

International Maritime Latest Issues July 2025

- **IMO International Maritime News(p2-5)**

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

- **IMO's Meeting Highlights(p6-28)**

- Maritime Safety Committee 110th session (MSC 110)

- IMO Council 134th session (C 134)

Symposium explores autonomous technological solutions for maritime vessels

On June 17th, 2025, the International Maritime Organization (IMO) co-hosted with the Norwegian government a symposium on the issue of MASS, entitled "Maritime Autonomous Surface Ships as a reality: the need for the IMO MASS Code."

The event mainly focused on real-life experiences from existing small- and large-scale MASS projects and the latest developments in legislation, national standards, and class notations stemming from ongoing advancements in the field. More information can be found [here](#); the meeting PPTs can be found in [the link](#).

➤ **Regulations, innovation, solutions**

There are five sessions spanning regulatory developments, active projects and forward-looking advances in autonomous shipping. The presentations from regulators, pioneers, operators, and researchers highlighted that MASS shipping is happening now, though with a relatively limited scale.

➤ **two key themes from the meeting**

1. the vast potential held in the synergetic action of humans and machines/technology in improving the safety and sustainability of shipping across various dimensions of autonomy; and ;
2. The importance of IMO working on developing the non-mandatory MASS Code for the expansion of the safe and sustainable use of MASS from the regional to the international scale.

The benefits of autonomous driving technology are obvious, but its success still relies on rigorous testing, effective regulation, and systems designed around human capabilities. During the closure, the Chairwoman, Mayte Medina, not only affirmed the achievements of the non-mandatory MASS charter but also emphasized the iterative relationship between real-life experience and the future MASS regulatory work of MSC 110.

➤ **Othe references**

- [Autonomous Shipping](#)
- [Development of the Non-Mandatory MASS Code](#)
- [The Interim Guidelines for MASS Trials](#)
- [Autonomous Shipping in Norway](#)



Circular letter No. 4974/Add.1
Annex, page 1

ANNEX
MASS SYMPOSIUM 2025
"MARITIME AUTONOMOUS SURFACE SHIPS AS A REALITY:
THE NEED FOR THE IMO MASS CODE"
FINAL PROGRAMME
Tuesday, 17 June 2025 at 9:00 am (UTC+1)
Committee Room 9 (second floor) with hybrid support

Session	Time	Subject	Presenter
First session - Introduction	09:00 - 09:30	Registration/Welcoming	
	09:30 - 09:50	Introduction and Setting the scene	IMO Secretary General – Arsenio Dominguez NMA Director General - Alf Tore Sørheim
	09:50 - 10:05	MASS Code – Overview	IMO secretariat – Ricardo Batista
Second session projects	10:05 - 10:20	North Sea MoU	MCA – Sam Hodder
	10:20 - 10:45	Yara & Askø	Kongsberg Maritime – Claudia Hessen
	10:45 - 11:10	Reach Remote	Reach Remote - Bjerg Mathisen Døving
	11:10 - 11:30	Q&A	
	11:30 - 12:00	Coffee/Tea break	
Third session - operational perspective	12:00 - 12:30	ROC perspective (including a ROC operator)	Remota – Sveinung Zahl, Johan Kallekott
	12:30 - 12:50	Master's perspective	Torghatten - Svein Erik Waskaas
	12:50 - 13:10	Coastal Administration's perspective	NCA – Jeanette Assev-Lindin, Knut Hovda
	13:10 - 13:30	Q&A	
Fourth session - Looking into the future	13:30 - 14:30	Lunch break	
	14:30 - 14:50	Upgraded Milliampere	NTNU – Ole Andreas Alsos
	14:50 - 15:20	DNV's AROS class notation and revised CG	DNV - Are Jørgensen
	15:20 - 15:40	Presentation by the Republic of Korea	RoK – Heesu Yoon
	15:40 - 16:00	Presentation by Japan	Japan – Takahiro Yamazaki and Jun Nakamura
	16:00 - 16:20	Q&A	
	16:20 - 16:40	Coffee/Tea break	
Fifth session - Other projects and closing	16:40 - 16:55	Lavik Oppedal ferry	Fjord1 - Odd Bjarte Johnsen
	16:55 - 17:10	Maritime Robotics small USVs	MR – Vegard Evjen Hovstein
	17:10 - 17:25	Deepocean	Deepocean – Kjetil Bringsaker
	17:25 - 17:40	Fugro	Fugro – Nick Simmons
	17:40 - 18:00	Q&A and closing of symposium Reception hosted by Norway	

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The agenda (Source: IMO.)

2025/7/30

I. IMO International Maritime News

Keywords: MASS Code; maritime digitalization; Bonne climate talks

Bonn climate talks hear updates on IMO net-zero regulations



This June, the UN held the Climate Talk meeting in Bonn, Germany. The IMO Secretariat had informed the UNFCCC of the new mandatory regulations—the “IMO Net-Zero Framework;” IMO also reclaimed its Statement to SBSTA 62 to indicate the implementation capacity for achieving the goal; the complete content can be found [here](#).

