

International Maritime Latest Issues August 2025

- **IMO International Maritime News(p2-6)**

- Reviewing the News from July to the beginning of August 2025

- **IMO's Meeting Highlights(p7-17)**

- Sub-Committee on Implementation of IMO Instruments 11th session (III 11)

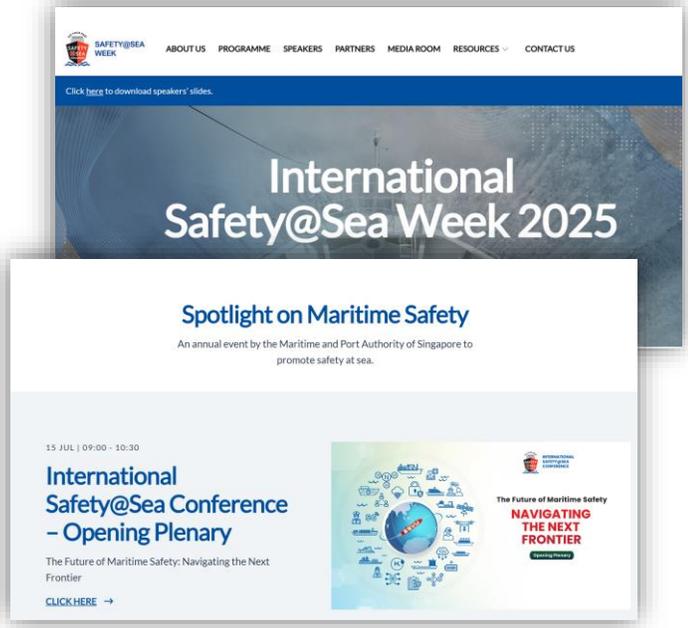
I. IMO International Maritime News

Keywords: alternative marine fuels; Centre of Excellence in Maritime Safety; seafarer training guidelines

Seminar prepares seafarers for the fuel transition



Source: IMO.



International Safety@Sea Conference seminar website.
(Source: <https://www.safetyatseaweek.gov.sg/>)

During mid-July 2025, IMO held a seminar ([International Safety@Sea Conference](#)) with the Maritime and Port Authority of Singapore (MPA), under the IMO’s Integrated Technical Cooperation Programme (ITCP). The event also had a live methanol firefighting exercise and cutting-edge Virtual Reality (VR) tools to show the frontline risks seafarers face in the fuel transition.

The project is designed to bridge policy, education, and practice. The programme featured presentations by Maritime Education and Training (MET) Institutes, as well as the insights from partners of [the Maritime Just Transition Task Force](#) and representatives from industry stakeholders.

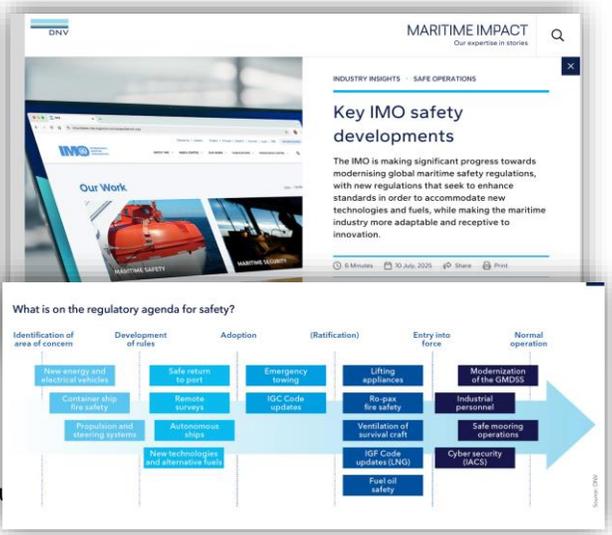
From the panel with MET institutions, there was a discussion on exploring solutions to key challenges such as limited training capacity and a lack of experience for handling new fuels and technologies. Through the focus groups, participants shared their national strategies for aligning their training frameworks with the ongoing development of IMO training guidelines for seafarers on ships powered by alternative fuels and new technologies. Delegates from countries in the region also shared practical experiences with training seafarers for service on LNG-fuel ships.

