

International Maritime Latest Issues April 2025

- **IMO International Maritime News(p2-4)**

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

- **IMO's Meeting Highlights(p5-26)**

- Sub-Committee on Ship Systems and Equipment 11th Session (SSE 11)

- Facilitation Committee (FAL) 49th session (FAL 49)

Industry leaders focus on future at 60th anniversary of FAL Convention



Source: IMO.

The Convention on the Facilitation of International Maritime Traffic (or “[FAL Convention](#)”) has marked a milestone for 60 years. On March 10, 2025, international representatives gathered for a special panel event hosted by the IMO to discuss the Convention’s impact and other issues to consider in the future. FAL Convention was adopted in 1965, with the objective to ease maritime traffic by developing a standard for digital data exchange on the information of ships when entering the port.

Since January 2024, FAL convention has required the use of “[maritime single windows \(MSW\),](#)” or a set of centralized digital platforms for exchanging data between ships, ports, and relevant authorities to simplify the procedures for ships’ arrival, stay, and departure. Patrick Verhoeven, Managing Director of IAPH, underlines the good progress on standardization and digitalization, while highlighting current challenges. That includes minimizing the digital gap between countries with advanced technologies and those without, as well as protecting against cybersecurity risks. Building trust between government and industry, including through public-private partnerships, was therefore crucial to ensure the safety and efficiency on data exchange.

ITLOS-IMO joint Workshop explores maritime legal issues



Source: IMO.

On March 28, 2025, IMO and the International Tribunal for the Law of the Sea (ITLOS) held a joint workshop, gathering various legal experts from both organizations to discuss critical maritime issues. IMO Secretary-General Arsenio Dominguez highlighted that the linkages between IMO and ITLOS are essential. And mentioned that when UNCLOS was adopted in 1982, the IMO had already established a comprehensive suite of international maritime conventions. Many IMO conventions are dealt with in many articles in UNCLOS.

Meanwhile, Mr. Thomas Heidar, President of ITLOS, had provided an overview of [the ITLOS Advisory Opinion on Climate Change and the Ocean](#), released in May 2024. The Opinion addressed two key questions: one related to marine pollution, with a particular focus on Article 194; and the other concerning the general obligations of States. Mr. Heidar underscored that the Convention should be regarded not as a static agreement, but as a dynamic and evolving legal framework capable of responding to emerging environmental challenges. He clarified that States are obligated to prevent, reduce, and control marine pollution, including greenhouse gas emissions from various sources such as ships. Flag States have the responsibility to ensure their vessels comply with international standards, and the IMO’s work in setting these standards is important. In the future, fulfilling these obligations will require not only determined action by individual States but also robust international cooperation.

- [The International Tribunal for the Law of the Sea \(ITLOS\)](#) was established in 1982. It’s an intergovernmental organization created by the mandate of the Third United Nations Conference on the Law of the Sea. It was established by the United Nations Convention on the Law of the Sea. The ITLOS is one of four dispute resolution mechanisms listed in Article 287 of the UNCLOS. Its jurisdiction includes all disputes submitted to the court in accordance with UNCLOS and its enforcement agreements, as well as matters listed in any other agreements that have specifically granted jurisdiction to the courts.

I. International Maritime News

Keywords: maritime digitalization; Maritime Decarbonization

IMO outlines strategy for maritime digitalization



Source: Port Technology.



Source: Maritime Informed.

- [Zero Emissions Vessels and Infrastructure \(ZEVI\)](#) is a research and development match-funding that the UK government set up to support high TRL research and development of near-commercial clean maritime solutions. The participants will pilot their technologies and solution plan; during the operating period will provide valuable data, demonstrating the efficacy of zero emission solutions in a real-world environment and across a range of operational states.

IMO IMO's Facilitation Committee (FAL) 49th session from mid-March, outlined a work plan for the IMO Strategy on Maritime Digitalization, which is expected to be adopted by the IMO IMO Assembly (in 2027) aimed to create a global maritime sector that is fully interconnected and more automated. In the next year, a correspondence group will assess existing and emerging technologies, standards, and methodologies that can support maritime digitalization while also ensuring alignment between the IMO's various committees. The new strategy included the mandatory Maritime Single Window (MSW) regulations introduced last year, which require ships and ports to use a single digital platform for exchanging information and streamlining port call procedures.

- **An updated IMO Compendium on Facilitation and Electronic Business:** additional data sets to improve standardization and interoperability across maritime IT systems. ([TIC40. v3 report](#)) °
- **A strengthened MSW Guidelines:** verification functions, reducing manual administrative tasks, and eliminating redundant checks.
- **Cybersecurity for MSW:** developed cybersecurity measures to protect digital maritime operations °
- **Electronic Certificates Guidelines:** the approved guidelines will forward to MEPC, MSC, and LEG for final review.