This April, MEPC 83 approved the new Net-Zero Framework, which will be further adopted by MEPC 2nd Extraordinary Session (MEPC ES 2nd) in October. Once it is adopted, it is expected to enter into force 16 months later (in June 2027), under the "tacit acceptance" procedure.

➤ **The IMO Net-Zero Framework consists of :**

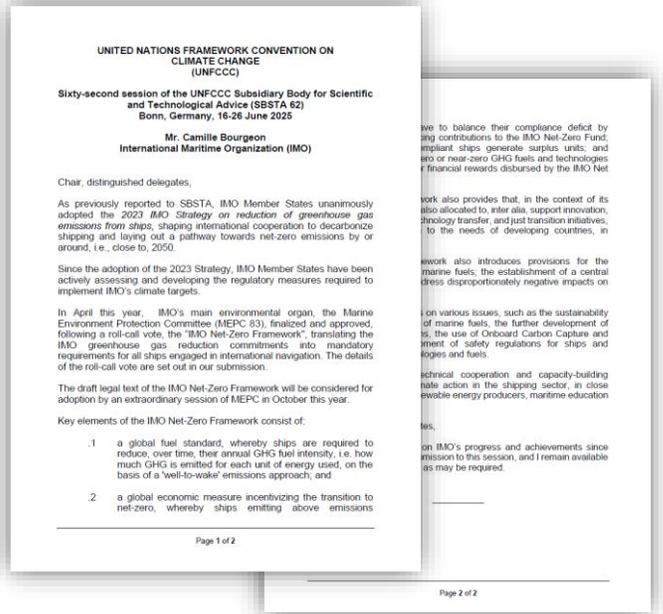
1. a global fuel standards requiring ships to reduce, over time, their annual GHG fuel intensity, such as how much GHG is emitted for each unit of energy used, calculated on a 'well-to-wake'(W-t-W) basis; and
2. a global economic measure that sets prices on ship emissions, to encourage the industry to lower emissions.

Ships that emit exceeding a certain threshold need to balance the deficit by paying into the IMO Net-Zero Fund. The fund will be used to reward ships that use zero-emission and near-zero-emission fuels, and to support initiatives in innovation and research, infrastructure construction, technology transfer, and ensuring a fair transition. It will also be used to provide assistance to Least Developed Countries and Small Island Developing States.

➤ **Other issues:**

The Net-Zero Framework also introduces provisions for the certification of sustainable marine fuels; the establishment of a central Registry; and taking actions to address negative impacts on food security

- sustainability and life cycle assessment of marine fuels;
- further development of energy efficiency regulations;
- the use of Onboard Carbon Capture and Storage; and
- development of safety regulations for ships and seafarers using new technologies and fuels.



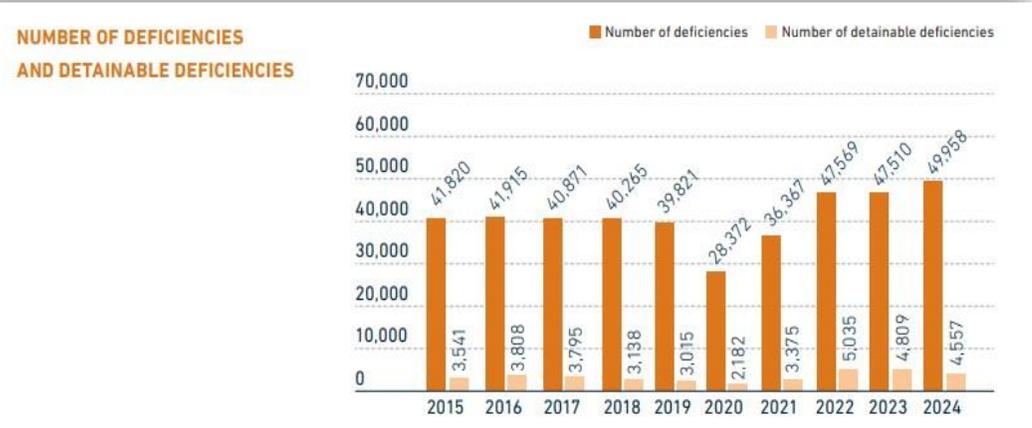
IMO SBSTA 62 Statement (Source: IMO.)

2025/7/30

I. IMO International Maritime News



2022年至2024年的扣船滯留率
(Source: SAFTY4SEA; the Paris MOU.)



2015年至2024年巴黎備忘錄 船舶缺失與被扣船件數
(Source: SAFTY4SEA; the Paris MOU.)

Keywords: Port State Control; the Paris MOU

2024 Paris MoU Annual Report(1/2)

The Paris MOU released its 2024 annual report in July, with an overview of the activities and statistics on Port State Control last year.