In the end, there was a live methanol firefighting drill, and a chance to engage in hands-on demonstrations of advanced simulation systems and VR tools at the Singapore Maritime Academy, [Singapore’s Centre of Excellence in Maritime Safety \(CEMS\)](#), and [Wavelink Maritime Institute](#), gaining practical exposure to cutting-edge instructional technologies.

DNV: Key IMO safety developments

The IMO is making progress towards modernizing global maritime safety regulations with new regulations, enhancing the standard in order to accommodate new technologies and fuels. Currently, there are various topics and issues on the IMO agenda, which can some of which are highlighted below:

- **Propulsion and steering – from prescriptive requirements to a goal-based format**
Current SOLAS Chapter II-1 addresses traditional steering gear arrangements with a propulsion system and a rudder. However, modern combined steering and propulsion systems (e.g., azimuth thrusters, waterjets) are not included in the current regulatory framework, which is therefore seen as an obstacle to innovation.
 - IMO is working on a revision of SOLAS Chapter II-1 to address both traditional and non-traditional propulsion and steering systems. The new requirements will be **goal-based** and therefore naturally apply to all steering and propulsion system types.
 - The revision will be broader and more flexible than prescriptive regulations, outlining “**what**” needs to be achieved “**as opposed to how**” this should be achieved, allowing the IMO to define key safety criteria and leave the technical implementation to other stakeholders. °

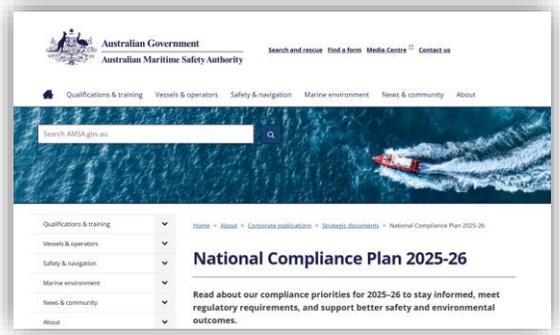


The regulations for safety on the IMO agenda (Source: DNV.)

- **Charging up electric vehicle transport**
To reduce the fire risk of ships carrying new-energy vehicles, the IMO has **developed an action plan to evaluate the adequacy of fire protection, detection, and extinguishing arrangements in vehicles, special category, and RO-RO spaces.** It included the analysis of reports, studies, and technologies; the identification of hazards; and the development of related goal-based measures.

- **Fire safety for containerships**
To prevent incidents on fire safety, the IMO is considering measures for the detection and control of fires in container cargo areas, which include:
 - Requirements for portable infrared thermal imagers, suitable for screening containers and detecting hot areas
 - Requirements and performance standards for water mist lances, including means for extended reach into containers
 - Requirements and performance standards for mobile water monitors and fixed water monitors
 - Water protection systems below the hatch coaming and pontoon hatches
- **Safe Return to Port (SRtP) progress**
 - So far, IMO is working on a revision of the “**Interim Explanatory Notes for the Assessment of Passenger Ship Systems’ Capabilities After a Fire or Flooding Casualty**” (MSC.1/Circ.1369) to facilitate uniform implementation of the concept, taking into account experience gained. One of the key issues revolved around the concept of remaining operational, particularly in assessing passenger ship system capabilities after a fire/flooding incident, and the criteria for staying operational.

AMSA published National Compliance Plan for 2025-2026



Australian Maritime Safety Authority (AMSA) has published the *National Compliance Plan 2025-26*, which outlines AMSA’s priority activities for the year ahead, helping industry understand the main focus and purpose. Grounded in safety data, trends, and expert input, the plan guides a transparent, risk-based approach to regulation. The priorities may include targeted inspections, education, and collaboration to reduce marine pollution, improve seafarer welfare, and strengthen safety across domestic and international operations.

