates include additional practical sessions, using scenario-based learning derived from real cases in present, and providing demonstrations of safety equipment and procedures.

I. International Maritime News

Keywords: MPA; maritime digitalization; Global Maritime Forum

MPA Maritime Digitalization Playbook



Source: Maritime and Port Authority of Singapore (MPA).

- Infocomm Media Development Authority (IMDA)
- multinational companies (MNCs) and limited liability companies (LLCs)
- Small and Medium Enterprises (SME)

As part of the Sea Transport Industry Transformation Map efforts, the MDP is curated with the aim to support our maritime enterprises to tap on digitalization and innovation for new growth opportunities. With the insights gleaned from the Digitalization Acceleration Index*, MPA, the Singapore Shipping Association (SSA) and InfoComm Media Development Authority (IMDA) co-developed the Maritime Digitalization Playbook (MDP) to help maritime companies uncover opportunities in digital transformation and highlight some first steps that maritime companies can take.

The MDP is organized into three sections:

1. **Discover** – Presents an overview of the state of digitalization in the maritime sector.
2. **Framework** – Guiding maritime companies through the “why”, “what”, and “how” for their digitalization framework.
3. **Resources** – Outlines the various avenues of government (including supplementary materials in the Annexes).
 - **Strategic Priorities:** Unlike MNCs/LLCs, which tend to be more digitally mature, SMEs need to focus on getting the basics right – set a bold vision; formulate a strategy; ensure cyber security
 - **Benefits of digitalization:** Digitalization is a prerequisite to benefit from current and upcoming digital platforms and ecosystems (i.e., [digitalPORT@SG™](#) and [digitalOCEAN™](#))
 - **Digitalisation Framework:** Addressing the “why”, “what” and “how” of digital transformation in the maritime context
 - **Resources:**

Global Maritime Forum released its inaugural Impact Report



Source: Global Maritime Forum.

Global Maritime Forum (GMF) has published its inaugural Impact Report in May 2025, detailing the GMF’s contributions to shaping a greener, fairer, and more resilient maritime industry in 2024. **Key outcomes and highlights of the Report:**

- **Maritime decarbonization:** promoting green shipping corridors, such as projects like the **Australia-East Asia Iron Ore Green Corridor** and the **Singapore-Rotterdam initiative**, and representing the industry to take part in the IMO mid-term decarbonization measures.
- **Human sustainability and Seafarers' Well-being:** through its human sustainability programme, [the All Aboard Alliance](#). In 2024, 12 Alliance members participated [in the Diversity@Sea pilot project](#) to test real-world improvements to life at sea.
- **Improving maritime transparency:** growing momentum behind the information transparency through the [Poseidon Principles](#), the [Poseidon Principles for Marine Insurance](#), and [the Sea Cargo Charter](#).
- **Global cooperation:** convening power through the Annual Summit, and bringing together the pioneers and policymakers. The 2024 Tokyo Summit, brought together roughly 200 key decision-makers from 160 companies and 29 nationalities.

IMDG code update strengthens ammonium nitrate safety

In May 2025, the International Cargo Handling Coordination Association (ICHCA International) welcomed to see the approval of the amendment to the International Maritime Dangerous Goods (IMDG) Code by the IMO, in relative to the UN 1942 (Ammonium Nitrate) and UN 2067 (Ammonium Nitrate-based fertilizer)

Ammonium Nitrate (NH_4NO_3), a white to grey odourless chemical, has a melting point of 169°C and decomposes at 210°C . While it does not burn by itself, it will significantly accelerate the burning of combustible material.

The revision aimed to eliminate ambiguities regarding stowage requirements, particularly in multi-layered compartments of conventional reefer vessels, where compliance with emergency access provisions has been challenging. Brian Devaraj, a member of ICHCA's Technical Panel, explained, "Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4, should be complied with at all times."

Section 7.6.2.8.4 of the IMDG Code clarifies that AMMONIUM NITRATE, UN1942 and AMMONIUM NITRATE BASED FERTILIZERS, UN2067 "may be stowed under deck in a clean cargo space capable of being opened up in an emergency." This ensures effective firefighting measures, such as maximum ventilation and boundary cooling, can be implemented promptly.