The ban cases are at 15, which seems stable compared to previous years. The detention rate for 2024 (4.03%) is increasing again compared to 2023 (3.81%).

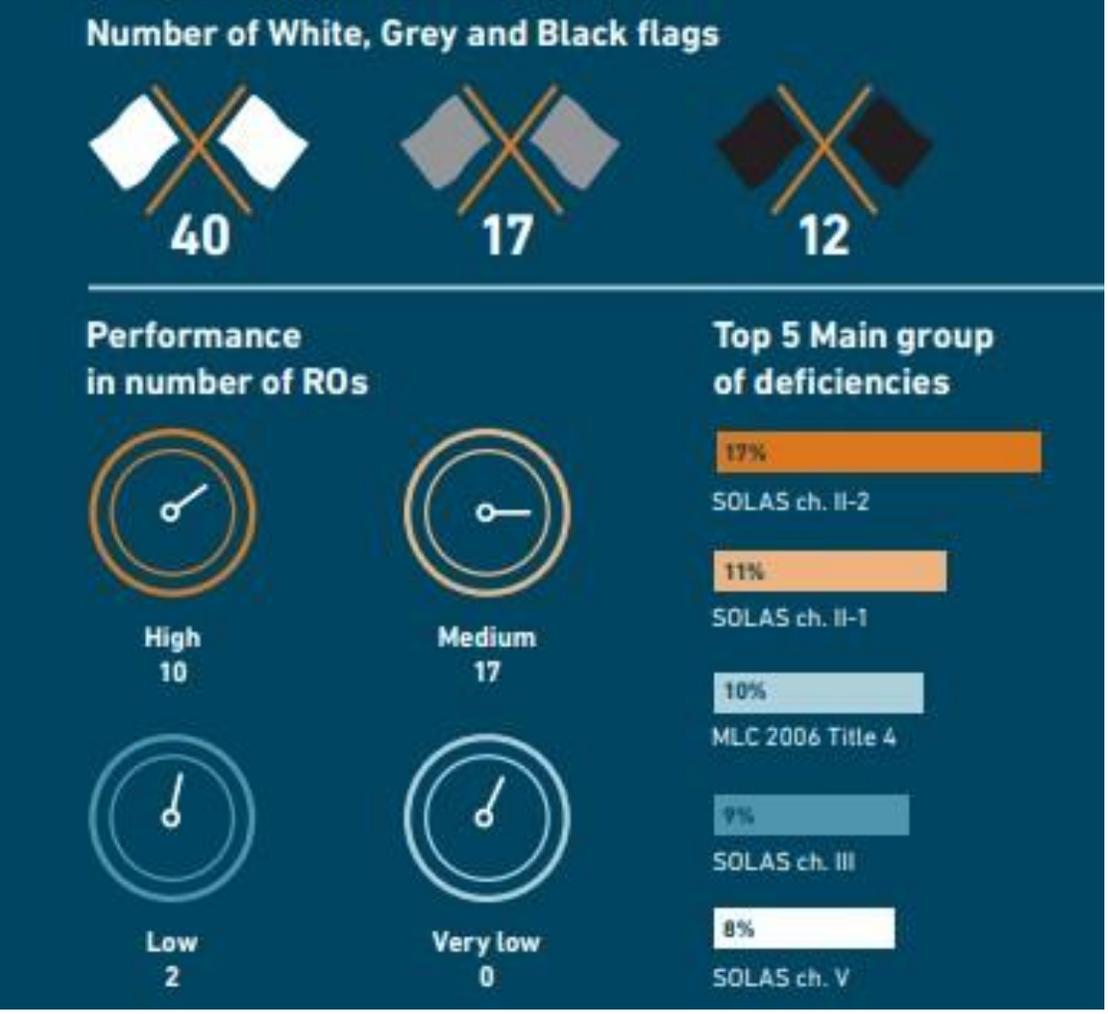
For the (detainable) deficiencies, there is no particular convention or part of a convention that shows more non-compliance compared to previous years. There are the usual suspects of parts of conventions that show higher recording, both in numbers and relatively from previous years.

- Regulation respectively recorded high:
 - Fire safety (SOLAS II-2: **17.2%**);
 - structural and electrical elements of the ship and electrical installations (SOLAS II-1: **11.3%**);
 - health protection, medical care, welfare and social security protection (MLC title IV: **10.4%**).
- At deficiency level: fire doors (**3.2%**) and Seafarers' Employment Agreements (**1.5%**) show high rates of non-compliance.

I. IMO International Maritime News

Keywords: Port State Control; the Paris MOU

2024 Paris MoU Annual Report (2/2)



With the flag performance, there are no significant changes compared to previous years. And the number of low-performing flags remains low, below pre-COVID-19 levels. The distribution of flag States across the White, Grey, and Black lists remains largely unchanged, although with a relatively high detention rate.