AMSA [National Compliance Plan 2025-26](#) focus area highlights included:

- **Risk-based inspections of foreign and Australian flag vessels, focusing on maintenance, pilot ladder safety, cargo securing, and pollution prevention.**
- **Seafarer safety and welfare under the Maritime Labour Convention (MLC), including wage compliance, and workplace risk assessments.**
- **Domestic vessel safety, with priorities on fatigue management, SMS implementation, lithium-ion battery risks, hazardous gases, and lifejacket wear.**
- **Safe towing and flood operations for emergency service vessels, with targeted education.**
- **Support for Aboriginal and Torres Strait Islander operators to strengthen safety management system (SMS) implementation and safe operations.**
- **Joint inspections with WorkSafe targeting high-risk activities such as snorkeling and diving to improve safety outcomes.**



Issues that are included in the plan:

Persons overboard, fatalities: AMSA will keep a strong compliance focus on **lifejacket wear and associated risk assessment requirements**, particularly in operations where crew overboard risks are high. This will involve a continuation of targeted education and outreach, refreshing and reinforcing key messages from previous education campaigns.

Pilot ladder safety: AMSA will adopt a **safety compliance approach to address the issue with pilot ladder arrangements**, which will include industry education and awareness, **followed by PSC and FSC targeted inspections**. AMSA will also engage with the pilot associations and relevant maritime organizations to gather operational insights and reinforce safety expectations on pilot ladder arrangements on vessels.

Lithium-ion batteries: AMSA will develop comprehensive guidance to support **education on the safe installation, operation, and maintenance of Lithium-ion battery systems** aboard domestic commercial vessels. Additionally, as part of the certification process (Certificate of Survey and Certificate of Operations), AMSA will conduct focused assessments for vessels operating with Lithium-ion battery installations to ensure that vessels meet the required safety standards and that proper risk assessments are in place to address the unique challenges posed by these systems.

AMSA published the published the National Compliance Plan 2025-26.
(Source: AMSA.)

UK MCA: Watchkeeping practices for enhanced navigational safety (1/2)

Recently, [the UK Maritime and Coastguard Agency \(UK MCA\)](#) has noted a recent safety issue that there have been several incidents where failure to maintain a proper lookout and poor navigational watchkeeping practices have led to collisions and groundings, resulting in fatalities and serious injuries.

MCA had prosecuted several cases following serious maritime incidents involving UK-flagged vessels. In one case, the UK flagship had a collision with a Danish vessel, resulting in two deaths. The investigation found that during the duty of the vessel's personnel, there were problems such as insufficient lookout, distraction from using personal tablet devices, and drinking before duty. Eventually, the captain and the company found them guilty. In another case, a vessel ran aground, resulting in three passengers seriously injured and one crew member seriously injured and in life-threatening condition. The shipowner was convicted of failing to maintain a proper lookout.

In a third incident, a fishing boat collided with an anchored ship, injuring crew members; the skipper was convicted after it was found that the watchkeeper had fallen asleep before the collision between the ships. These cases highlight the importance of effective duty on watchkeeping and maintaining maritime vigilance at sea.



Source: SAFETY4SEA.

The main factors causing the incidents above include:

- Due to the distraction of using cell phones, media devices, or other tasks unrelated to navigation on one's navigational duties.
- Insufficient lookout or watchkeeping resource in place for the situation
- Navigational aids, watch alarms, or equipment are not correctly used or happen to be muted.
- Watchkeepers with insufficient rest, or affected by drugs or alcohol, etc.

UK MCA: Watchkeeping practices for enhanced navigational safety (2/2)

The relevant regulations that seafarers should follow during their periods of duty

- **STCW Convention (1978, as amended):**
 - Establishes minimum requirement standards for watchkeeping personnel on seagoing ships
 - Requires certified competence for officers and ratings assigned to watchkeeping duties and mandates continuous watchkeeping by qualified personnel on the bridge, engine-room, and other critical areas
- **STCW Code – Part A (mandatory standards):**
 - Bridge watchkeeping arrangements and principles (CHAPTER VIII/2)**
 - at all times maintaining a proper look-out by sight and hearing, as well as by all available means...
 - as applicable, at all times, an appropriate and effective watch or watches are maintained for the purpose of safety, and comply with *the Convention on the International Regulations for Preventing Collisions at Sea (COLREG)*
 - The officer in charge shall not be assigned other duties that could interfere with the watch Collision Regulations (COLREGs, 1972)
- **Marine Guidance Note (MGN) 137, merchant ship + fishing vessel (M+F)**
 - Look out during periods of darkness and restricted visibility:**
 - During periods of darkness and restricted visibility, one must always remain a separate and dedicated lookout at all times

