

The Latest Issues in International Maritime July 2026

➤ IMO International Maritime News

- Reviewing Maritime News from June to the beginning of July 2026 (p2-7)

➤ IMO Meeting Highlights

- IMO Technical Cooperation Committee (TC) 76th session (TC 76) (p8-16)
- IMO Sub-Committee on Navigation, Communication and Search and Rescue 13th session (NCSR 13) (p17-27)

Day of the Seafarer 2026: Carrying world trade. Carrying the risks.

The **Day of the Seafarer**, observed on **25 June 2026**, was centered on the theme “**Carrying world trade. Carrying the risks.**” The theme highlighted both the critical role played by seafarers in global trade and the risks they assume in keeping international trade moving.

In addition to recognizing seafarers’ contributions to global trade, the **International Maritime Organization (IMO)** continued to draw attention to the challenges and risks faced by seafarers operating in sensitive regions affected by conflict and insecurity, such as the **Red Sea** and the **Strait of Hormuz**, as well as the resilience they demonstrate in maintaining the uninterrupted flow of world trade under difficult conditions.

In a special message, IMO Secretary-General Mr. Arsenio Dominguez renewed his appeal: “When conflicts arise between States, seafarers often become casualties of those conflicts. Recent events in the Strait of Hormuz have left tens of thousands of seafarers stranded. They work far from home to provide the world with energy and food... Seafarers must never become victims or pawns of geopolitical conflicts.” (See the [video clip](#))

➤ **IMO announces evacuation plan in the Strait of Hormuz**

Following the signing of a Memorandum of Understanding on a Peace Agreement between Iran and the United States, IMO Secretary-General Mr. Arsenio Dominguez issued a statement paying solemn tribute to the 14 innocent seafarers who tragically lost their lives during the conflict. After thousands of innocent seafarers had endured months of severe hardship, with the conflict also causing adverse repercussions worldwide, the Secretary-General welcomed the peace agreement reached between the United States and Iran.

He noted that the agreement represented significant progress towards restoring maritime safety and security in the region. IMO is expected to commence the implementation of a seafarer evacuation plan for the more than 11,000 seafarers who remain stranded in the region. This large-scale operation will be undertaken in close cooperation with Iran, Oman, all other coastal States in the region, the United States, and maritime industry organizations.

- [the full Notice to Mariners issued by Oman \(NAVAREA IX\)](#)
- [IMO Strait of Hormuz Evacuation Plan](#) °

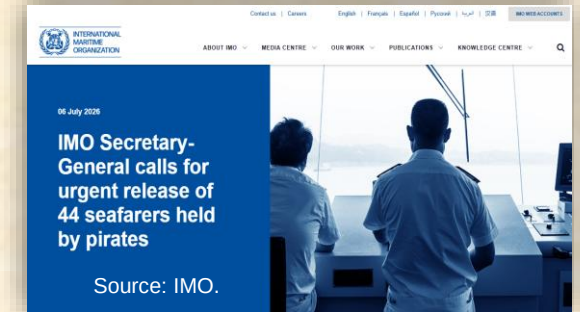


IMO Secretary-General calls for urgent release of 44 seafarers held by pirates

Between April and May 2026, three vessels—the oil tanker MT Honour 25, the EUREKA, and the merchant vessel SWARD—were reportedly hijacked by pirates in separate incidents off the coast of Somalia and in the Gulf of Aden. A total of approximately 44 seafarers on board the vessels were believed to have been taken hostage.

At the **137th session of the IMO Council (C 137)**, IMO Secretary-General **Mr. Arsenio Dominguez** renewed his appeal to Member States to work collectively to help secure the safe release of the **44 abducted seafarers**.

Speaking at the **IMO Council meeting (6 to 10 July 2026)**, the IMO Secretary-General renewed his appeal for the support and assistance of Member States in securing the safe release of the seafarers. He also urged shipowners and operators to take all necessary precautionary measures to protect their crews, including implementing [the Best Management Practices \(BMP\)](#) for maritime security and conducting thorough risk assessments before transiting the region.



