The Latest Issues in International Maritime
Feb. 2026

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交通部航港局 Maritime and Port Bureau, MOTC
國立高雄科技大學 National Kaohsiung University of Science and Technology

Keyword: BBNJ Agreement; marine environment protection

IMO welcomes the entry into force of the BBNJ Agreement

The Biodiversity Beyond National Jurisdiction (BBNJ) Agreement, aka “High Seas Treaty,” is the world’s first global treaty to protect ocean life in international waters. The agreement was adopted on 19 June 2023; it opened for signature by all States and regional economic organizations, and finally entered into force on 17 January 2026.

Formally known as *the Agreement under the United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction* (BBNJ Agreement), the Agreement addresses 4 issues as below:

Source: IMO.

1. **Marine genetic resources, including the fair and equitable sharing of benefits;**
2. **Measures such as area-based management tools, including marine protected areas;**
3. **Environmental impact assessments; and**
4. **Capacity-building and the transfer of marine technology.**

IMO Secretary-General Mr. Dominguez had replied that the world has shown that countries can work together, share a common vision, and build a framework to manage the ocean sustainably while ensuring its benefits are shared fairly amongst all humanity.

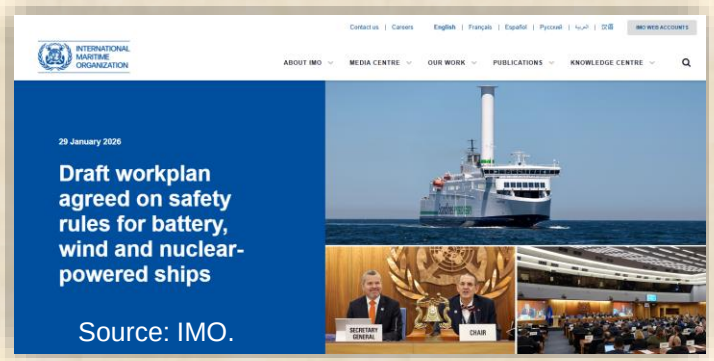
IMO may continue to maintain and effectively promote the implementation of the international marine environmental protection instruments under its remit, including: the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) governing ship-source pollution; the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM Convention) aimed at preventing the spread of potentially invasive aquatic species; and the London Convention and Protocol, which strictly prohibit the dumping of waste at sea. (Find more information on the IMO’s role in marine environmental protection, please refer here.)

More Info

- The BBNJ Agreement (aka “High Seas Treaty”) is the outcome of decades of negotiations and preparatory work by the international community. Its formal title is “Agreement under the United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction.” Following its adoption in June 2023, the Agreement entered into force, and to date, more than 80 countries have ratified the Agreement.
- Marine Genetic Resources (MGRs) refer to genetic-level resources with actual or potential value, commonly described as marine genetic resources. Their applications broadly encompass the “genome metadata” derived from marine biodiversity and genetic diversity, as well as the downstream “derivatives” produced through gene expression processes in living organisms, including messenger RNA (mRNA), proteins, and metabolic compounds (secondary metabolites).

Keywords: ship powering by new technologies; alternative fuels; safety regulations

Draft workplan agreed on safety rules for battery, wind and nuclear-powered ships



By January 2026, IMO had finalized the work plan for developing a safety regulatory framework for ships using new technologies and alternative fuels to reduce greenhouse gas (GHG) emissions. The draft work plan will later be submitted to the Maritime Safety Committee (MSC) 111th session for approval this May.

The draft work plan covers the development or amendment of the existing safety regulations related to nuclear power, wind propulsion, wind-assist power, as well as lithium-ion batteries, and swappable traction battery containers on ships. All of these regulatory items fall within the remit of the Sub-Committee on Ship Design and Construction (SDC).