Key consideration for Watchkeeping

The regulations concerning working hours on board are not only for the health and well-being of individuals, but also for the safety of the vessel and all personnel on board

Fatigue may reduce the capability and safety of watchkeepers, and prolonged fatigue can make these problems even worse

UK MCA recommends taking relevant measures to minimize the risk of collision and enhance bridge navigational safety:

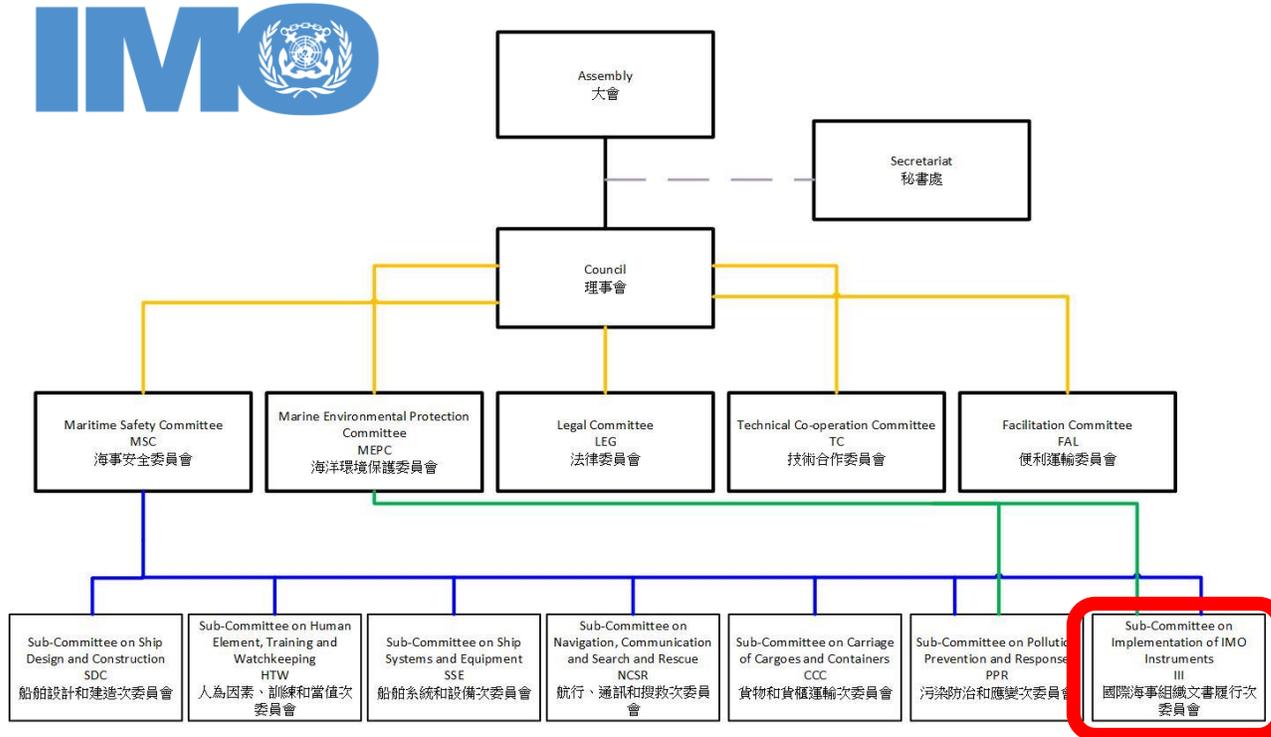
- All seafarers and operators must ensure that they are familiar with the laws and company regulations concerning alcohol and drugs and comply with the contents of their regulations.
- The Safety Management System should be reviewed to ensure that there is clear guidance and instructions for watchkeeping practices, including the use of alarm systems, where fitted. Interference factors that may detract from watchkeeping safety should be avoided.
- Records of working hours must be maintained accurately, and the Master should receive the full support of the shipowner/operator to ensure that the crew members carry out their work within the appropriate working hours and avoid overtime work.