Implications for stakeholders:

- **Voluntary early adoption:** While the amendment becomes mandatory in 2026, ICHCA encourages voluntary compliance from January 2025.
- **Operational adjustments:** To align with the new requirements, shipping companies may need to involve retrofitting existing ships or adjusting cargo stowage practices.
- **Regulatory alignment:** Countries with significant ammonium nitrate handling, such as Australia, South Africa, and Chile, have already implemented specific regulations addressing these risks. The IMO's amendment seeks to standardize safety measures across international maritime operations.



Source: SAFETY4SEA.

- [The International Cargo Handling Coordination Association](#) (ICHCA) is an independent, not-for-profit organization dedicated to improving the safety, productivity, and efficiency of cargo handling and movement worldwide.
- It plays an important role in the cargo industry, as an NGO status enables it to represent its members to in front of national and international agencies and regulatory bodies. Its Technical Panel also provides best practice advice, i.e., the Cargo Transport Unit (CTU Code), and develops reports on a wide range of practical cargo handling issues.



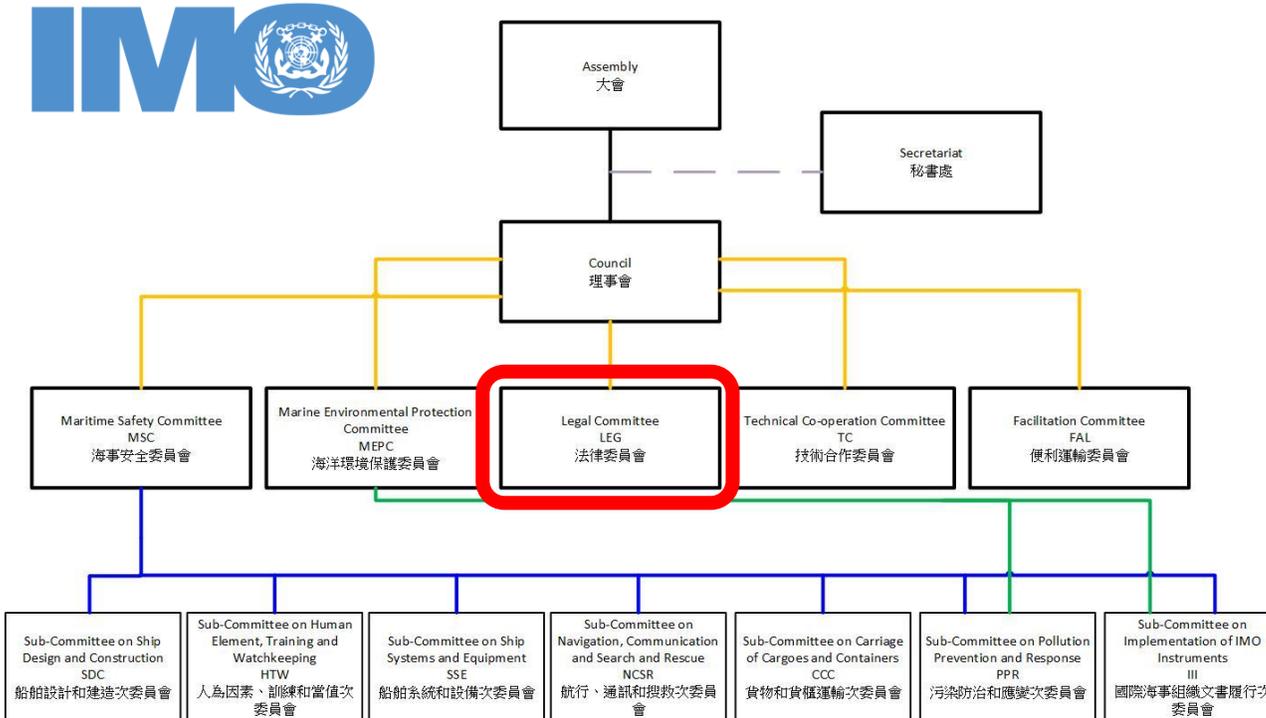
International Maritime Organization

**Legal Committee, 112th session
(LEG 112)**

24th – 28th March 2025

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

The Legal Committee (LEG)

- Legal Committee (LEG) is one of the 7 Sub-Committees of IMO.
- LEG mainly deals with any legal matters within IMO's scope. This includes liability and compensation issues related to the operation of ships, including damage, pollution, passenger claims, and wreck removal.
- Their work also addresses seafarer matters, including the fair treatment of seafarers, and issues concerning unlawful activities at sea which affect the safety of navigation.