Moreover, regarding the Recognized Organization (RO) performance, no deviating trends can be identified regarding the performance categories.

A positive observation is that the number of the lowest performance ROs in the category remains limited. Compared to last year, the number of detainable deficiencies with RO responsibility remains at a higher level, resulting in more detainable deficiencies attributed to individual ROs.

(Above) Number of the White, Grey, and Black flags
(Below) The performance in the number of the RO(s)
(Right side) The TOP 5 Main group of deficiencies

(Source: SAFTY4SEA; the Paris MOU)

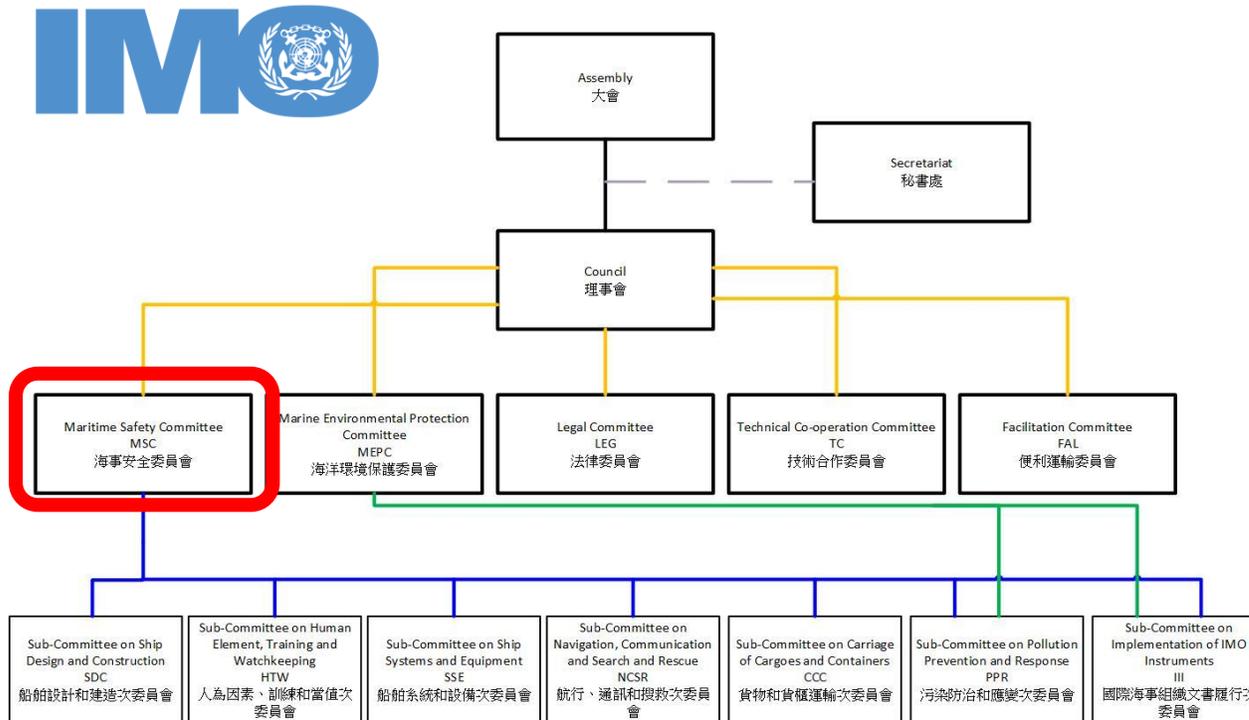
International Maritime Organization

**Maritime Safety Committee
110th session (MSC 110)**

18-27 June 2025

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Maritime Safety Committee (MSC)

- The MSC committee mainly deals with all matters related to maritime safety and maritime security that fall within the scope of IMO, covering both passenger ships and all kinds of cargo ships. This includes updating the SOLAS Convention and related codes, such as those covering dangerous goods, life-saving appliances, and fire safety systems.
- The MSC also deals with human element issues, including amendments to the STCW Convention on training and certification of seafarers. The MSC has a wide range of issues on its current agenda, including goal-based standards, autonomous vessels, piracy and armed robbery against ships, cybersecurity, and e-navigation.

II. IMO's Meeting Highlights

MSC 110 agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda; report on credentials	12	Pollution Prevention and Response (Report of the twelfth session of the Sub-Committee)
2	Decisions of other IMO bodies	13	Human element, training and watchkeeping (Report of the eleventh session of the Sub-Committee)
3	Amendments to mandatory instruments	14	Ship systems and equipment (Report of the eleventh session of the Sub-Committee)
4	(a)Goal-based new ship construction standards	15	Navigation, communications and search and rescue (Urgent matters emanating from the twelfth session of the Sub-Committee)
5	Development of a goal-based instrument for maritime autonomous surface ships (MASS)	16	Carriage of cargoes and containers (Report of the tenth session of the Sub-Committee)
6	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels	17	Application of the Committee's method of work
7	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	18	Work programme
8	Measures to enhance maritime security	19	Election of Chair and Vice-Chair for 2026
9	Piracy and armed robbery against ships	20	Any other business
10	Unsafe mixed migration by sea	21	Consideration of the report of the Committee on its 110th session
11	Ship design and construction (Report of the eleventh session of the Sub-Committee)		