➤ **Tackling rising maritime security threats**

These incidents highlight the deteriorating global maritime security situation, particularly the growing threat of piracy and armed robbery in the Red Sea and the Gulf of Aden. In the past three months alone, IMO recorded a total of 24 attempted and actual incidents of piracy and armed robbery against ships in the region. These incidents involved increasingly dangerous weapons and an escalation in violence against innocent seafarers. Globally, the number of reported incidents of piracy and armed robbery against ships increased by **17% between 2024 and 2025**, rising from **146 to 171 incidents**. IMO continues to closely monitor the situation and supports regional counter-piracy efforts through the [Djibouti Code of Conduct and its Jeddah Amendment](#). The framework brings together **22 coastal and island States in the western Indian Ocean and Gulf of Aden region** to strengthen cooperation on maritime safety and security. IMO also continues to advance capacity-building initiatives, including the [Red Sea Project](#).

The agenda [the 137th session of Council \(C 137\)](#) has included a standing item on the protection of vital shipping routes. Under this item, Council members discussed collective action concerning regional maritime security, counter-piracy operations, and frameworks for ensuring the safe and secure passage of ships through strategic chokepoints worldwide.

ICS Maritime Barometer Report 2025-2026 (1/4)

The [2025-2026 ICS Maritime Barometer Report](#) gathers insights from a vast number of C-suite maritime leaders, outlining how the sector is evolving to meet challenges in an increasingly uncertain environment. At the core of the report is the finding that geopolitical instability has become a structural reality, acting as a risk multiplier that amplifies a broad range of other challenges and market volatility.

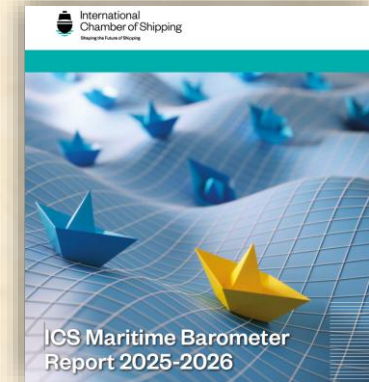
➤ **1. Leading Maritime Risks**

- **Political Instability:** Ranked as the top risk for the fourth consecutive year, it is also the area where the industry displays the lowest confidence in its ability to mitigate. Rather than acting merely as an isolated risk, it triggers a chain reaction of compounding threats—such as sanctions, warfare, tariffs, and trade realignment—that directly disrupt global trade flows and seafarer safety.
- **Cyber attacks:** Ranked as the second-largest risk. As maritime digitalization (e.g., smart ships, remote monitoring) and artificial intelligence (AI) become increasingly prevalent, the barrier to entry for hackers has lowered. This has widened the gap between the scale of cyber threats and the industry's response capabilities, leading to eroding confidence across the sector.
- **Unilateral and regional regulations:** Ranked as the third-highest risk. Geopolitical tensions are accelerating regulatory regionalization (such as the EU ETS and independent national carbon mandates). This regulatory fragmentation significantly increases the complexity of route planning and compliance operations.
- Other top-ranking risks include increasing administrative burden (4th) and barriers to trade (5th).

ICS Maritime Barometer Report 2025-2026 (2/4)

➤ 2. Impact Factors for Shipping

- **Regulations:** Identified as the factor with the greatest impact on commercial operations and the green transition, directly dictating compliance requirements, fleet strategies, investment decisions, and capital allocation. However, driven by widening discrepancies in regulatory timelines and standards across jurisdictions, industry confidence in predicting future regulatory directions has fallen to an all-time low.
- **Public funding:** Ranked second in terms of overall impact, yet registers the lowest industry confidence among all indicators. While public funding is critical for developing energy transition infrastructure and commercializing emerging technologies, the consistency, availability, and actual delivery of government support remain fraught with uncertainty.
- **Market-based measures:** Mechanisms such as carbon pricing and emissions trading systems rank third in impact. Compared to broad policy frameworks, market-based measures provide clearer, quantifiable commercial and financial signals, earning relatively higher confidence from the industry.