LEG 112 Agenda

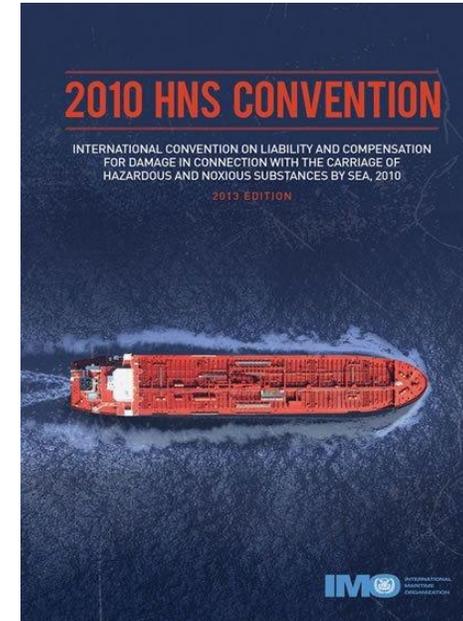
Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	9	Measures to address maritime autonomous surface ships (MASS) in instruments under the purview of the Legal Committee
2	Report of the Secretary-General on credentials	10	Work of other IMO bodies
3	Facilitation of the entry into force and harmonized interpretation of the 2010 HNS Protocol	11	Technical cooperation activities related to maritime legislation
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.	12	Review of the status of conventions and other treaty instruments emanating from the Legal Committee
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	13	Work programme
6	Measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ships	14	Election of officers
7	Piracy and armed robbery against ships	15	Any other business
8	Guidance for the proper implementation and application of IMO liability and compensation conventions	16	Consideration of the report of the Committee on its 112th session

LEG 112 Meeting Highlights

Facilitation of the entry into force and harmonized interpretation of the 2010 HNS Protocol

Agenda 3

- Currently, there are eight Contracting States to the 2010 Protocol to the HNS Convention, five of which have more than 2 million units of gross tonnage each.
- Which means there are only four more ratifications with the required contributing cargo to meet the entry-into-force requirements of the Protocol.
- Belgium, Germany, the Kingdom of the Netherlands, Sweden, and Finland have provided information about their progress towards ratification in a coordinated manner. Once those ratifications are complete, the requirements of the entry-into-force would be met. IMO encouraged more Member States to ratify and bring into force the 2010 HNS Protocol as well..



Source: IMO

The 1996 HNS Convention was adopted by an international conference in 1996, superseded by the 2010 Protocol in April 2010, but has not yet entered into force.

Fair treatment of seafarers

Agenda 4

- IMO adopted the Guidelines to protect seafarers from unfair treatment when detained in foreign jurisdictions concerning alleged crimes committed at sea.
- IMO and the International Labour Organization (ILO) had set up a database (IMO/ILO joint database) on Abandonment of Seafarers, a collaborative effort to tackle the urgent problem of seafarers being abandoned in ports worldwide. According to the database, 310 new cases were reported in 2024, more than double the 142 cases recorded in 2023.

To prevent fraudulent ship registration; to combat Substandard shipping

Agenda 6

- LEG 112 reaffirmed the importance of due diligence, transparency, and international cooperation to prevent fraudulent registries and false flags.
- To address these challenges, the Legal Committee agreed to continue its work on preventing fraudulent ship registrations and the misuse of IMO identification number schemes.

➤ **Substandard shipping**

Refers to ship operations that do not comply with international conventions. These types of ships often pose potential risks to crew safety, the marine environment, navigational safety, and the cargo insurance system. Though, IMO does not provide a specific legal definition, based on various Port State Control Memoranda of Understanding (MOUs), a “substandard ship” can be generally defined as a vessel that fails to maintain its hull, equipment, operation, or manning comply with the international regulations (such as SOLAS, MARPOL, STCW, etc.)

Liability and compensation regimes for alternative fuels

Agenda 8

- the proposal received strong support, with members agreeing to include it in the 2026-2027 agenda. LEG 112 approved a new output on the Title: “Suitability of IMO liability and compensation regimes with respect to alternative fuels”. LEG will conduct a gap analysis to determine whether new legal instruments are necessary or if amendments to existing frameworks are sufficient, with a target completion year of 2027.
- The new output will consider the continuing and widespread uptake of alternative fuels, including ammonia, methanol, hydrogen, biofuels, and liquefied natural gas (LNG), which present different risks to those posed by traditional hydrocarbon mineral fuels, such as oil. The aim is to assess whether existing liability and compensation frameworks remain adequate.