Amendments to mandatory instruments (1/2)

Agenda Item 3

- To clarify that the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) applies to ships using gaseous fuels, whether they are low-flashpoint or not. SOLAS II-1, added a new definition of "gaseous fuels" was introduced accordingly. **The draft amendments to SOLAS and the IGF Code are expected to enter into force on 1 July 2028, with the approval by MSC 111, and adopted by MSC 112.**
- Adopted amendments to two references in SOLAS Regulation II-2/11 to refer to the correct fire integrity tables in SOLAS Regulation II-2/9, which **may enter into force on 1 January 2028.**
- MSC 110 adopted amendments to Chapter V/23 of the International Convention on Safety of Life at Sea (SOLAS) and the associated new Performance Standards for enhancing the safety of the marine pilots' transfer arrangements and other personnel embarking and disembarking ships in all conditions of draught and trim.
- These include **mandatory standards for the design, manufacture, construction, and installation of relevant equipment**, along with requirements for inspection, stowage, maintenance, replacement, and familiarization of all pilot transfer arrangements. The measures will **enter into force on 1 January 2028 and apply globally across the industry.** MSC 110 also approved an MSC circular on voluntary early implementation of the amendments to SOLAS Regulation V/23.

MSC 110 Meeting Highlights

Amendments to mandatory instruments (2/2)

Agenda Item 3

- MSC 110 adopted amendments to Paragraph 8.3.5 of Annex 1 of the 1994 and 2000 High Speed Craft (HSC) Codes to harmonize the life jacket carriage requirements in the codes with the corresponding requirements in SOLAS Chapter III with respect to the number of infant life jackets and accessories to adult life jackets to accommodate large persons. **The amendments will enter into force on January 1st, 2028.**
- Including all the Unified Interpretations (UI) for International Maritime Solid Bulk Cargoes Code ([IMSBC Code](#)) that have been formulated since the significant revision of this Charter came into effect in 2016, the amendment will **enter into force on January 1st, 2027.**
- Amendments to the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk ([IGC Code](#)) **enter into force on January 1st, 2027.**
- On the discussion on a potential "one ship, one code" approach, MSC 110 agreed to the **draft Amendments to SOLAS II-1/56 and 57 relating to the application of the IGF Code and the "one ship, one code" principle.**

Developing the Maritime Autonomous Surface Ships Code

Agenda Item 5

- There are 18 chapters completed in the non-mandatory MASS Code, leaving mainly the chapter on the human element to be finalized. An additional key decision was that **unmanned MASS should be capable of assisting persons in distress. Vessels will therefore be required to have a plan for conducting SAR operations, even without a crew on board.**
- It is worth noting that **the MASS Code will serve as a supplementary document to the SOLAS Convention and does not automatically relax any of the SOLAS requirements.** Any exemptions from SOLAS must be agreed upon with the flag state during the approval process
- The non-mandatory code is expected to be adopted at MSC 111 (May 2026), followed by an experience-building phase. A mandatory code **will likely enter into force on 1 January 2032**, at the earliest.

Development of a GHG safety regulatory framework

Agenda Item 8

- In addition, MSC 110 had agreed to inform the International Organization for Standardization (ISO) of identified gaps concerning Hydrothermal Liquefaction (HTL) fuel, Pyrolysis fuel, Fischer-Tropsch (FT) diesel, and Ammonia, under the scope of "ISO/TC 8 on Ships and Marine Technology"
- Specific tasks were assigned to the following sub-committees:
 - 1) Prepare a priority list as a basis for guiding the relevant subcommittees to carry out subsequent work on alternative fuels or new technologies, including on-board carbon capture and storage systems (by CCC), and Battery energy storage systems (by SSE)
 - 2) Discuss the applicability of the "one ship, one code" policy in addressing the regulatory challenges that may arise from the use of alternative fuels (which are not used as cargo carriers and have low flash points) for the transportation of natural gas on ships.
 - 3) Review the proposed revisions to the "Code of Safety for Nuclear Merchant Ships" and discuss further cooperation with the International Atomic Energy Agency (IAEA) and other IMO-related entities.
- Development of the Interim Guidelines:
 1. Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel)(MSC.1/Circ.1621) to address Gap G-3 under the category Methyl/Ethyl Alcohol Fuels;
 2. agreed to bring to the attention of the MEPC and the PPR Sub-Committee the information on Barrier B-1 regarding Fatty-acid methyl ester (FAME);
 3. agreed to inform ISO about existing gaps related to Hydrothermal Liquefaction (HTL) fuel, Pyrolysis fuel, Fischer-Tropsch (FT) diesel, and Ammonia, within the framework of "ISO/TC 8 on Ships and Marine Technology".
- Nuclear-powered ship technology has been included in the assessment scope. MSC 110 recommended to revise the Code of Safety for Nuclear Merchant Ships (A.491(XII)) in compliance to SOLAS VIII