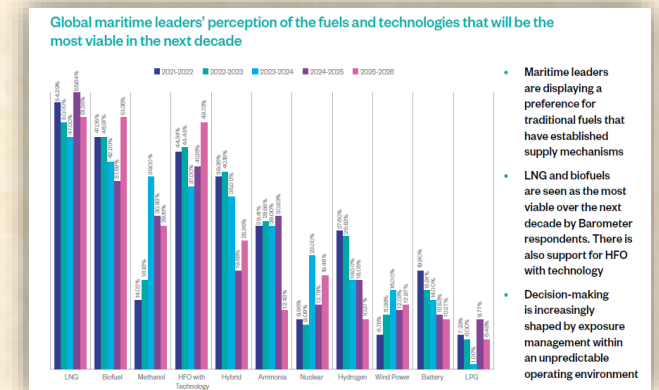
Source: International Chamber of Shipping

ICS Maritime Barometer Report 2025-2026 (3/4)

➤ 3. Alternative Fuels and Technology Viability Over the Next Decade (Fuels and Technologies)

In an unpredictable external environment, the maritime industry shows a highly pragmatic decision-making trend, favoring fuels with mature supply chains that are compatible with existing infrastructure.

- **Liquefied Natural Gas (LNG) and Biofuels** tie as the top choices for the most viable fuels over the next decade (51.35%). LNG is viewed as a transitional fuel capable of absorbing short-term demand shocks and stabilizing operations. Meanwhile, the ranking of biofuels surged significantly, as industry leaders value their "low-friction compliance advantage"—specifically, high compatibility with existing engines and bunkering infrastructure—enabling immediate emission reductions without requiring fleet replacement.
- **Heavy Fuel Oil with Abatement Technology (HFO with technology)** firmly holds third place. Amid ongoing uncertainties regarding the alternative fuel supply chain (both in terms of cost and scale), this option reflects a defensive strategy driven by cost considerations and immediate availability.
- **Methanol and Hybrid Systems** rank fourth and fifth, respectively:
 - ✓ **Methanol slipped to fourth place (29.19%).** Despite backing from dual-fuel newbuilding orders, the industry has begun reassessing its practical limitations, including green production shortages, feedstock competition, and global scalability hurdles.
 - ✓ **Hybrid Systems** rebounded to 25.95%. Before a clear consensus emerges on dominant future fuels, "fuel-agnostic" flexible configurations—combining batteries, shore power, or energy management systems—have gained significant favor among operators.
- **Nuclear Energy:** Ranked sixth (19.46%). Because it can completely decouple energy supply from global trade flows and geopolitical disruptions—thereby achieving energy independence—related investments and discussions surrounding nuclear propulsion are steadily heating up



The views of global maritime industry leaders on the most feasible fuels and technologies for the next decade.

Source: International Chamber of Shipping (ICS).

ICS Maritime Barometer Report 2025-2026 (4/4)

➤ 4. Special Focus: Impact of the Delay in the IMO Net-Zero Framework (NZF) Vote

In response to the International Maritime Organization (IMO) postponing the vote on the **Net-Zero Framework (NZF)**, the report surveyed actual industry reactions. The findings reveal that while progress continues, the sector has adopted a distinctly more cautious stance:

- 57.84% of respondents reported no change to their existing plans, demonstrating that decarbonization is already deeply embedded in many corporate capital cycles (particularly for businesses influenced by regional policies).
- The remaining respondents indicated that they are pausing plans (22.70%), modifying plans (16.22%), or canceling plans (3.24%).
- The fact that over one-fifth of respondents chose to "pause plans" highlights a clear "decision deferral" effect. This indicates that rather than abandoning decarbonization goals entirely, companies are temporarily avoiding irreversible capital investments (such as fleet renewals or new fuel infrastructure) until regulatory pathways become clearer.

The background of the slide shows a group of people in a meeting room, seated around a large conference table. They are working on laptops and looking at documents. In the background, a large, golden-colored logo of the International Maritime Organization (IMO) is visible on the wall. The logo features a globe with a compass rose, surrounded by a laurel wreath and a chain of links.

International Maritime Organization Technical Cooperation Committee 76th session (TC 76)

8-12 June 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Technical Cooperation Committee (TC)

- The Technical Cooperation Committee (TC) is one of the five Committees of the International Maritime Organization (IMO).
- The Technical Cooperation Committee (TC) is primarily responsible for overseeing the implementation of the International Maritime Organization (IMO) 's capacity-building plans and technical cooperation projects. As an implementing or cooperating agency, the IMO ensures its support for the United Nations Sustainable Development Goals (SDGs) and the 2030 Agenda for Sustainable Development.