Recommendations for LEG 112

➤ **On the Issues of the Substandard Ships, Illegal Activities, and Fraudulent Registrations:**

In response to address measurements to substandard ships, illegal activities, and fraudulent ship registrations, the IMO Legal Committee decided to conduct a comprehensive review of the existing IMO conventions and regulations to identify potential loopholes within the current legal framework.

This review aims to develop feasible action plans to prevent unlawful maritime practices, such as vessels using false flags, fraudulent registrations, and evasion of safety and environmental requirements. Moreover, during the meeting, LEG 112 decided to develop guidelines or best practices on the registration of ships from 2026 to 2027.

Keep following the updates of the conventions and regulations and proposed countermeasures to effectively address the safety risks posed by substandard ships operating in the domestic area.

Recommendations for LEG 112

➤ **Liability and Compensation Issues Relevant to Alternative Fuels**

To achieve net-zero emissions by 2050, the maritime industry is making progress to adopt alternative fuels gradually and to ensure greenhouse gas (GHG) emissions reductions. Once the number of ships using alternative fuels grows, new problems and risks of maritime incidents may also increase, such as the fuel leak issue.

LEG 112 has addressed liability and compensation issues associated with alternative fuels, noting that the Hazardous and Noxious Substances (HNS) Convention encompasses compensation for damages resulting from spills of hazardous and noxious substances, including alternative fuels when transported as cargo.

Recommendations for LEG 112

➤ **Liability and Compensation Issues Relevant to Alternative Fuels**

For now, we should keep on following the updated progress and status of the 2010 HNS Convention. Once the HNS Convention entered into force, all ships carrying HNS, including alternative fuels, must possess mandatory insurance certificates.

At the same time, our authority should take concern with certain scenarios when they happen in the future. Once we do operate ships using alternative fuels, we will find a way to utilize new implementation or add these types of vessels within the scope of mandatory insurance regulations.