Maritime decarbonization: UK green transition strategy

Fuels of the future and shipping charge points in harbors will be a major new strategy to make Britain's shipping fleet reach net zero by 2050 and drive growth in coastal communities. The UK Government's new goals for all vessels that operate in UK waters and dock at UK ports are to be carbon-free, and it is trying to help vessel owners, operators, and scientists make emission-free voyages a reality.

- **Investment in green technologies:** According to the new strategy, the shipping sector will be taken under the UK Emissions Trading Scheme (UK ETS). The vessel that caused the most pollution - pay more for their greenhouse gas emissions.
- **New green shipping technologies:** the use of clean fuels and technologies, such as hydrogen, electric, or ammonia vessels. A new project will launch in Portsmouth, cooperating with vessel charge-port pioneer [ABB](#), to demonstrate how these new technologies can bring more investment, create jobs, and revitalize the communities.
- **Challenge and opportunity for maritime sector:** Chris Shirling-Rooke, Chief Executive of Maritime UK, replied: *"Decarbonization is both an enormous challenge and opportunity for the maritime sector, with huge potential for growth, jobs and innovation in our coastal communities, and across the whole of the United Kingdom."*
- **Zero emissions vessels and infrastructure:** Mike Sellers, Director of Portsmouth International Port, indicated that they welcome the new strategy, which aligns with the port's master plan. To achieve the goals, they're on track to become the UK's first multi-berth, multi-ship 'charge port' by providing renewable plug-in energy when ships are alongside from Spring 2025. In addition, he said: *"The [Sea Change shore power project](#) demonstrated the success of both public and private investment, supported by the government's zero emission vessels and infrastructure (ZEVI) fund. ...what's happening in Portsmouth and how this could be a model for ports across the country."*

[ABS and MPA Deepen Collaboration to Accelerate Maritime Innovation and Workforce Excellence](#)



Source: American Bureau of Shipping (ABS).

In March 2025, the Maritime and Port Authority of Singapore (MPA) and the American Bureau of Shipping (ABS) renewed a multi-year Memorandum of Understanding (MOU) to strengthen collaboration in research and development, talent development, workforce upskilling, support for startup maritime businesses, and regulatory alignment. ABS will establish the ABS Singapore Maritime Safety Center, with an advanced facility that is designed to provide immersive training for seafarers and maritime professionals, in support of the MPA’s Maritime Energy Training Facility (METF). ABS has invested USD \$4.5 million in the center, expecting it may bring new job opportunities for the region. An [MPA news](#) on March 27th announced the METF Digital Platform will be ready in the second half of 2025, offering global maritime workforce access to training in the safe handling of alternative marine fuels.

[Class societies join forces for emissions data standard](#)



Source: SAFETY4SEA.

In March 2025, IMO held its 49th session meeting of the [Facilitation Committee \(FAL 49\)](#), the outcome of the meeting, the IMO Compendium on Facilitation and Electronic Business (IMO Compendium), added a range of standardized emissions reporting data fields for the first time. The new ‘Fuel oil consumption and CII reporting dataset’ within the IMO Compendium includes more than 140 data fields for environmental reporting requirements, the majority of which have been newly added by IMO’s Expert Group on Data Harmonization (EGDH) as part of the FAL 49 update. These new data fields aim to streamline emissions reporting and assist vessel operators in managing alignment with regulatory frameworks. The framework standards included the following:

- (1) [IMO Data Collection System \(DCS \)](#) ;
- (2) [EU Monitoring, Reporting, and Verification \(MRV \)](#) ;
- (3) [Carbon Intensity Indicator \(CII \)](#) ;
- (4) [FuelEU Maritime](#).

BIMCO and IACS subsequently submitted the classification societies’ combined standardized dataset to IMO to be considered for inclusion within the IMO Compendium, a process that has now been completed following FAL 49.

• [Smart Maritime Council](#), the goal of these network is to provide a platform to promote the benefits of enhanced integration and data sharing among stakeholders within the maritime and transport logistics sectors, the member include the IACS members, such as Lloyd’s Register, ABS, Bureau Veritas, ClassNK, and DNV...etc.