Photo by IMO on Flickr

II. IMO’s Meeting Highlights

TC 76 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	9	Advancing maritime education and training for the global maritime Sector
2	Decisions of other bodies	10	Technical cooperation evaluation and reporting on the implementation of the recommendations
3	Technical cooperation planning and reporting	11	Application of the Committees' method of work
4	The 2030 Agenda for Sustainable Development	12	Work programme
5	The Capacity-Development Strategy	13	Election of Chair and Vice-Chair for 2027
6	Review and implementation of the regional presence and coordination scheme	14	Any other business
7	Integration of IMSAS audit outcomes into technical cooperation activities and projects	15	Consideration of the report of the Committee on its seventy-sixth session
8	Capacity Development: Empowering all women and the promotion of diversity, equality, equity and inclusion (DEEI) in the maritime sector		

II. IMO's Meeting Highlights -TC 76

Approved the Implementation plan for the IMO Capacity Development Strategy

Agenda Item 4

- TC 76 has approved a new Implementation Plan for the IMO Capacity-Development Strategy, with a stronger emphasis on performance monitoring and on delivering measurable results. Building on the Strategy adopted at TC 75, the Implementation Plan sets out training activities, regional outreach initiatives, partnerships, and targeted assistance, organized under 11 thematic programs, to support Member States in the effective implementation of IMO instruments.
- The Implementation Plan will be driven by the needs and priorities of Member States, taking into account direct requests for assistance, audit findings, regional assessments, and emerging maritime challenges. Particular attention will be given to Small Island Developing States (SIDS) and Least Developed Countries (LDCs).
- Introduce a strengthened results-based management approach, including the development of Key Performance Indicators (KPIs) and monitoring tools. It can also utilize plan evaluations, audit results, and digital platforms to enhance transparency and accountability.

II. IMO's Meeting Highlights -TC 76

Digital Transformation of IMO Technical Assistance

Agenda item 5

- Continued the development of digital tools and platforms to enhance the efficiency, transparency, and data sharing of IMO technical cooperation.
- These digital tools include the IMO Technical Cooperation Portal (TC Portal), which incorporates the TC Dashboard and the TC Request Management System.
- To strengthen the institutional framework supporting the delivery of technical cooperation.
- The revision of the TC Manual to support the planning, implementation, monitoring, and reporting of IMO technical cooperation activities.



Source: [IMO on LinkedIn](#)

Enhancing regional presence

Agenda item 6

- Continue to promote the "Regional Presence Scheme" to support the delivery of technical cooperation activities and strengthen engagement at the regional and national levels, deploying Regional Coordinators in developing regions to assist Member States in implementing IMO standards and regulations.
- Member States called for enhancing the visibility of the regional presence and aligning it with regional priorities and national needs. Furthermore, technical cooperation activities should take into account audit outcomes to strengthen their link with practical implementation needs.
- Regional forums, such as the Asia-Pacific Heads of Maritime Safety Agencies Forum (APHoMSA), the Conference of the Association of African Maritime Administrations (AAMA), and the Regional Meeting of Directors and Heads of Maritime Administrations for the Caribbean (DIHMAR), can serve as platforms for regional discussions.

Women in Maritime

Agenda item 8

- Approved the formal recognition of the Women in Maritime Associations (WIMA) network within the IMO Technical Cooperation Programme, thereby further strengthening its role in supporting gender equality and capacity development across the maritime sector.
- Continued to implement the IMO Gender Equality Marker framework, which supports the integration and tracking of gender equality considerations across technical cooperation activities.
- The IMO/Women's International Shipping & Trading Association (WISTA) Global Survey on Women in Maritime is scheduled to launch on May 18, 2027.

More Info

Women in Maritime Associations (WIMA) is a professional network established by the IMO with the aim of addressing gender equality issues in the shipping industry. There are currently eight WIMA chapters worldwide, with members spanning Africa, the Arab States, Asia, the Caribbean, Latin America, and the Pacific, representing approximately 152 countries.



Recommendation for TC 76

1. TC 76 approved the Implementation Plan for the IMO Capacity Development Strategy, using Member State needs, audit outcomes from the IMO Member State Audit Scheme (IMSAS), regional assessments, and emerging maritime challenges as driving factors. Administrations may wish to note how the IMO links the implementation of mandatory instruments with training, technical assistance, and administrative capacity, serving as a reference for assessing supporting needs in domestic legislation.
2. Continuing to promote the IMO Technical Cooperation Portal, TC Dashboard, and TC Request Management System, reflecting the gradual shift of IMO technical assistance toward data-driven, platform-based, and traceable management. Administrations may wish to note the reference value of these digital tools for tracking international norms, national implementation progress, and managing training records.