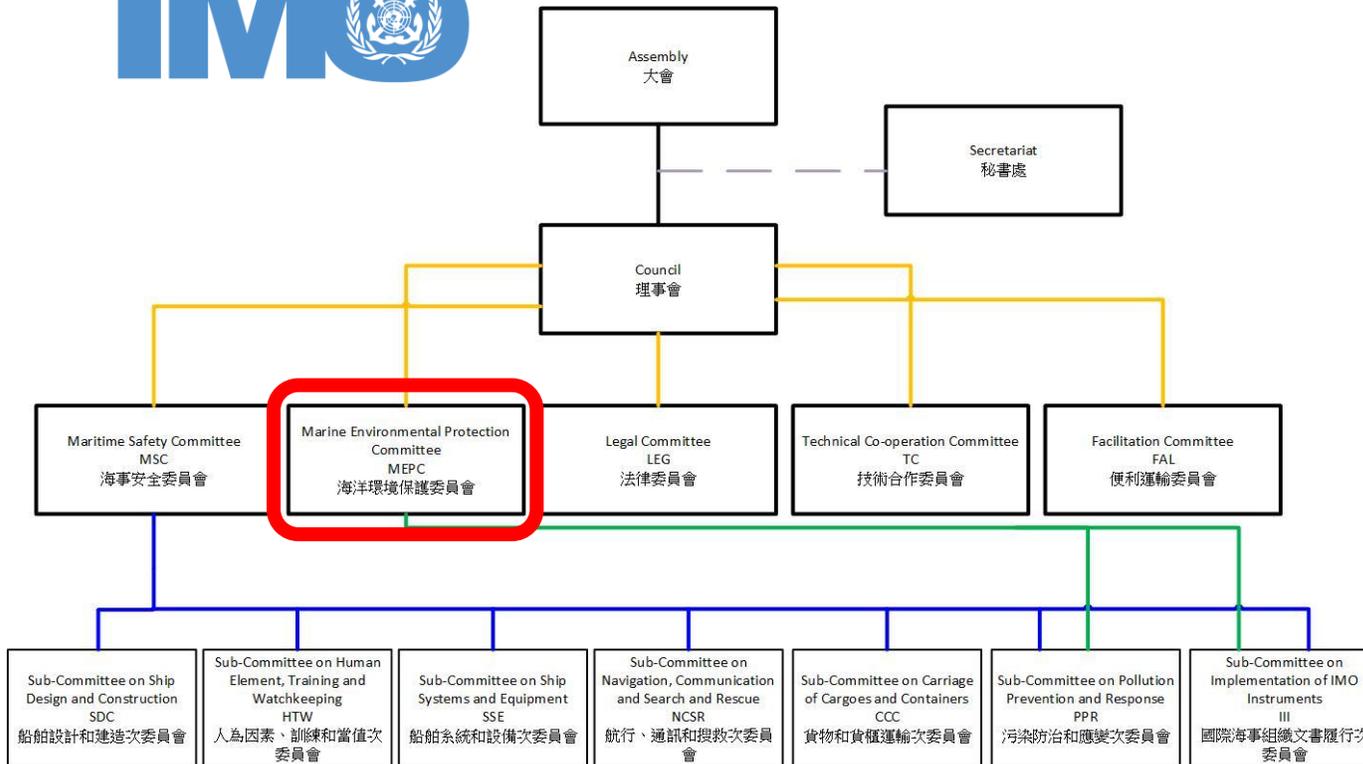
International Maritime Organization

**Marine Environmental
Protection Committee
83rd session (MEPC 83)**

7-11 April 2025

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Marine Environmental Protection Committee (MEPC)

- One of the 5 Committees of the International Maritime Organization (IMO).
- MEPC mainly deals with matters related to the marine environmental issues, such as the control and prevention of ship-source pollution covered by the International Convention for the Prevention of Pollution from Ship (MARPOL) treaty, including oil, chemicals carried in bulk, sewage, garbage, and emissions from ships, including air pollutants and greenhouse gas emissions.
- Other matters covered include ballast water management, anti-fouling systems, ship recycling, pollution preparedness and response, and identification of special areas and particularly sensitive sea areas (PSSA)

II. IMO's Meeting Highlights

MEPC 83 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	10	Pollution prevention and response
2	Decisions of other IMO bodies	11	Reports of other sub-committees
3	Consideration and adoption of proposed amendments to the Convention	12	Identification and protection of Special Areas, ECAs and PSSAs
4	Harmful aquatic organisms in ballast water	13	Application of the Committees' method of work
5	Air pollution prevention	14	Work programme of the Committee and subsidiary bodies
6	Energy efficiency of ships	15	Election of the Chair and Vice-Chair for 2026
7	Reduction of GHG emissions from ships	16	Any other business
8	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships	17	Consideration of the report of the Committee
9	Experience-building phase for the reduction of underwater radiated noise from shipping		

MEPC 83 Meeting Highlights

Amendments to NOx Technical Code

Agenda 3

- MEPC 83 adopted the amendments to the [*NOx Technical Code 2008*](#) related to the following:
 - ① . allowed the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles (expected entry into force 1 March 2027);
 - ② . related to the certification of an engine subject to substantial modification or being certified to a tier to which the engine had not been certified at the time of its installation (expected entry into force 1 September 2026).

II. IMO's Meeting Highlights

Addressed to climate change - Mid-term measures to reduce GHG emissions

Agenda 7

- In 2023, to reduce the greenhouse gas (GHG) emissions from international shipping and to reach the reduction targets set out in the 2023 IMO GHG Strategy, the IMO set out a Net-Zero Framework, which included a set of "Mid-term measures."
- The measures consist of two elements:
 - ①. A technical element: a goal-based marine fuel standard designed to gradually lower the GHG intensity of marine fuels; and
 - ②. An economic element: a pricing mechanism for the shipping GHG emissions.
- After the adoption, the measures are expected to enter into force after 16 months under the "tacit acceptance" procedure, in accordance with the amendment provisions in MARPOL.
- On the other hand, MEPC 83 had come to a consensus while in the period of time between the adoption of the Net-Zero Framework, and its entry into force, MEPC will keep on following and considering further assessment (as appropriate with both the qualitative and quantitative analysis) of the potential impact from the new marine fuels on food security.