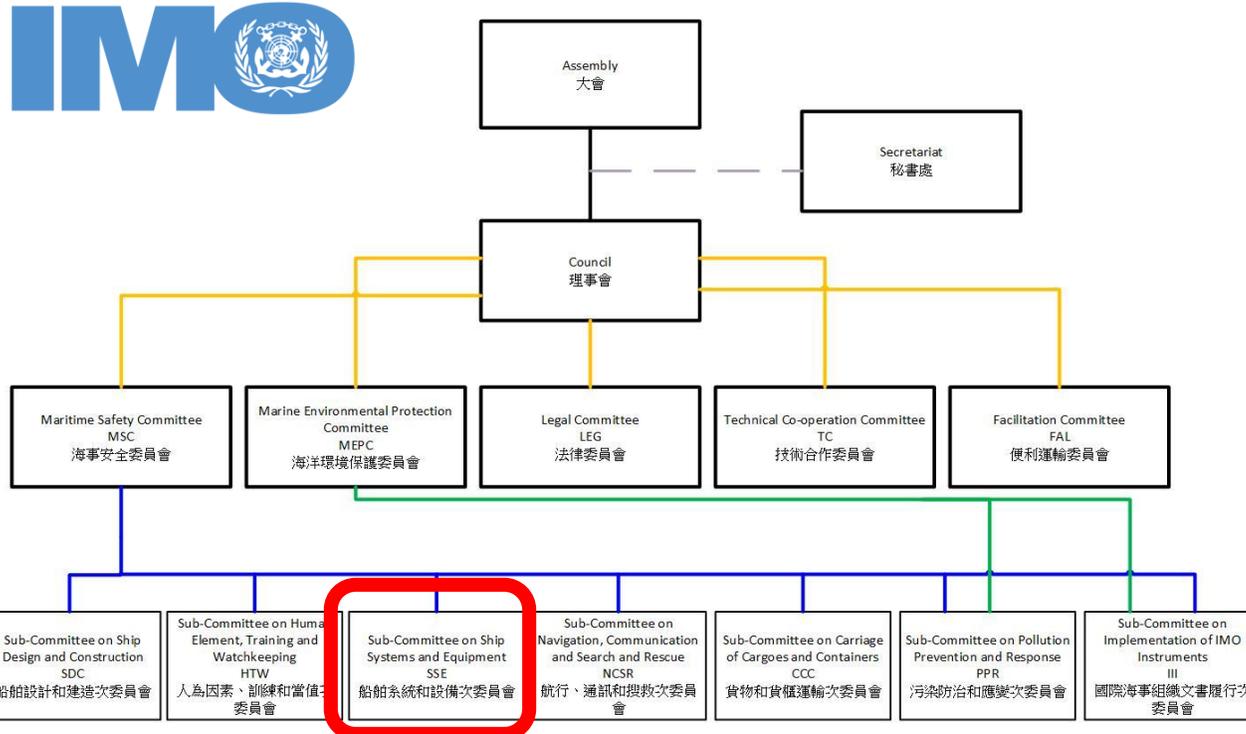
International Maritime Organization

**Sub-Committee on Ship Systems and
Equipment 11th session (SSE 11)**

24th -28th February 2025

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Ship Systems and Equipment (SSE)

- The Sub-Committee on Ship Systems and Equipment (SSE) is one of the 7 Sub-Committees of IMO.
- SSE mainly deals with a wide range of technical and operational matters related to systems and equipment on all types of ships, vessels, craft, and mobile units covered by IMO instruments.
- Their work also includes life-saving equipment, appliances, and arrangements; fire detection and fire extinguishing systems as well.

SSE 11 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	11	Validated model training courses
2	Decisions of other IMO bodies	12	Development of amendments to SOLAS chapter II-2 and the FSS Code concerning detection and control of fires in cargo holds and on the cargo deck of containerships
3	New requirements for ventilation of survival craft	13	Development of provisions to consider prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting on board ships
4	Development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat	14	Comprehensive review of the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)) to address challenges with their implementation
5	Revision of SOLAS chapter III and the LSA Code	15	Amendments to the LSA Code for thermal performance of immersion suits
6	Amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships	16	Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and Ro-Ro spaces in order to reduce the fire risk of ships carrying new energy vehicles
7	Review and update of the Code of practice for atmospheric oil mist detectors (MSC.1/Circ.1086)	17	Biennial status report and provisional agenda for SSE 12
8	Revision of the 2010 FTP Code to allow for new fire protection systems and materials	18	Election of Chair and Vice-Chair for 2026
9	Review and update SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements	19	Any other business
10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions	20	Action requested of the Sub-Committee

SSE 11 Meeting Highlights

New requirements for ventilation of survival craft

Agenda 3

- On the ventilation of survival craft issue, SSE 11 had a discussion on draft amendments to the International Life-Saving Appliance Code (LSA Code) to include similar ventilation requirements also for partly enclosed lifeboats (PELBs).
- The new requirements will be included in both the LSA Code and Revised recommendation on testing of life-saving appliances ([resolution MSC.81\(70\)](#)). Proper ventilation is essential for safety, health and comfort for survival at sea.
- The draft amendments to the LSA Code will be progressed in Working Group 1 (WG1), and they will further discuss on CO2 concentration threshold until next meeting (SSE 12) in 2026.