II. IMO's Meeting Highlights

Recommendation for TC 76

3. TC 76 has emphasized the regional presence and regional coordination mechanisms, mentioning that regional forums such as APHoMSA can serve as platforms for regional discussions. Administrations may wish to maintain attention on common concerns in the Asia-Pacific region regarding the implementation of IMO instruments and capacity building, using this as supplementary information to evaluate domestic legislative priorities and regional alignment.
4. TC committee has formally recognized the Women in Maritime Regional Associations (WIMAs) network and continued to promote gender-equality markers and gender-responsive funding benchmarks. When planning maritime education, training, and talent development measures, Administrations may wish to pay attention to the institutional trend of the IMO integrating diversity, equity, fairness, and inclusion into capacity development..

II. IMO's Meeting Highlights

Next TC Meeting

TC 77

Would be held from June 7th to 11th in 2027.



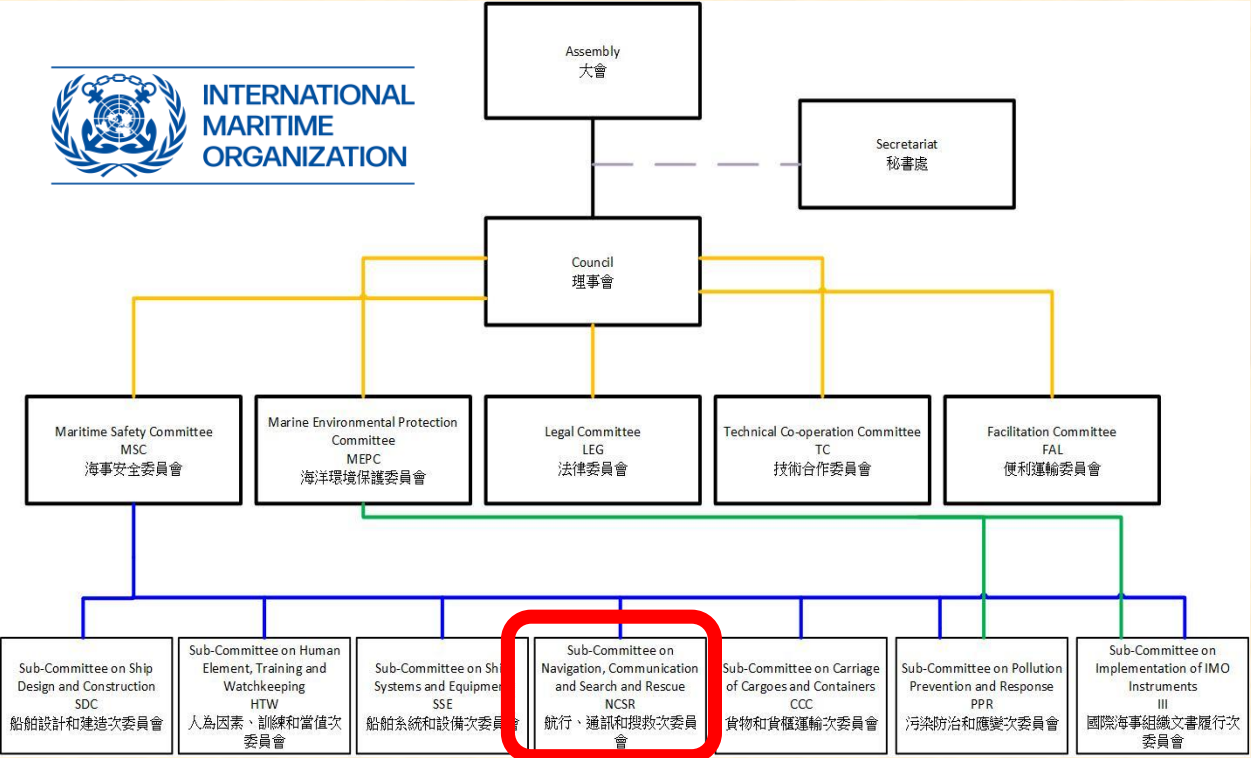
Photo by IMO on Flickr

**International Maritime Organization
Sub-Committee on Navigation, Communication
and Search and Rescue
13th session (NCSR 13)**