International Maritime Organization

**Sub-Committee on Implementation of
IMO Instruments
11th session (III 11)
21-25 July, 2025**

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Implementation of IMO Instruments (III)

- The III sub-committee mainly brings together flag, port, and coastal States to consider implementation issues, including the analysis of consolidated audit summary reports from the mandatory IMO Member state Audit Scheme.
- III has a key role in casualty analysis and issuing lessons learned from marine incidents. III also receives and analyses port State control data and keeps under review the procedures for port State control. Guidelines for survey and certification, including the survey guidelines under the Harmonized System of Survey and Certification (HSSC), also come under the remit of this Sub-Committee.

II. IMO's Meeting Highlights

III 11 agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	9	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)
2	Decisions of other IMO bodies	10	Development of Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications
3	Consideration and analysis of reports on alleged inadequacy of port reception facilities	11	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
4	(a)Lessons learned and safety issues identified from the analysis of marine safety investigation reports	12	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships
5	Measures to harmonize port State control (PSC) activities and procedures worldwide	13	Biennial agenda and provisional agenda for III 12
6	Validated model training courses	14	Election of Chair and Vice-Chair for 2026
7	Identified issues relating to the implementation of IMO instruments from the analysis of data	15	Any other business
8	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	16	Report to the Committees

Measures to harmonize port State control (PSC) activities and procedures worldwide

Agenda Item 5

- **Finalized the draft amendments to update the “Procedures for Port State Control 2023” (resolution A.1185(33))**, the new version PSC Procedures included the amendment contents that have been completed in III 10 of 2024, be submitted for adoption at the 34th session of the IMO Assembly (A 34), and expected **to take into force on 1st January 2026**.
- The new version included amendments to appendices 2, 8, 9, 11, and 18 of the Procedures for PSC, 2023, and added a new appendix 20 to help Port State Control Officers (PSCOs) identify potential security concerns and escalate appropriately. The list of instruments relevant to PSC procedures was revised and added as Appendix 21.
- The new draft amendments include updates to **the list of “detainable deficiencies” (in Appendix 2)** related to implementation of the International Safety Management Code (ISM Code), **Long-Range Identification and Tracking (LRIT), certification of seafarers, ship manning, and hours of rest**. Under *the International Convention for the Prevention of Pollution from Ships* (MARPOL) Annex VI (Appendix 18), a new chapter will be added related to the non-availability of compliant fuel oil.

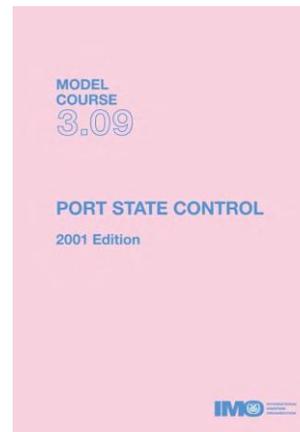
Validated model training courses

Agenda Item 6

- III 11 validated the draft **revised Model Course 3.09 on Port State Control**. The model course provides updated and standardized training to port State control officers (PSCOs) to ensure effective, consistent, and harmonized implementation of PSC inspections, in accordance with relevant IMO instruments, and helps Member States meet their obligations under IMO conventions.

Ever since Version 2001, there has been almost no major revision in Model Course 3.09 on Port State Control. Its content mainly focuses on training Port State control officers (PSCO) to acquire basic inspection competencies.

To ensure the ship holds valid certificates and complies with the requirements of the basic international conventions. The concentrated inspection campaigns (CICs) include the document review, the basic condition of the ship's equipment, and the crew certificates.