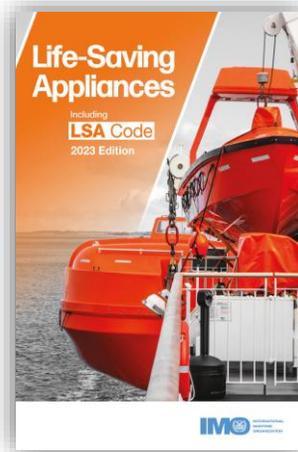
Source: SSE 11/INF.8 Annex

II. IMO's Meeting Highlights

Agreed to draft amendments to LSA Code and associated regulations

Agenda 4

- SSE 11 agreed to draft amendments to chapter IV of the LSA Code, for approval by the Maritime Safety Committee (MSC 110) and adoption by MSC 111. Regarding the development of design and prototype test requirements for the operational testing of free-fall lifeboat release systems without launching the lifeboat.
- And be applicable to free-fall lifeboats installed on or after 1 January 2031, subject to approval by MSC 110 (June 2025) and subsequent adoption by MSC 111.
- In addition, any parts of the system that are exposed to the sea must be made of corrosion-resistant materials that do not need extra coatings or galvanization (except for temporarily installed equipment).



Source: IMO

Under the requirements of SOLAS, the carriage of life-saving appliances is mandatory. The International Life-Saving Appliance (LSA) Code provides more specific technical requirements for the manufacturing, testing, maintenance, and record keeping of life-saving appliances. The number, capacity and type of life-saving appliances differ from ship to ship depending on its size, shipping activity and voyage, and the LSA Code stipulates minimum requirements to comply in order to make a ship safe for its passengers and crew.

2025/4/30

Further work on Life-Saving Appliances (LSA)

Agenda 6

- Agreed to establish Correspondence Groups on Life-Saving Appliances (LSA) to work on the following tasks during the intercession period:
 1. Development of draft amendments to the LSA Code for partially enclosed lifeboats, and any consequential amendments to other regulations
 2. Development of draft functional requirements and expected performances for the revision of SOLAS chapter III
 3. Development of amendments to SOLAS chapter III and the LSA Code regarding the carriage of self-righting or canopied reversible life rafts for new ships.

The Correspondence Groups will submit a report to SSE 12.

Finalized a draft revision of the Code of Practice for Atmospheric Oil Mist Detectors

Agenda 7

- SSE 11 has finalized a draft revision of the non-mandatory Code of Practice for Atmospheric Oil Mist Detectors (MSC/ Circ.1086) to reflect experiences, current practices and new technologies since the Code was approved in 2003. The draft revision will be submitted to MSC 110 (June 2025) for approval.
- Atmospheric oil mist detectors Engine room fires remain the most frequent fire on board ships, with oil spray or mist leaking onto hot surfaces being a primary cause. It was updated to reflect current technologies, including those that can better monitor and detect airborne oil mist, providing early warnings of dangerous accumulations and reflecting the latest standards.

The Code of Practice for Atmospheric Oil Mist Detectors)(MSC.1/Circ.1086) is approved at MSC 77 (2003), aimed at providing recommendations on installing, operating, testing, and maintaining the atmospheric oil mist detector. This code of practice aims to enhance safety in maritime operations by addressing the fire risks associated with oil mist (tiny droplets of oil suspended in the air) in engine rooms.

It details the performance standards of the detector, including sensitivity, response time, and reliability, to ensure that it can detect abnormal oil concentration in the cabin at an early stage. It is also recommended to install detectors in key areas of the cabin and conduct regular functional tests and maintenance to ensure long-term effective operation. And provides training suggestions for operators to ensure that crew members can correctly understand and respond to the alarms issued by the detectors and take appropriate emergency measures

Unified Interpretations (UIs)

Agenda 10

- The International Association of Classification Societies (IACS) and the IMO had discussed the procedural aspects of considering unified interpretations (UI). The following draft UIs were agreed upon and will be submitted to MSC 110 (June 2025) for approval:
 1. UIs of the LSA Code regarding the launching of rescue boats;
 2. UIs of SOLAS and the HSC Codes concerning fire-extinguishing media restrictions (PFOS);
 3. UI of the FSS Code related to acceptable spacing of smoke and heat detectors; and
 4. UI of SOLAS concerning uniform documentation of lifting appliances load testing and certification.