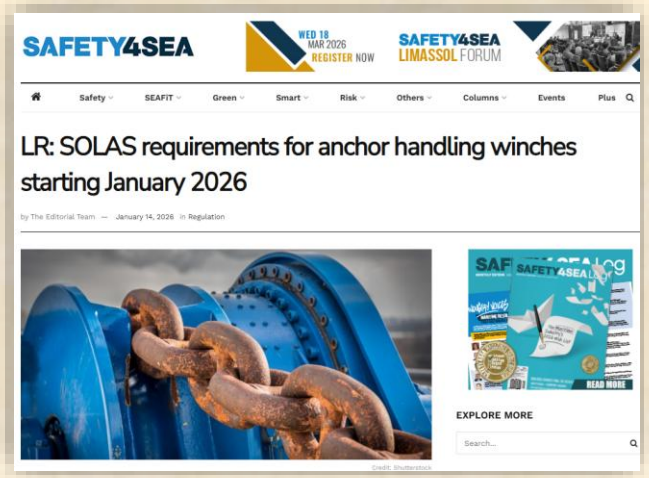
Once the draft work plan is endorsed by the MSC, IMO will work towards key milestones, including:

- 2028 (MSC 114): Adoption of amendments to SOLAS regulation II-1/41 to permit the use of batteries as the main source of electrical power and lighting systems.
- 2029 (MSC 116): Approval of interim safety guidelines for the ships using wind propulsion and wind-assisted power.
- 2030 (MSC 118): Adoption of the revised Nuclear Code and amendments to SOLAS Chapter VIII.

SDC 12 established the **SDC Correspondence Group on GHG Safety** to collect and analyze information related to **nuclear power and wind energy**, and to develop draft amendments to **SOLAS Regulation II-1, 41**. The Correspondence Group will submit a report to **SDC 13 (2027)**.

Keywords: IMO SOLAS Chapter II-1;
SOLAS requirements for anchor handling winches

Lloyd's Register (LR): SOLAS requirements for anchor handling winches starting January 2026 (1/2)



Source: safety4sea.com;

Recently, Lloyd's Register (LR) announced new mandatory requirements for anchor handling winches introduced under IMO SOLAS Chapter II-1, Regulation 3-13. These provisions were amended by IMO resolution MSC.532(107) and entered into force on 1 January 2026.

These amendments follow earlier updates concerning lifting appliances and are supported by the IMO Guidelines for Anchor Handling Winches (MSC.1/Circ.1662). The new requirements apply specifically to anchor handling winches, defined as "winches used for the deployment, recovery, and repositioning of anchors and mooring lines during subsea operations." Such winches are commonly installed on anchor handling vessels, offshore support vessels, and certain tugboats, and may be purpose-built for anchor handling operations or integrated into towing winch systems.

Keywords: IMO SOLAS Chapter II-1;
SOLAS requirements for anchor handling winches

Lloyd's Register (LR): SOLAS requirements for anchor handling winches starting January 2026 (2/2)

➢ Requirements for new anchor handling winches (installed on or after 1 Jan, 2026)

Under SOLAS Regulation II-1/3-13.2.5, existing winches must undergo testing and thorough examination in accordance with IMO guidelines. Although the IMO guidelines permit acceptance of certification under another international instrument approved by the Administration, there have been no previous class requirements specifically for anchor handling winches.
As informed, the International Association of Classification Societies (IACS) is expected to standardize survey and testing requirements. In the meantime, LR will apply the following for existing installations:

- A plan appraisal of the anchor handling winch and foundation connections
- Verification of materials
- Survey, testing, and examination during fabrication
- Verification of component certificates, including its loose gear
- Overload brake holding capacity (BHC) test at 110% of BHC (calculations may be accepted if testing is impractical)
- Overload testing to 110% of maximum line pull (MLP)
- Testing and thorough examination when installed on board.

These requirements shall be verified at the first **Cargo Ship Safety Construction Certificate renewal survey** conducted on or after **1 January 2026**, and the relevant ship records shall be duly endorsed with suitable notes.

➢ Maintenance, operation, inspection and testing for all anchor handling winches

In accordance with **SOLAS Regulation II-1, 3-13.3**, all anchor handling winches, associated equipment, and lifting appliances shall be operated, function-tested, thoroughly examined, inspected, and maintained in compliance with the relevant **IMO operational guidelines**.