Source: IMO

Revised contents in the **“Model Course 3.09”**:

- 1. Updated Structure and layout:** Revise and adjust the latest version on Procedures for the Port State Control 2023 (resolution A.1185(33)).
- 2. Expansion of training scope:** the amendments to the inspection related to MARPOL Annex VI, energy efficiency, crew work training and living conditions, ISM regulations, and cybersecurity
- 3. Digitalized and data exchanged:** Practical operations of information sharing between GISIS and PSC, electronic certificates, and remote inspection.
- 4. Renew the teaching method:** increase case studies and simulation drills.
- 5. Consistency and transparency:** to harmonize inspection standards in different Port State Control Memoranda of Understanding (MOU)

Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)

Agenda Item 8

- III 11 had finalized the draft amendments to the *2023 Survey Guidelines under Harmonized System of Survey and Certification (HSSC)* (resolution A.1186(33)) (Note 3), and the *2023 Non-Exhaustive List of Obligations under Instruments Relevant to the IMO Instruments Implementation (III) Code* (resolution A.1187(33) (Note 4). Both documents above are **expected to be adopted at Assembly 34 (A 34) in December 2025 and enter into force on January 1st, 2026.**
- The new HSSC Guidelines will include provisions for the *Code of Safety for Ships Carrying Industrial Personnel* (IP Code). Provisions related to the Anti-fouling System (AFS) Certificate were removed from the Guidelines, since the AFS Convention 2001 does not provide a harmonized survey and certification system
- III 11 had also re-established the Correspondence Group for the survey guidelines under the HSSC and the non-exhaustive list of obligations. The Group will be considering matters related to unlawful practices associated with fraudulent registration and fraudulent registries of ships, reviewing MSC/Circ. 1140 and MEPC/Circ. 424 on Transfer of Ships between States, and consider whether the circulars need to be amended with measures to prevent such practices.

Development of Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications

Agenda Item 10

- III 11 had agreed to the draft text of the Guidance on assessments and applications of remote surveys, ISM Code audits, and ISPS Code verifications, and the associated MSC-MEPC circular, for submission to the Maritime Safety Committee and the Marine Environment Protection Committee for approval.
- The draft circular included:
 - ① **Remote surveys:**

Portions of surveys may be carried out remotely, based on a risk assessment and the item's eligibility for using remote methods. However, remote surveys cannot be performed for two consecutive years for the same survey items. In all cases, the survey plan needs to be approved by the flag administration.
 - ② **International Safety Management (ISM) Code audits:**

ISM Code shipboard audits cannot be fully replaced by remote audits, and physical attendance will always be needed under normal circumstances. Initial, renewal, and interim company audits need physical attendance.

Remote methods may be considered for annual audits and for interim audits when adding a new ship type to an existing Document of Compliance (DOC).
 - ③ **International Ship and Port Facility Security (ISPS) Code verifications**

The ISPS Code verifications can only be carried out remotely under exceptional circumstances, and only selected items are eligible for remote verification even in exceptional circumstances.

Recommendations for III 11

- **Draft amendments to 2023 Non-exhaustive List of Obligations under instruments relevant to the IMO Instrument Implementation (III) Code:**
 - III 11 had agreed the **draft amendments to the 2023 Non-exhaustive List of Obligations under instruments relevant to the IMO Instrument Implementation (III) Code (resolution A.1187(33))**. The draft amendments to the list derive from amendments to relevant IMO instruments entering into force up to and including 1st July 2026.
 - The amendments for the non-exhaustive list have outlined various responsibilities and duties that flag, port, and coastal States must fulfil under instruments relevant to the III Code. Its contents cover the obligations under the MARPOL Convention, the SOLAS Convention, the ISM Code, and the ISPS Code, serving as preparation for the upcoming second cycle of audits under the IMO Member State Audit Scheme (IMSAS). A comprehensive review will be carried out to delete outdated items or revise those requiring amendments.
 - **This Non-exhaustive List of Obligations serves as a tool for the flag State and the competent authority to review their performance and conduct self-assessment.** It is recommended to pay close attention to the modified contents as a basis for establishing a risk management mechanism for subsequent audits and planning related domestic law amendments.