Consequential amendments to associated instruments

Agenda14

- In conjunction with the draft amendments to the LSA Code, the Sub-Committee agreed to draft amendments to the following:
 1. resolution MSC.81(70) on Revised Recommendation on Testing of Life-Saving Appliances.
 2. resolution MSC.402(96) on Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats, launching appliances and release gear.
- SSE 11 has agreed to consequential draft amendments to the following circulars, with a view to approval by MSC 111: included MSC.1/Circ.1205/Rev.1, MSC.1/Circ.1529, MSC.1/Circ.1578, and MSC.1/Circ.1630/Rev.3.

Recommendations for SSE 11

- SSE 11 had initially determined the scope of applicability for the requirement to equip life-rafts with either automatic self-righting capability or a canopied and reversible design, the requirement mandating such equipment for all newly constructed passenger and cargo ships. While specific technical standards will be finalized at the next session (SSE 12).

In Taiwan, relevant regulations such as [the Ship Equipment Regulations](#) generally align with international standards. While most passenger ships are already required to use enclosed self-righting life-rafts, cargo ships are subject to case-by-case approvals by the competent authority, depending on factors such as tonnage and route, and are not explicitly required.

SSE 11 initially agreed on the current regulations, which will be approved by MSC. The authority should keep following the new resolutions.

With the new requirements, the authority could release technical circulars or public announcements, informing the newly constructed vessels to comply with those regulations. At the same time, measuring the feasibility of formally amending relevant provisions to align with international trends is necessary.

Recommendations for SSE 11

- On the issue of Oil Mist Detector, SSE 11 had finalized a draft revision of *the Code of Practice for Atmospheric Oil Mist Detectors* ([MSC.1/Circ.1086](#)). Domestically, our [Ship Equipment Regulations](#) do not explicitly mandate the installation of oil mist detectors.

However, in practical operation, certain types of vessels may still require such equipment for safety considerations. Therefore, the authority may issue technical circulars or announcements and recommend those types of ships for installing the detector, and comply with the standard as well.

Next Session

SSE 12

SSE 12 will be held in 2026; the date is still under confirmation.