Finalized Phase 1 of the review of IMO's short-term GHG reduction measures

Agenda 7

- MEPC 83 had finalized Phase 1 of the review of IMO's short-term GHG reduction measures, which were adopted in 2021 and entered into force in 2022.
- The key elements in the short-term measures include:
 - Energy Efficiency Existing Ship Index (EEXI); enhanced Ship Energy Efficiency Management Plan (SEEMP); and Carbon Intensity Indicator (CII) rating scheme.
 - These measures are based on improving ship energy efficiency and reducing carbon intensity by at least 40% by 2030 compared to 2008.
- Adopted the amendments to the 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (the CII reduction factors guidelines, G3).
- MEPC 83 had approved draft amendments to Regulation 27 of MARPOL Annex VI to make the IMO's data collection system (IMO DCS) on ship fuel consumption more accessible to the public.
- MEPC 83 agreed on a work plan for Phase 2 of the review of the short-term GHG reduction measures, starting from Spring 2026 to Spring 2028.

II. IMO's Meeting Highlights

Addressing marine plastic litter from ships

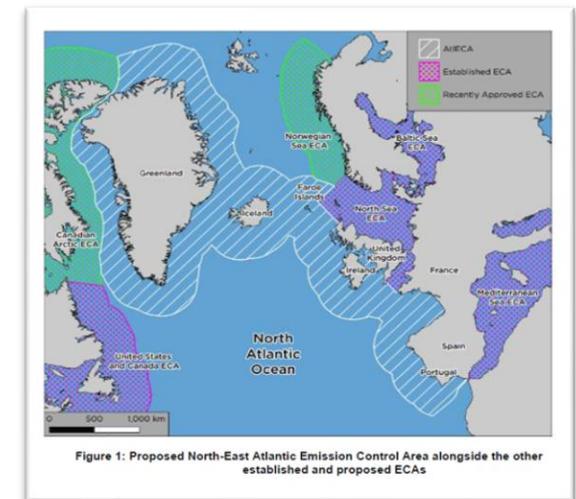
Agenda 8

- MEPC 83 had adopted the 2025 Action Plan to Address Marine Plastic Litter from Ships (2025 Action Plan), which was agreed by PPR 12 (January 2025), and approved updated groupings of short-, mid and long-term actions under this plan.
- The 2025 Action Plan may combine with the Strategy to Address Marine Plastic Litter from Ships in a single resolution in the future, once the Strategy has been reviewed and updated by the PPR subcommittee.
- On the issue of the carriage of plastic pellets in freight containers by sea, MEPC noted that PPR 12 included a dedicated action for the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers in the above 2025 Action Plan.

Emissions Control Area approved and Particularly Sensitive Sea Areas

Agenda 12

- The proposal of designating the North-East Atlantic Ocean as an Emissions Control Area for Sulphur oxide emissions (SOX), particulate matter (PM), and nitrogen oxide emissions (NOX) is approved. The draft amendments relevant to MARPOL Annex VI will be submitted to the extraordinary MEPC session (October 2025), with a view to being adopted as part of the revised MARPOL Annex VI.
- MEPC 83 also agreed in principle to the designation of the "Reserva Nacional Dorsal de Nasca" and the "Reserva Nacional Mar Tropical de Grau" as Particularly Sensitive Sea Areas (PSSAs). MEPC also had invited Peru government to further develop the proposed associated protective measures and submit them to MEPC for further discussion.



Source: MEPC 83/12

Recommendations for MEPC 83

- Recalling that the **draft "IMO Net-Zero Framework"** has been approved by MEPC 83 and will be formally adopted during the upcoming extraordinary MEPC session (MEPC/ES.2) in October 2025, and is expected to enter into force in 2027. The amendments to MARPOL Annex VI will be included as a new chapter in which will introduce the “Mid-term measures”, including technical and economic measures as well, aligning with the objectives set out in the 2023 IMO Strategy on Reduction of GHG Emissions from Ships.

These measures will be mandatory for all ships over 5,000 gross tonnage (GT) engaged in international shipping routes, which collectively account for approximately 85% of total CO₂ emissions from international shipping. The detailed implementation guidelines are anticipated to be approved at MEPC 84 in 2026.

Recommendations for our authorities:

For regulatory review, assess and, if necessary, revise national regulations related to ship design, inspection, and operation to ensure alignment with the new IMO standards.

For the carbon emission monitoring issue, evaluate the feasibility of establishing or enhancing systems for reporting and monitoring carbon emissions to maintain competitiveness in the maritime sector.