Recommendations for MSC 110

➤ For the Mandatory amendments:

- MSC 110 had adopted several mandatory draft amendments, which included revising the requirements of SOLAS V/23 related to the Pilot Transfer Arrangements. We should also consider revising our regulations on the requirement standards for the Pilot Transfer issues, though we may not have domestic regulations for it.
- In practice, when it comes to ship inspections, the associations and the inspection officers will all base their decisions on this convention as a guideline.
- Therefore, it is necessary to pay attention to the effective date of this amendment to ensure the safety of the pilots and other personnel when boarding and disembarking the ships.
- MSC 110 had also agreed to add the “gaseous fuels” introduction to SOLAS II-1, with the purpose of supporting the Net-Zero emission goal, to address the need for alternative fuel in the future. At the same time, the regulations for the alternative fuel, especially the gas fuel, should ensure that all operations and procedures are under control with safe management. We suggest keeping up with the new updates and considering the necessity and feasibility of adding the gas fuel safety requirements into the relevant ship inspection regulations.

Recommendations for MSC 110

➤ For the non-mandatory MASS Code:

- So far, the MSC 110 has finalized 18 Chapters for the non-mandatory MASS Code, and will turn into a key resolution, namely, "Unmanned surface vessels at sea should have the ability to assist those in distress." In other words, even though there are no crew members on board, the plan for conducting search and rescue operations will still need to be in place.
- Furthermore, the MASS Code will serve as a supplementary document to SOLAS and will not loosen any of the regulatory requirements stipulated in the SOLAS Convention. It is recommended that the competent authorities, when formulating domestic legal regulations related to MASS, pay attention to the above resolution and interpretation, to avoid discrepancies or gaps between domestic and international regulations

International Maritime Organization

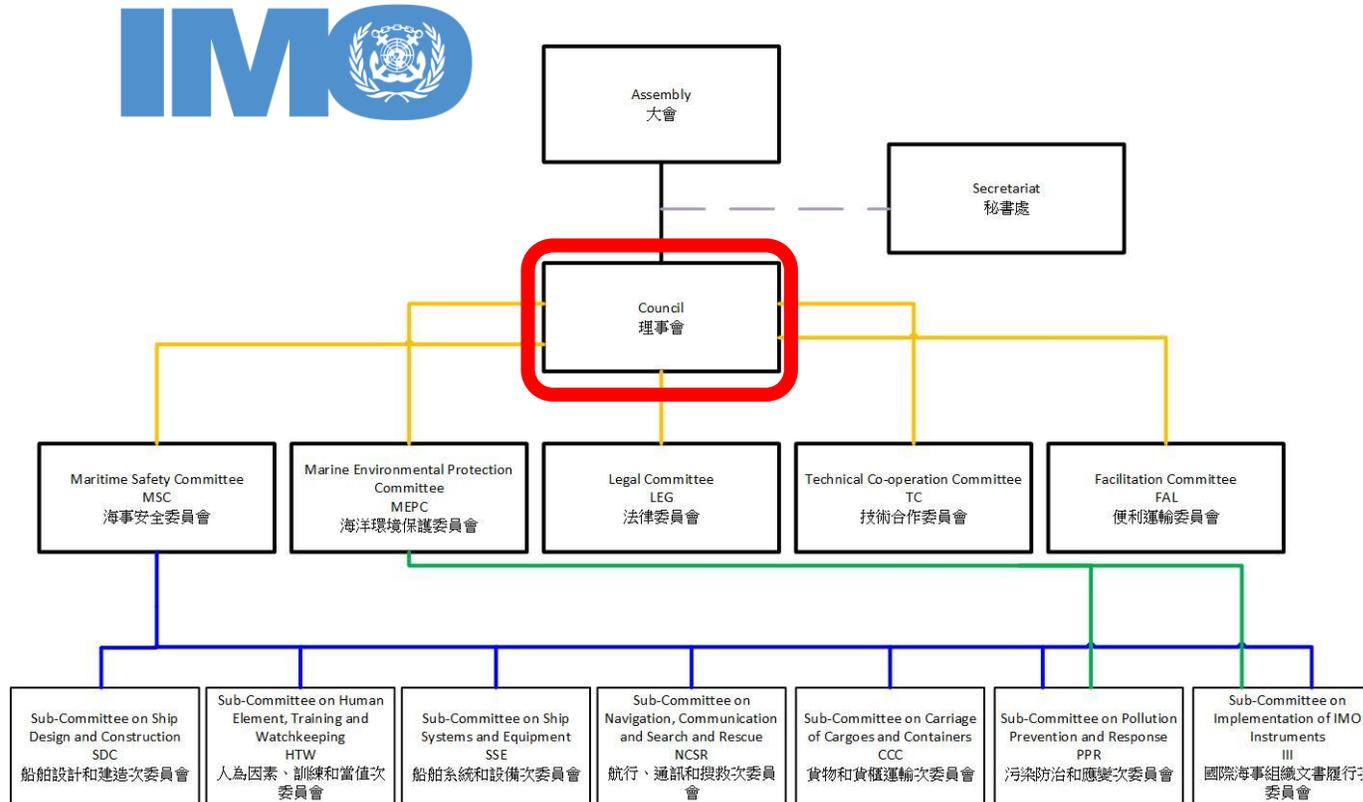
The IMO Council 134th session (C 134)