Source: IMO



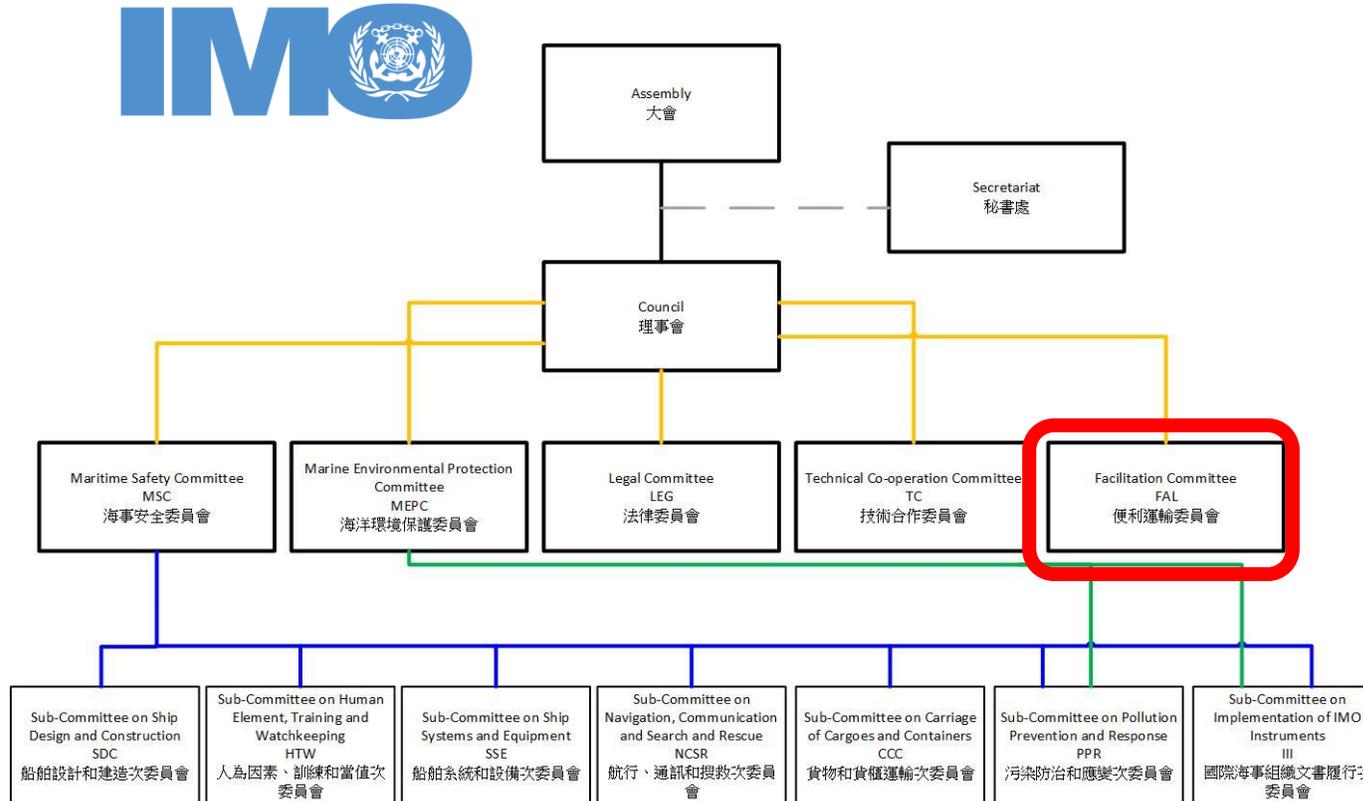
International Maritime Organization

**Facilitation Committee
49th session (FAL 49)**

10th - 14th March 2025

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Facilitation Committee (FAL)

- One of the 5 Committees of the International Maritime Organization (IMO).
- The Facilitation Committee (FAL) mainly deals with matters related to the facilitation of international maritime traffic, including the arrival, stay, and departure of ships, persons, and cargo from ports.
- The Committee 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.

II. IMO's Meeting Highlights

FAL 49 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	12	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))
2	Decisions of other IMO bodies	13	Revision of the Guidelines on minimum training and education for mooring personnel (FAL.6/Circ.11/Rev.1)
3	Consideration and adoption of proposed amendments to the Convention	14	Unsafe mixed migration by sea
4	Amendments to the FAL Convention to introduce mandatory reporting of the API and BRI/PNR for maritime transport	15	Consideration and analysis of reports and information on persons rescued at sea and stowaways
5	Amendments to the FAL Convention to review the provisions of a key worker during a public health emergency of international concern	16	Technical cooperation activities related to facilitation of maritime traffic
6	Application of single window concept	17	Relations with other organizations
7	Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions	18	Application of the Committee's procedures on organization and method of work
8	Development of a comprehensive strategy on maritime digitalization	19	Work programme
9	Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates	20	Election of Chair and Vice-Chair for 2026
10	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	21	Any other business
11	Measures to address Maritime Autonomous Surface Ships (MASS) in the instruments under the purview of the Facilitation Committee	22	Consideration of the report of the Committee on its forty-ninth session

FAL 49 Meeting Highlights

Amendments to the FAL Convention

Agenda 3 、 4 、 5

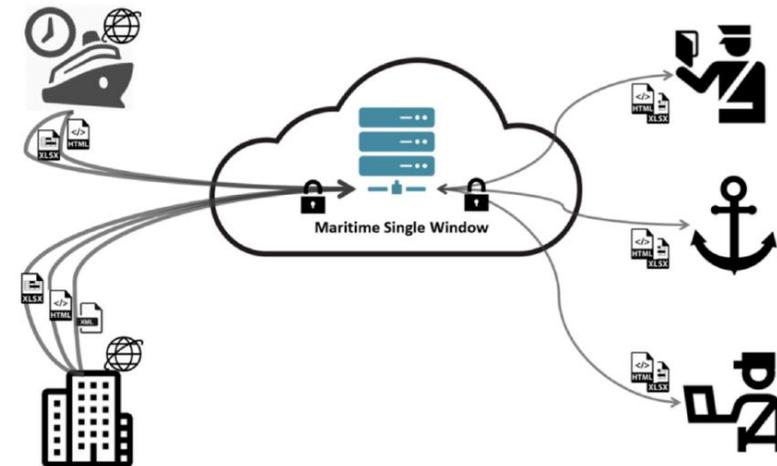
- FAL 49 has discussed the issue of the protection of "key workers" during health emergencies of international concern in relation to the FAL and MLC Conventions and invited the IMO Secretariat to present deliberations at a future session of FAL.
- The draft amendments to Recommended Practice 6.24 in the Annex to the FAL Convention had agreed, regarding vaccination and medical care for seafarers during international public health emergencies. The amendments will be further reviewed and approved.
- FAL discussed the draft amendments to the Annex of the FAL Convention to include Advance Passenger and Crew Information (API) and Booking and Reservation Information (BRI), as part of the required information ships must declare upon arrival and departure at a port. A Correspondence Group is formed to prepare the amendments and submit a report for consideration at FAL 50.