Recommendations for MEPC 83

- **On the Marine Plastic issue**, this session MEPC had approved the draft *2025 Action Plan to Address Marine Plastic Litter from Ships*. This plan is expected to be integrated with the existing *Strategy to Address Marine Plastic Litter from Ships* into a single resolution in the future. The 2025 Action Plan will include a dedicated action aimed at addressing the issue of plastic pellets transported in shipping containers. This initiative seeks to develop mandatory measures to mitigate the environmental risks associated with the accidental release of plastic pellets into the marine environment.

Recommendations for MEPC 83

So far, Taiwan does not have specific regulations or penalties for shipping containers to address certain incidents, such as the leakage of plastic pellets, that happen during transport. However, some relevant existing laws that may still apply include *the Marine Pollution Control Act*, *the Regulations on the Carriage of Dangerous Goods Code by Ships*, and *the Regulations on the Carriage of Solid Bulk Cargoes by Ships*.

Whether to set up new standards or certain regulations to prevent the issue of the leakage of plastic pellets, the authority should consider the issue with relevant government departments and agencies, and continue to follow the development of these mandatory measures from IMO, and make further decisions to take part in Taiwan's legal framework.

LEG next session

LEG 113

LEG 113 will take place in 2026; the date is still under confirmation.



Source: IMO

MEPC next session

MEPC/ES.2

The extraordinary meeting MEPC/ES.2 will be held from October 14 to 17.

MEPC 84

While the MEPC 84 will take place in April 2026, from 27th to 1st May.



Source: IMO

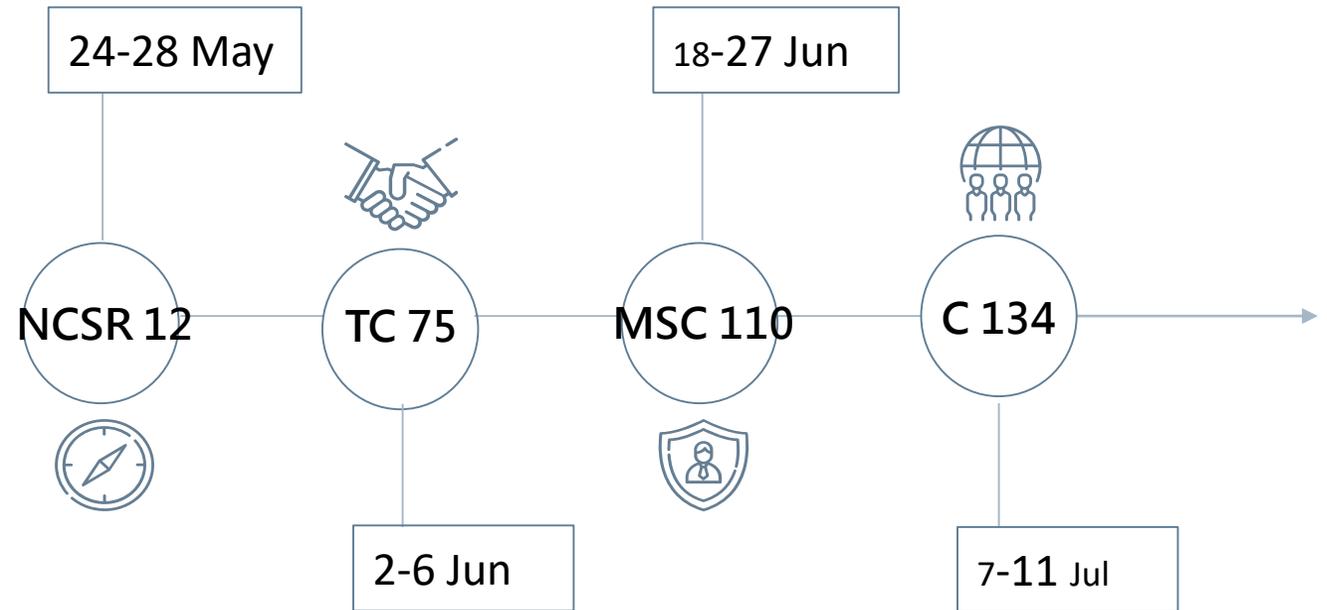
Next Meeting for IMO

NCSR 12

- On May 24th to 28th, 2025.

TC 75

- On June 2th to 7th, 2025.



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The End~

國立高雄科技大學
國際海事公約研究中心



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