7-11 July 2025



II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

The IMO Council (C)

- The IMO Council is the executive organ of the organization and, under the Assembly, is responsible for supervising the work of the Organization. The Council is formed of 40 Member States, elected by the Assembly for two-year terms.
- During the intersessional period, the Council will represent the Assembly to exercise the power, except for the power of the Assembly to make recommendations to Governments on matters of maritime safety and the prevention of pollution, as provided for in Article 15 (j) of the Convention.

II. IMO's Meeting Highlights

C 134 Agenda -1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	9	Enhancement of GISIS
2	Report of the Secretary-General on credentials	10	IMO Number Scheme
3	(a) Rules of Procedure	11	IMO Member State Audit Scheme
4	Strategy and planning: (a) Strategy and planning (b) Internal Oversight, Ethics and Joint Inspection Unit	12	Report of the Maritime Safety Committee
5	Resource management: (a) Human resources matters (b) Financial reports (c) Report on Member State contributions	13	Report of the Marine Environment Protection Committee
6	Results-based budget for 2026-2027	14	Report of the Facilitation Committee
7	Consolidated text of the IMO Convention	15	Report of the Legal Committee
8	Enhancement of multilingualism	16	Report of the Technical Cooperation Committee

II. IMO's Meeting Highlights

C 134 Agenda -2

Item No.	Agenda	Item No.	Agenda
17	Report of the Consultative Meeting of Contracting Parties to the London Convention 1972 and the Meeting of Contracting Parties to the 1996 Protocol to the London Convention	21	Protection of vital shipping lanes
18	Global maritime training institutions (a) World Maritime University (b) IMO International Maritime Law Institute	22	Report on the status of conventions
19	Assembly matters: (a) Provisional agenda for the thirty-fourth regular session of the Assembly (b) Preparations for the thirty-fourth regular session of the Assembly (c) Draft report of the Council to the Assembly on the work of the Organization since the thirty-third regular session of the Assembly (d) Draft amendments to the Rules of Procedure of the Assembly	23	Place, date and duration of the next two sessions of the Council (C 135 and C 136)
20	External relations: (a) Relations with the United Nations and the specialized agencies (b) Relations with intergovernmental and non-governmental organizations (c) International Days established by IMO (d) IMO Awards	24	Supplementary agenda items, if any

IMO Number Scheme and ship tonnage assessment

Agenda Item 10

- With a review conducted by the Secretariat of the regulatory framework, two draft resolutions were developed:
 - 1) A resolution to integrate the IMO Ship Identification Number Scheme and the IMO Unique Company and Registered Owner Identification Number Scheme, to address inconsistencies and enhance efficiency
 - 2) A resolution to update the calculation of ship tonnage assessment and expense apportionment among Member States, to improve the precision in how ship tonnage is calculated and the way expenses of the Organization are shared among Member States based on tonnage.
- The C 134 had invited the Secretary-General to submit revised versions of these draft Assembly resolutions to the next session of the Council (C 135) in this November, with a view to their approval and subsequent referral to the Assembly (A 34) for adoption.

IMO Member State Audit Scheme (IMSAS)

Agenda Item 11

- **The IMSAS schedule**
 - The C 134 had agreed to a revised overall audit schedule, including postponing the audits of Haiti, Mozambique, and Yemen in early 2026, and rescheduling the audits of the Islamic Republic of Iran and of Israel to the start of the second audit cycle.
 - The Council also encouraged audited Member States to authorize the Secretariat to release their audit reports, including the audit final report, to the public.
- **Approved revised framework for the IMSAS 2nd Cycle**
 - The first cycle is expected to be completed in 2026. Ahead of the second cycle, the Joint Working Group on the Member State Audit Scheme (JWGMSA) has reviewed and proposed amendments to the IMSAS Framework and Procedures (resolution A.1067(28)).
 - The council approved the JWGMSA 9th session report, including proposed amendments to the IMSAS framework and procedures.
 - The revised Framework and Procedures for the IMO Member State Audit Scheme and its draft amendment to the associated documents will be submitted to the 34th session of the Assembly for adoption, with a view to adoption.