Maritime Single Window (MSW)

Agenda 6

- A proposal to amend the *Guidelines for setting up a maritime single window* ([FAL.5/Circ.42/Rev.3](#)) was discussed and agreed as FAL.5/Circ.42/Rev.4. The amendments add a “verification and validation function” as part of the required core architecture of the MSW system.

A Maritime Single Window (MSW) is a digital platform for exchanging required information between ships, ports, and national agencies during port calls. It streamlines clearance processes. Since January 1st, 2024, the Maritime Single Window (MSW) became mandatory for contracting Governments to the FAL Convention ([FAL.14\(46\)](#)), and its experience is starting to be shared.



Source: <http://dx.doi.org/10.3390/jmse12122328>

Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates

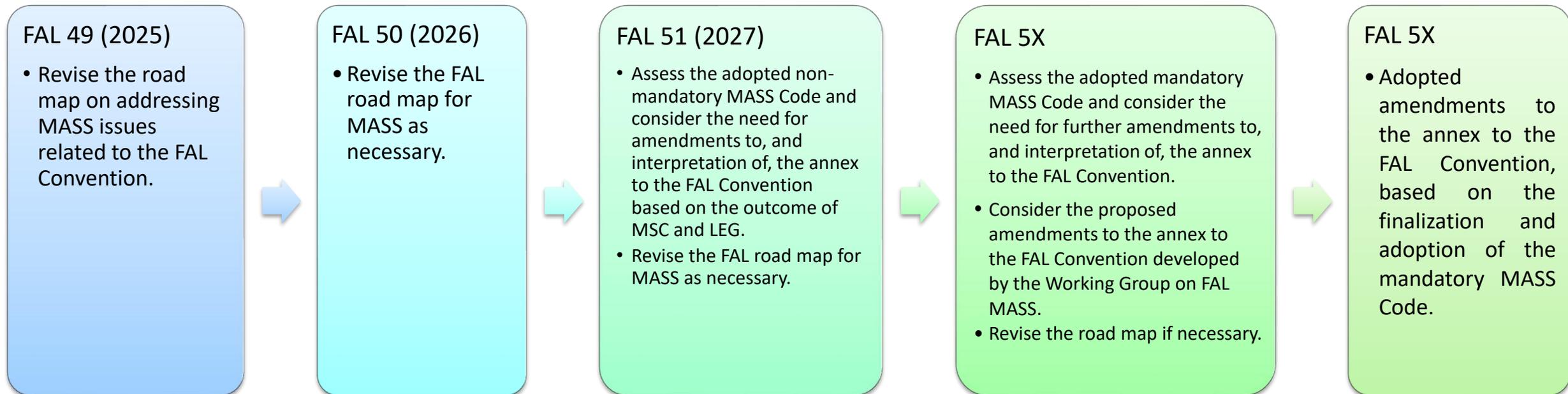
Agenda 9

- A new consolidated single set of guidelines addressing the use of electronic certificates was prepared and finalized. It will be forwarded to LEG 112, MEPC 83 and MSC 110 for further approval.
- It provides guidance and information on the use of any kind of electronic certificates issued for the purpose of documenting compliance with IMO requirements, including electronic certificates of seafarers required by the 1978 STCW Convention. It includes:
 1. A list of features that electronic certificates need to have (recognized and accepted format, protected from edits, provided with a unique ID number, etc.)
 2. Instructions for verification, notification, acceptance, implementation and security.
- The Authority will need to make announcements and communicate which certificates, taken from the list in the circular (FAL.2/Circ.133-MEPC.1/Circ.902-MSA.1/Circ.1646-LEG.2/Circ.4), which will be issued from them or on their behalf, in an electronic form. For all related sectors, including the Port State Control officers (PSCOs) should accept such electronic certificates.

Measures to address Maritime Autonomous Surface Ships (MASS)

Agenda 11

- MSC 108 instructed the FAL Committee to review any relevant issues to take into account for revising the MASS Code road map. FAL 49 approved **the revised FAL road map for MASS**:



Revision of the Guidelines on minimum training and education for mooring personnel

Agenda 13

- [A revision to Guidelines on minimum training and education for mooring personnel \(FAL.6/Circ.11/Rev.1\)](#) related to ship/port interface was approved.
- Introduction of training in advance of all existing and newly employed mooring personnel with periodical reviews.
- This revision includes minor adjustments related to the vessel/port end, such as updates to general principles for recommended suitability, training, and educational standards for mooring personnel, and updates to notifications for ashore or mooring vessels.