Recommendations for III 11

➤ To harmonize port State control (PSC) activities and procedures worldwide:

- The draft amendments to the “Procedures for Port State Control 2023” (resolution A.1185(33)) were finalized at III 11, after the approval of the IMO 34th Assembly in December 2025, which is expected to enter into force on January 1, 2026.
- The new amendments to the resolution A.1185(33) will revoke the A.1155(32) adopted in December 2021, which also serves as the basis for the current Port State Control in our country. In the future, it should be updated to a new version of the procedure, new items such as the principle of remote inspection, adjustment of risk classification, and clarifying the standardization for the security deficiencies.
- In addition, the Model Course 3.09 on Port State Control has been verified and updated, with the aforementioned amendment contents, including clear criteria for mandatory detention, key points for enhanced verification in MARPOL Convention Annex VI, and inspection techniques for new vessel types (such as industrial personnel vessels and alternative fuel vessels). It is suggested that the updated contents be incorporated into the current seafarers' personnel training.

III next session

III 12

III 12 is scheduled to be held from July 20th to 24th in 2026.

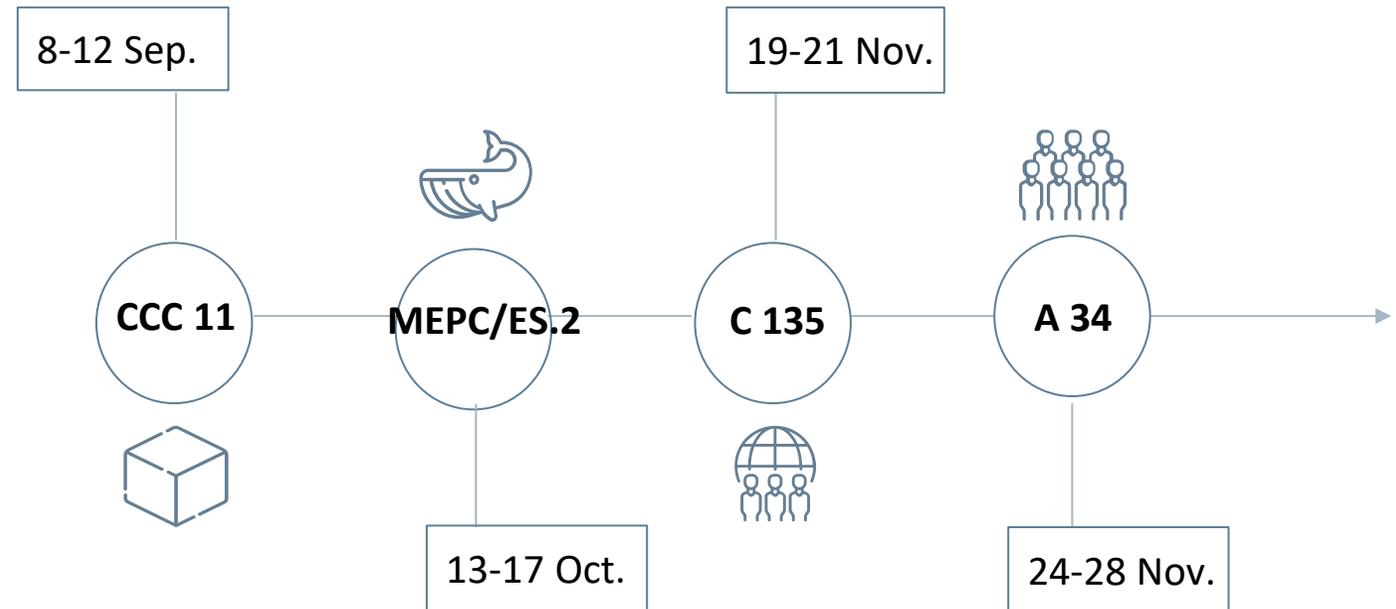


Source: IMO

Next Meeting for IMO

CCC 11

CCC 11 will be held from Sept 8th to 12th, 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



Center for International Maritime Convention Studies



交通部航港局
Maritime and Port Bureau, MOTC



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