22-26 June 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Navigation, Communications and Search and Rescue (NCSR)

- The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) is one of the Sub-Committees of the International Maritime Organization (IMO).
- NCSR primarily deals with matters relating to navigation and communications, including the review and approval of ships' routing measures and ship reporting systems; carriage requirements and performance standards for navigational and communication equipment; the Long-Range Identification and Tracking (LRIT) system; and the development of e-navigation.
- NCSR also addresses matters relating to search and rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS), including the recognition of service providers.

II. IMO’s Meeting Highlights

NCSR 13 Agenda-1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	9	Development of global maritime SAR services, including harmonization of maritime and aeronautical procedures and amendments to the IAMSAR Manual
2	Decisions of other bodies	10	Development of guidelines for EPIRB which implement the two-way communication service via the SAR/Galileo Return Link service as a complement to EPIRB performance standards (resolution MSC.471(101))
3	Routeing measures and ship reporting systems	11	Development of guidance to establish a framework for data distribution and global IP-based connectivity between shore-based facilities and ships for ECDIS S-100 products (2.12) and operational guidance for route exchange
4	Updates to the LRIT system	12	Development of performance standards for dual frequency multi-constellation satellite-based augmentation systems (DFMC SBAS) and advanced receiver autonomous integrity monitoring (ARAIM) in shipborne radionavigation receivers
5	Developments in GMDSS services, including guidelines on maritime safety information (MSI)	13	Development of a transition scheme for the introduction of digital technology for Very High Frequency (VHF) voice communications
6	Response to matters related to the ITU-R Study Groups and ITU World Radiocommunication Conference	14	Revision of the Performance standards for gyro-compasses (resolution A.424(XI)) and Guidance for navigation and communication equipment intended for use on ships operating in polar waters (MSC.1/Circ.1612)

NCSR 13 Agenda-2

Item No.	Agenda	Item No.	Agenda
13	Development of performance standards for Ranging mode (R-mode) in radionavigation receivers	16	Election of Chair and Vice-Chair for 2027
14	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions	17	Any other business
15	Biennial status report and provisional agenda for NCSR 14	18	Report to the Maritime Safety Committee

Global Maritime Distress and Safety System (GMDSS)

Agenda item 5

- Updated the implementation roadmap for the Digital Navigational Data System (NAVDAT). The roadmap is intended to serve as a living document, to be updated in light of future developments. It adopts a phased implementation approach but does not prescribe a fixed timetable.
- New medium-frequency (MF) NAVDAT transmitters are expected to support the transmission of both NAVTEX and NAVDAT messages. By contrast, high-frequency (HF) NAVDAT transmitters may be deployed as a standalone solution dedicated exclusively to transmitting NAVDAT messages.
- Existing NAVDAT-related performance standards and recommendations include resolution MSC.569(109), resolution MSC.509(105)/Rev.2, ITU-R M.2010-3, ITU-R M.2058-2, and ITU-R M.2443-0. However, the relevant IEC testing standards have not yet been finalized, and further progress in standardization should therefore continue to be closely monitored.

II. IMO's Meeting Highlights - NCSR 13

Development of Global Maritime Search and Rescue (SAR) Services, Including the Harmonization of Maritime and Aeronautical Procedures and Amendments to the IAMSAR Manual

Agenda item 7

- Based on the outcomes of the 32nd meeting of the ICAO/IMO Joint Working Group on the Harmonization of Aeronautical and Maritime Search and Rescue (JWG 32), NCSR 13 continued work on amendments to the 2028 edition of the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual).
- The proposed amendments cover Radar Search and Rescue Transponders (Radar SARTs), the psychology of emergencies, the activation locations of the Ship Security Alert System (SSAS), and search and rescue guidance relating to submarine rescue and passenger submersible craft.
- to improve the quality of data contained in the Global SAR Plan module of the Global Integrated Shipping Information System (GISIS). In addition, draft amendments to SAR.7/Circ.17 were finalized to update the minimum list of documents and publications to be maintained by Rescue Coordination Centres (RCCs).
- The draft amendments will be further developed by JWG 33 for inclusion in the 2028 edition of the IAMSAR Manual. The amendments to SAR.7/Circ.17 will subsequently be submitted to MSC 112 for endorsement.