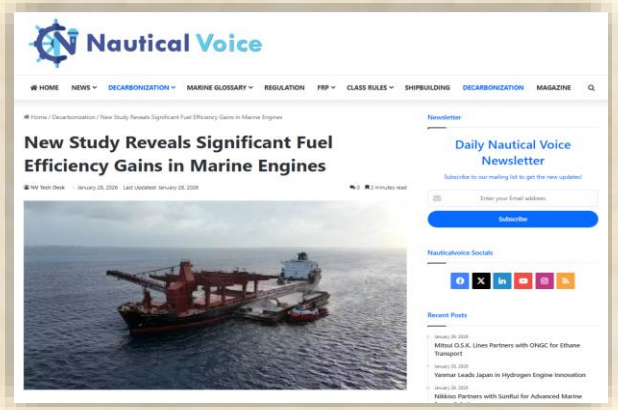
➢ Points for shipowners and operators to note

- Comply with manufacturers' recommendations, industry standards, and operating procedures.
- Include the winches in the shipboard planned maintenance system (PMS).
- Ensure that maintenance and operating manuals are complete (where missing, recompile them in accordance with IMO guidelines).
- Verify that personnel are appropriately qualified and familiar with the operation of the equipment.

Keywords: ship efficiency; fuel efficiency; maritime decarbonization

New Study Reveals Significant Fuel Efficiency Gains in Marine Engines (1/2)

A recent study conducted by the National Technical University of Athens (NTUA) has demonstrated notable advances in ship fuel efficiency. The research highlights that existing vessels can significantly reduce fuel consumption and emissions without requiring engine modifications or the use of new fuel types. The findings indicate that the fuel treatment technology developed by Fuelre4m is capable of enhancing the performance of large marine engines operating on conventional fuels.



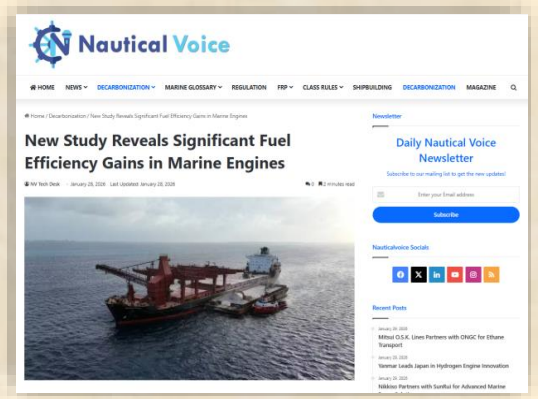
Source: Nautical Voice.

Under controlled test conditions, the study shows a 3.5% to 6.7% reduction in fuel consumption, indicating that treated fuel delivers more usable energy per unit of consumption. In real-world operating scenarios, where engine loads can be adjusted, the efficiency gains are even more pronounced, with independent tests demonstrating propulsion efficiency improvements exceeding 21%. These results highlight the technology's potential to deliver immediate and far-reaching impacts in the maritime sector, which currently consumes over 200 million tonnes of fuel annually.

Keywords: ship efficiency; fuel efficiency; maritime decarbonization

New Study Reveals Significant Fuel Efficiency Gains in Marine Engines (2/2)

The associate Professor George Papalambrou from NTUA expressed surprise at the consistency of efficiency improvements across a wide range of operating conditions. This consistency suggests that the technology can be broadly applied to different types of vessels. Fuelre4m CEO Rob Mortimer emphasized the economic and environmental benefits of reducing fuel consumption, noting that these results can be achieved using existing engines and conventional fuels. This enables operators to implement improvements immediately, without waiting for future innovations. As the maritime industry faces the dual challenges of rising operating costs and increasingly stringent emissions targets, even modest efficiency gains can lead to substantial reductions in greenhouse gas emissions and fuel expenditure. The findings of this study are expected to drive wider adoption of fuel treatment technologies, ultimately supporting the maritime sector's transition toward sustainability.



Source: Nautical Voice.