Recommendations for FAL 49

- Since January 1st, 2024, under the FAL Convention, the IMO requirement for the establishment of a Maritime Single Window (MSW) has entered into force as a mandatory requirement. To avoid duplicative verification efforts, FAL 49 adopted amendments to the "*Guidelines for Setting Up a Maritime Single Window*" ([FAL.5/Circ.42/Rev.3](#)), introducing information verification functions within the MSW system.

The system aimed to reduce manual verification time and administrative burdens, thereby improving clearance efficiency. It is recommended that the information verification functions incorporated into the MSW include automatic alerts for formatting errors, logic error reminders, historical data comparison, and tagging of verified information.

Taiwan may consider incorporating such automatic verification functions during the upgrade of the MTNet system, in order to ensure the system enhances its overall performance and aligns with international requirements.

Recommendations for FAL 49

- On the issue of digitalization, MSC 107 adopted the “*Guidelines on the Use of Electronic Certificates of Seafarers*” ([MSC.1/Circ.1665](#)), allowing the use of electronic certificates, which entered into force on 1 January 2025. FAL 49 has further adopted the “*Joint FAL-LEG-MEPC-MS C Guidelines on Electronic Certificates*” to update the previous guidelines, incorporating provisions requiring shipowners, operators, and seafarers to manage all electronic certificates under the regulation of the International Safety Management Code (ISM Code).
- Our authorities have initiated the promotion of the seafarers’ certificates digitalization policy, and should pay attention to updates and revisions of relevant international regulations when formulating related measures.

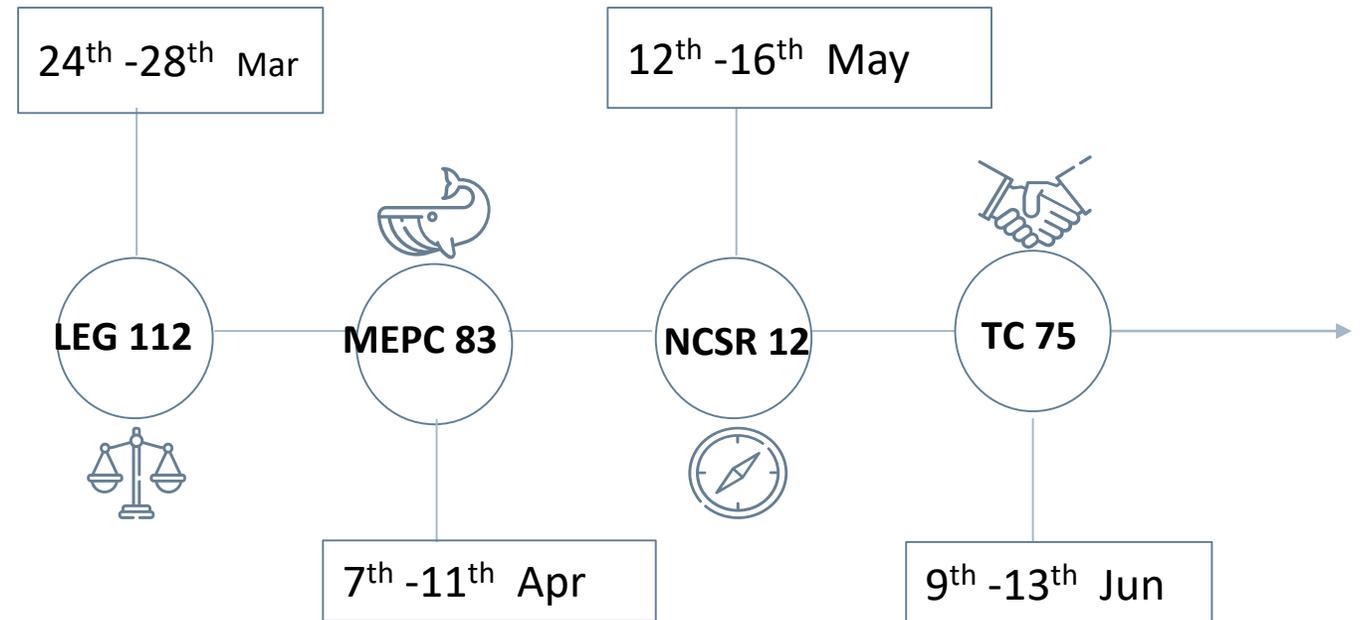
Next Meeting for IMO

LEG 112

- On March 24th to 28th 2025

MEPC 83

- On April 7th to 11th 2025



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The End~

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