II. IMO's Meeting Highlights - NCSR 13

Development of Guidelines for EPIRBs Implementing Two-Way Communication via the SAR/Galileo Return Link Service

Agenda item 8

- NCSR 13 agreed to draft amendments to the Performance Standards for Float-Free Emergency Position-Indicating Radio Beacons (EPIRBs) Operating on 406 MHz, adopted by resolution MSC.471(101).
- The draft amendments introduce the Two-Way Communication (TWC) capability provided through the Galileo Search and Rescue Return Link Service (SAR RLS) as an optional functionality. The TWC capability will enable confirmation that a distress alert has been received and allow the bidirectional exchange of predefined messages between Rescue Coordination Centres (RCCs) and persons in distress.
- The ICAO/IMO Joint Working Group was instructed to develop operational guidance for EPIRBs incorporating the two-way communication service and to submit recommendations to the NCSR Sub-Committee, as appropriate.
- The draft amendments will be submitted to MSC 112 for approval.

II. IMO's Meeting Highlights - NCSR 13

Development of Guidance on a Framework for Data Distribution and Global IP-Based Connectivity between Shore-Based Facilities and Ships Supporting ECDIS S-100 Products, and Operational Guidance for Route Exchange

Agenda item 9

- According to the resolution MSC.530(106)/Rev.1, Electronic Chart Display and Information Systems (ECDIS) incorporating S-100 functionality may be installed on a voluntary basis from 1st January 2026 and will become mandatory for all newly installed ECDIS equipment from 1st January 2029.
- To support the transition to the next generation of S-100 products, IMO has recognized the need to establish a robust framework enabling secure and standardized IP-based data exchange between shore-based facilities and ships.
- Such a framework will facilitate the real-time integration of hydrographic, environmental and navigational safety information, thereby enhancing maritime safety and situational awareness while supporting improvements in operational efficiency.
- The meeting also noted that digital route exchange is entirely voluntary and does not replace any mandatory ship reporting requirements. The new draft MSC circulars will be submitted to MSC 112 for approval.

Performance Standards for Augmentation Systems in Radionavigation Receivers (DFMC SBAS)

Agenda item 10

- MSC 111 has adopted amendments to the Worldwide Radionavigation System (WWRNS) under resolution A.1046(27), establishing procedures and requirements for augmentation systems. Such systems can enhance the performance of Global Navigation Satellite Systems (GNSSs) by improving their accuracy, reliability and availability.
- NCSR 13 initiated the development of performance standards for dual-frequency multi-constellation satellite-based augmentation systems (DFMC SBAS) and Advanced Receiver Autonomous Integrity Monitoring (ARAIM) in shipborne radionavigation receivers. The meeting agreed to retain, as footnotes to the draft performance standards, explanatory text concerning ARAIM single-frequency and dual-frequency operations and the characteristics of the Integrity Support Message (ISM).
- The proposed functional requirements relating to accuracy, integrity, availability, continuity and functionality were considered overly detailed and will therefore be further revised by the Correspondence Group, which will report to NCSR 14.

II. IMO's Meeting Highlights - NCSR 13

Development of a transition plan for the introduction of digital technologies for VHF voice communication

Agenda item 11

- Since the number of available voice channels in the maritime Very High Frequency (VHF) mobile band has gradually decreased, leading to channel congestion, particularly in areas of heavy maritime traffic. MSC 109 agreed to include a new output on the development of a transition scheme for introducing digital technology into VHF voice communications.
- NCSR 13 agreed to a draft MSC circular setting out a phased transition scheme from analogue VHF voice communications to digital VHF voice communications. The scheme provides for the gradual introduction of digital channels. To ensure maritime safety and avoid disruption to GMDSS distress, urgency and safety communications, the existing assignments of analogue Channels 06, 13, 16, 75 and 76, together with Channel 70 for Digital Selective Calling (DSC), AIS 1 for AIS Search and Rescue Transmitters (AIS-SARTs), and AIS 2 for AIS-SARTs, will be retained. The draft MSC circular will be submitted to MSC 112 for approval.
- The indicative timeline, included:
 - ①.2025–2028: Development of the transition scheme
 - ②.2028–2031: Development of the regulatory framework and technical standards;
 - ③.2032–2045: Phased implementation and gradual replacement and retirement of equipment.