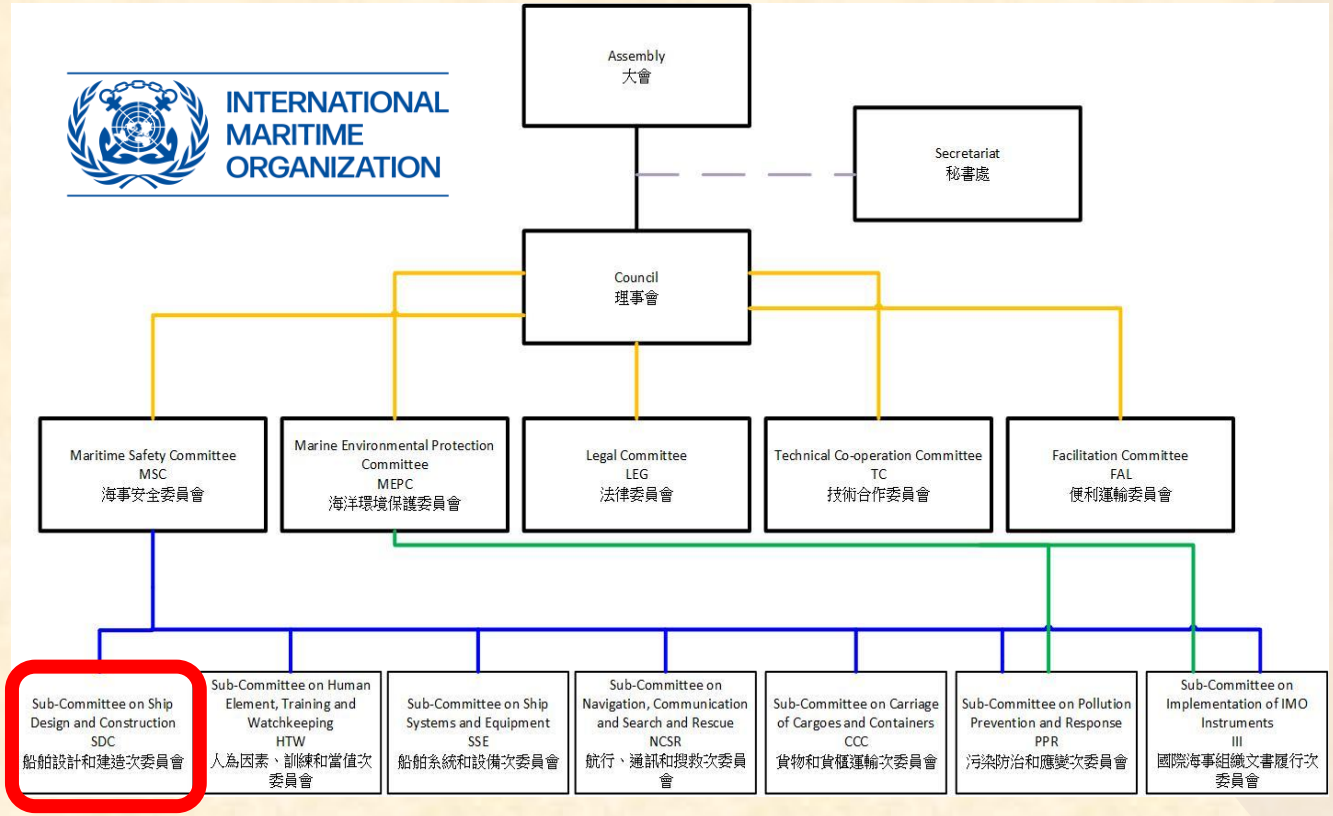
These findings demonstrate strong potential for immediate application and may encourage shipowners to explore fuel treatment solutions as a practical and feasible response to current challenges. As the industry continues to evolve, improving fuel efficiency is likely to remain a top priority, thereby driving innovation and investment in sustainable practices.

The NTUA study highlights significant opportunities for the maritime industry to enhance fuel efficiency and reduce emissions. By leveraging existing technologies and conventional fuels, the sector can take proactive steps toward a more sustainable future while effectively controlling operational costs.

International Maritime Organization
Sub-Committee on Ship Design and Construction
12th session (SDC 12)
19th – 23th January 2026

Photo by Gary Walker-Jones on Unsplash

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Ship Design and Construction (SDC)

- The IMO Sub-Committee on Ship Design and Construction (SDC) is one of the five Sub-Committees of the International Maritime Organization (IMO).
- SDC is responsible for considering technical and operational matters related to ship design and construction, including subdivision and stability. The Sub-Committee's work also covers the testing and approval of structures and materials, load lines, tonnage measurement, fishing vessel safety, and the carriage of industrial personnel.