Status of IMO Conventions

Agenda Item 22

- C134 had approved the draft Assembly resolution Urging Member States to accept the 2021 amendments to the Convention on the International Maritime Organization and submitted it for adoption to the IMO Assembly (A 34). The amendments to the IMO Convention, adopted through resolution A.1152(32) at the 32nd session of the Assembly (A 32), included:
 - 1) To expand the size of the Council from 40 to 52 Members;
 - 2) extend the term of Council Members,
 - 3) and recognize three additional language texts as authentic versions of the IMO Convention.
- The amendments must be accepted by two-thirds of the IMO membership (117 Member States) to take into force, and for now, there are 32 Member States that have accepted.
- IMO also supported trying to bring two IMO treaties into force at the earliest possible opportunity, which are:
 - 1) 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); and
 - 2) Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (2012 Cape Town Agreement).

C 134 因應建議

➤ Related to the IMSAS schedule issue

- C 134 had agreed on the IMSAS 2nd round Cycle audit schedule, which will cover the period from 2026 to 2033 (lasting for 8 years). The audit sequence has been sorted based on the results of the first round of audits, the density of shipping activities, and compliance risks, and no longer follows the exact sequence of the first round.
- In the 2nd round of the audit cycle, the IMO requires the audited state to fill in the relevant information in GISIS before the audit starts (i.e., legislative, administrative, and law enforcement frameworks, overview of the competent authorities, etc).
- The audit content will also be more closely related to the risk evidence and resource allocation assessment revealed by the Formal Safety Assessment (FSA).
- Therefore, we should make sure the authorities strengthen the information integration mechanism of the maritime administration and associated authorities for preparing to participate in the audit, and pre-organize the necessary information in GISIS, such as a comprehensive overview of regulations, a list of authorities and the scope of their responsibilities, and law enforcement statistics.

C 134 因應建議

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II. IMO's Meeting Highlights

MSC next session

MSC 111

MSC 111 is scheduled to be held from May 13th to 22nd in 2026.



Source: IMO

IMO Council next session

C 134

The next meeting of the IMO Council (C 135) will be held from November 19 to 21, 2025.

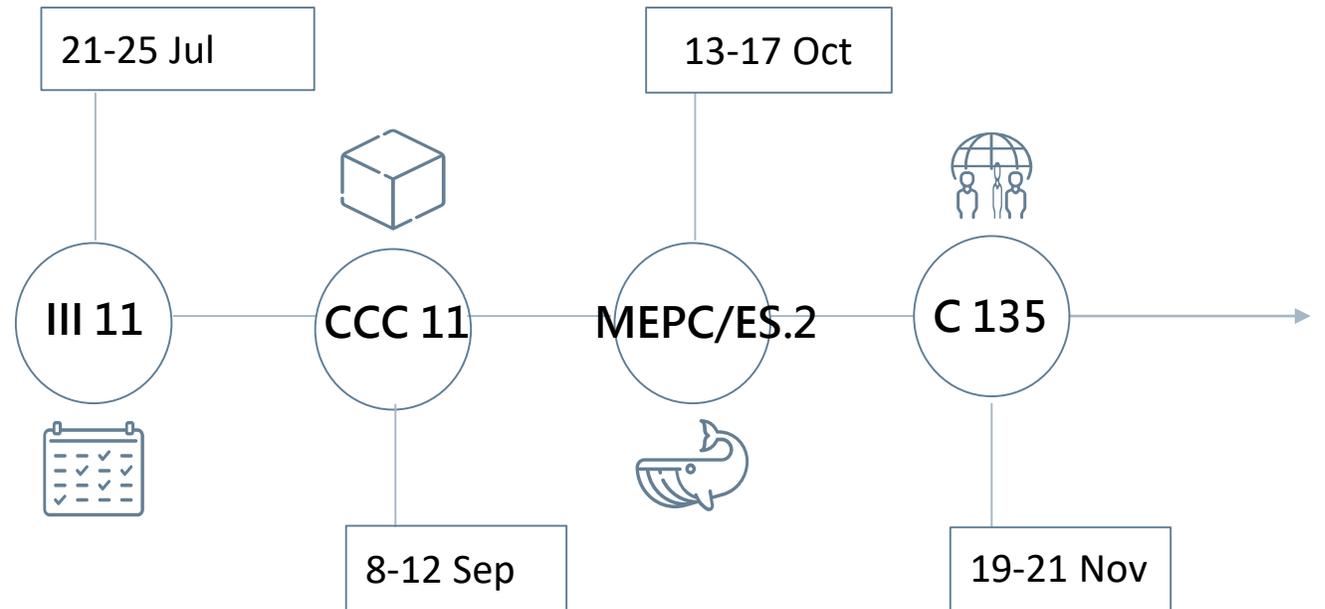


Source: IMO

Next Meeting for IMO

III 11

On July 21th to 25th, 2025.



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The End~

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國際海事公約研究中心



Center for International Maritime Convention Studies