II. IMO's Meeting Highlights

Recommendation for NCSR 13

1. NCSR 13 has finalized draft MSC circulars concerning global IP-based data exchange, secure connectivity frameworks and operational guidance for digital route exchange for ECDIS S-100, which are expected to be submitted to MSC 112 for approval. As the implementation of ECDIS S-100 involves electronic navigational charts, shore-based information services, ship–shore data exchange and cybersecurity, the competent authority may continue to monitor IMO's subsequent discussions on ECDIS S-100 implementation elements and data distribution frameworks, as a reference for the integration of Taiwan's digital navigational information services.
2. The sub-committee also finalized the transition scheme for digital Very High Frequency (VHF) voice communications and continued its work on the integration of NAVDAT into the Global Maritime Distress and Safety System (GMDSS). These developments indicate that the GMDSS is evolving towards greater digitalization, data-driven operation and spectrum efficiency. The competent authority may therefore continue to monitor the development of relevant IMO and ITU standards, the NAVDAT Manual, IEC testing standards and updates to the GMDSS Master Plan.
3. On other matters, there was also some progress, including two-way communication for EPIRBs, amendments to the IAMSAR Manual, R-mode, DFMC SBAS/ARAIM, fibre-optic gyro-compasses, bridge alert management and VDR performance standards. Although most of these matters have not yet resulted in immediate mandatory requirements, they reflect an emerging IMO regulatory trend towards strengthening navigational resilience, search and rescue effectiveness, bridge human–machine interfaces and access to casualty-related data. These issues may therefore be included within the scope of ongoing monitoring of international regulatory developments. MC SBAS/ARAIM, fibre-optic gyro-compasses, bridge alert management and VDR performance standards.

II. IMO's Meeting Highlights

Next NCSR Meeting

NCSR 14

Would be held from April 26th to 30th in 2027.

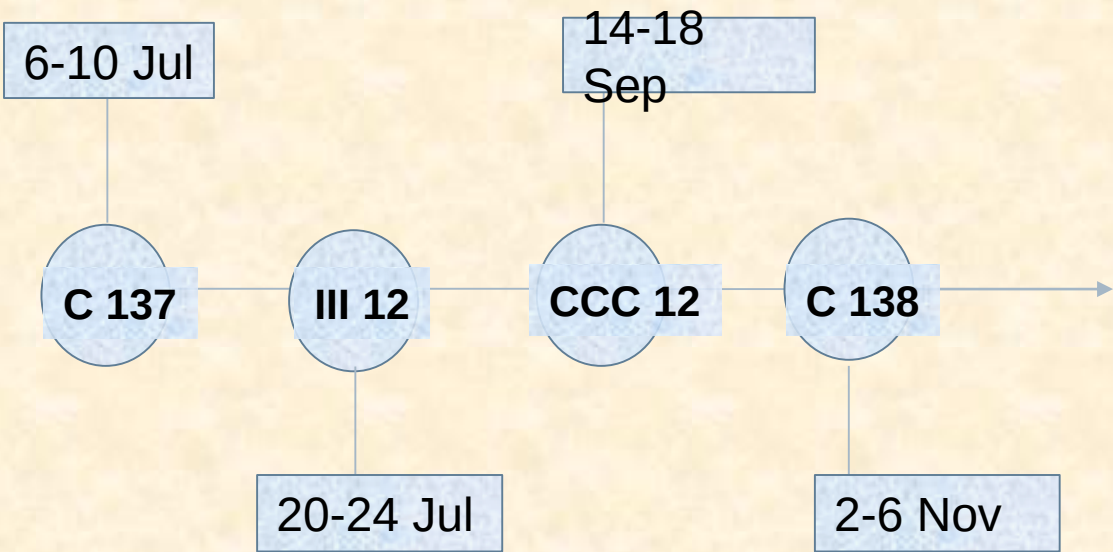


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Next Meeting schedules for IMO

C 137: July 6th to 10th, 2026.

III 12: July 20th to 24th, 2026.



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Have a nice day. Thank you!

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