Photo by IMO on Flickr

SDC 12 Agenda-1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	7	Guidelines for use of Fibre-Reinforced Plastics (FRP) within ship structures
2	Decisions of other IMO bodies	8	Experience-building phase for the reduction of underwater radiated noise from shipping
3	Revision of the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369) and related circulars	9	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
4	Amendments to the 2011 ESP Code	10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
5	Revision of SOLAS chapters II-1 (part C) and V, and related instruments regarding steering and propulsion requirements, to address both traditional and non-traditional propulsion and steering systems	11	Review and, if necessary, amendment of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces
6	Development of engine control room alert management (ECRAM) performance standards	12	Development of amendments to chapter 6 of the 2009 MODU Code regarding electrical equipment capable of operation after shutdown

SDC 12 Agenda-2

Item No.	Agenda	Item No.	Agenda
13	Development of amendments to chapter 15 of the FSS Code on enclosed spaces containing a nitrogen receiver or a buffer tank of nitrogen generator system	16	Election of Chair and Vice-Chair for 2026
14	Revision of the Guidelines for the application of plastic pipes on ships (resolution A.753(18))	17	Any other business
15	Biennial status report and provisional agenda for SDC 12	18	Action requested of the Sub-Committee

SDC 12 Meeting Highlights

Revision of the explanatory notes for passenger ships' safe (SRtP) return to port requirements agreed

Agenda Item 3

- SDC 12 agreed to the new draft of the revision of the Explanatory Notes for "safe return to port (SRtP)" and "Orderly Evacuation and Abandonment (OEA) and related circulars, and be submitted to MSC 111 (May 2026) for approval.
- The scope of application of the draft amendment to this explanatory note has been further expanded by the content of Circular MSC.1/Circ.1369, covering the entire life cycle of passenger ships, including design, verification, testing, and operation aspects.

More Info

The concept of "Safe Return to Port (SRtP)" was introduced in SOLAS in 2010 to increase the robustness and fault tolerance of passenger ships. Even in the event of a flooding or a fire accident, the vessel should still be able to return to port under its own machinery and provide a safe area for all personnel on board. The SRtP regulations apply to passenger ships over 120 meters in length or with more than 3 main vertical sections.

Development of engine control room alert management (ECRAM) performance standards

Agenda Item 6

- SDC 12 agreed to develop a workplan roadmap for performance standards on Engine Control Room Alert Management (ECRAM) and to issue these standards as a standalone instrument, separate from the Bridge Alert Management (BAM) standards adopted by resolution MSC.302(87). The performance standards will define the design and maintenance requirements for various alert systems within the Engine Control Room (ECR) to ensure safe operations under both normal and emergency conditions.

Source: Odd Roar Lange/NTB scanpix/AP

More Info

In March 2019, the cruise vessel Viking Sky lost propulsion and nearly grounded off the coast of Norway. The accident investigation pointed out that engine control room operators were simultaneously confronted with a large number of alarm signals during critical situations, which caused information overload and increased the risk of human operational errors and response delays.

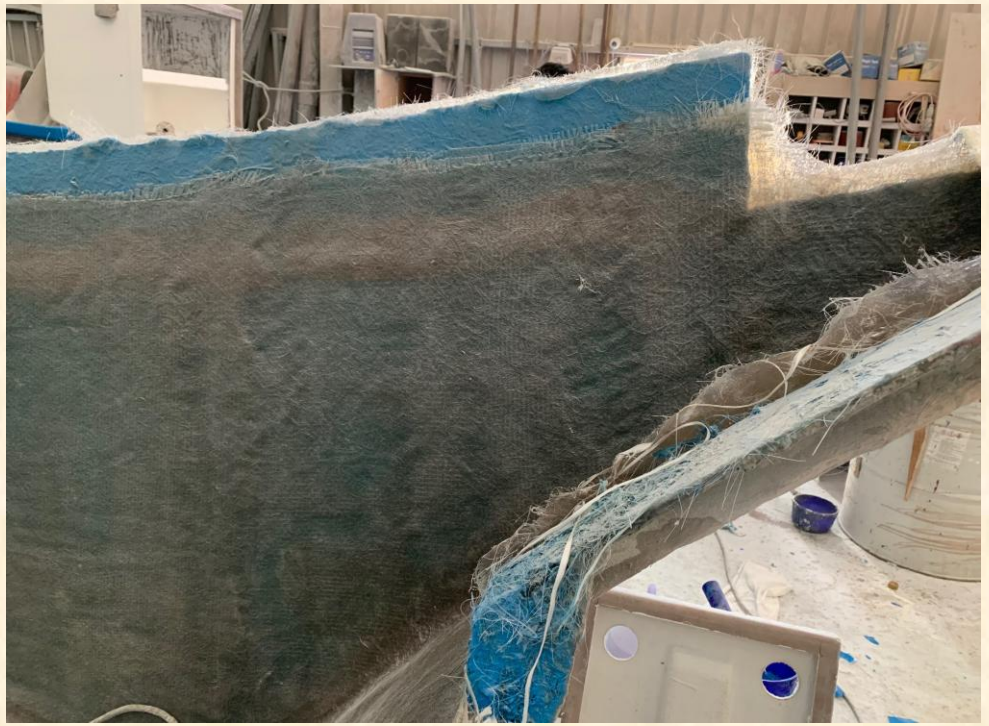
Revised the Interim Guidelines for the Use of Fibre-Reinforced Plastics (FRP) within Ship Structures

Agenda Item 7

- SDC 12 agreed the draft revision of the Guidelines for the use of fibre-reinforced plastics (FRP) within ship structures: Fire Safety Issues (circular MSC.1/Circ.1574), and submitted to MSC 111 for approval.
- The draft amendment incorporates practical experience in fire safety assessment under alternative design scenarios and systematically covers the main fire safety elements of FRP materials.

More Info

The FRP guidelines provide technical guidance for ship designers and builders on the safe use of FRP in ship structures, with a particular focus on the management of fire safety risks arising from FRP materials. The guidelines also help the competent authorities of each flag state to consistently carry out fire safety tests and evaluations related to FRP materials under the framework of "Alternative Design and Arrangements" in accordance with the requirements of the SOLAS Convention.



Source: MPB Facebook

Draft workplan agreed to develop a safety framework for selected GHG-reducing technologies

Agenda Item 9

- SDC 12 finalized a work plan to develop a safety framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels. This work falls within the purview of the SDC sub-committee. This work plan will be submitted to MSC 111 for review and approval.
- The work plan included a timeline table and added key milestones, including developing safety regulatory frameworks for nuclear, Wind-Propulsion, and wind-assisted power; lithium-ion batteries; and swappable traction battery containers on ships.

Recommendation for SDC 12

1. In light of the documents expected to be approved at the 111th session of the Maritime Safety Committee (MSC 111) scheduled for May 2026, Administrations should prioritize updating the review process for passenger ship "Safe Return to Port" (SRtP). The revised guidelines will expand the scope of application to the entire lifecycle of the vessel, encompassing design, verification, and operation. Consequently, inspection checklists must incorporate audits and crew drills as stipulated by the International Safety Management (ISM) Code. Furthermore, the "Remote Inspection Techniques" (RIT) introduced under the Enhanced Programme of Inspections during Surveys (ESP Code) will enter into force in 2028. Administrations should expeditiously establish accreditation standards for RIT service suppliers and mandate that operators proactively integrate usage regulations for equipment such as drones into their survey plans to ensure certification compliance.
2. A regulatory framework work plan supporting Greenhouse Gas (GHG) emission reduction technologies has been established, encompassing nuclear power, wind propulsion, and lithium battery safety. It is highly recommended that Administrations continuously monitor the ongoing amendments to the relevant SOLAS Convention regulations and the development of associated guidelines. Concurrently, regarding the revised guidelines for the fire safety of Fibre Reinforced Plastic (FRP) vessel structures, Administrations must familiarize themselves with the relevant "Alternative Design and Arrangements." This will facilitate the future review and approval of ship design proposals that utilize novel composite materials or green technologies.

Next SDC Meeting

SDC 13

It is expected to be held in the spring of 2027.

Source: IMO

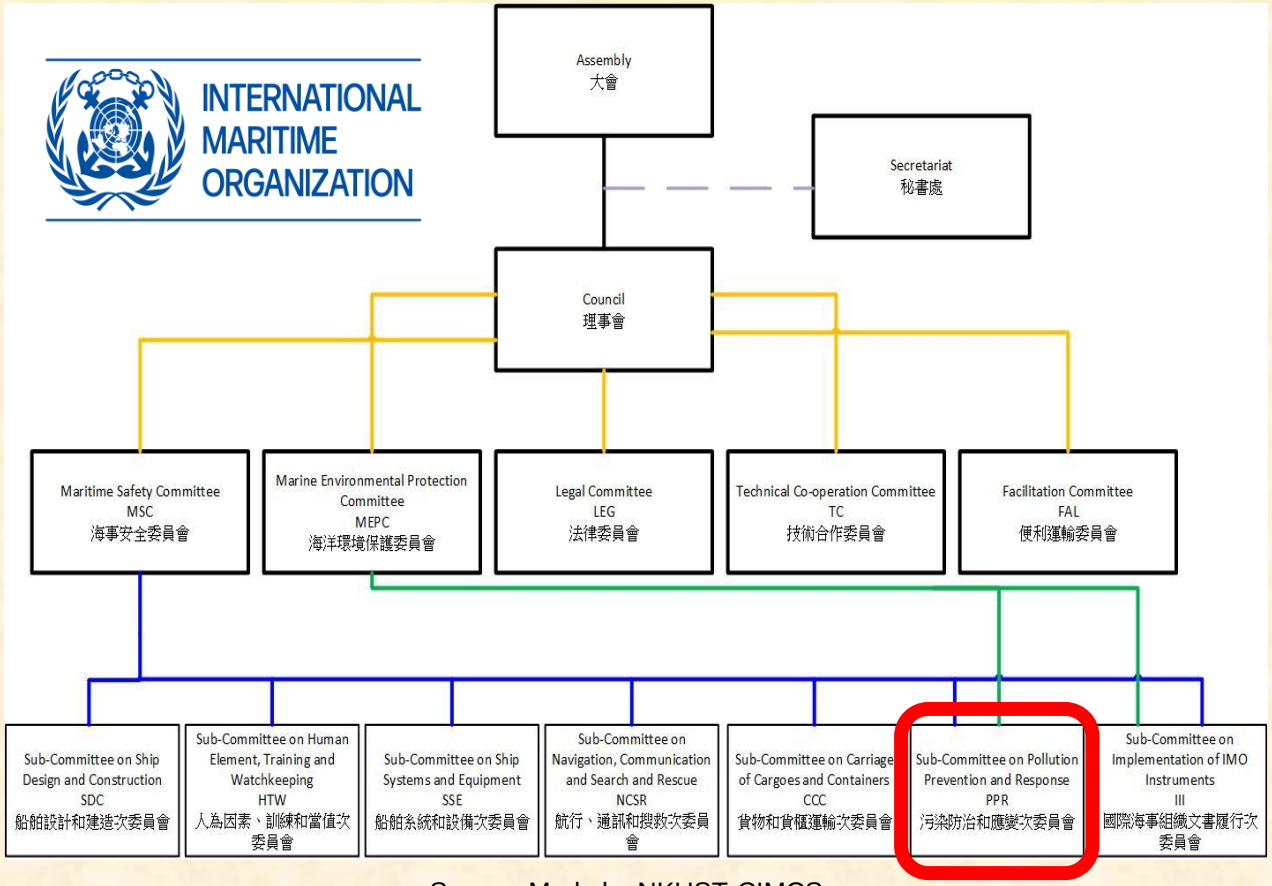
International Maritime Organization

Sub-Committee on Pollution Prevention and Response 13th session (PPR 13)

9th -13th February 2026

Photo by IMO on Flickr

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Pollution Prevention and Response (PPR)

- PPR is one of the seven sub-committees operating under the purview of the five main committees within the framework of the International Maritime Organization (IMO).
- PPR is responsible for addressing all matters relating to pollution prevention and response that fall within the remit of the Organization. This encompasses all Annexes of the International Convention for the Prevention of Pollution from Ship (MARPOL Convention), covering the control and management of harmful aquatic organisms in ships' ballast water and sediments; biofouling; anti-fouling systems; pollution preparedness, response, and cooperation for oil and hazardous and noxious substances (HNS); as well as the safe and environmentally sound recycling of ships.

PPR 13 Agenda-1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	7	Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas
2	Decisions of other IMO bodies	8	Review and development of NOx emission requirements in MARPOL Annex VI and the NOx Technical Code 2008
3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	9	Review and amendment of the NTC 2008 to provide a means for certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels
4	Amendments to MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity	10	Revision of MARPOL Annex IV and associated guidelines
5	Development of a legally binding framework for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species	11	Follow-up work emanating from the Action Plan to address marine plastic litter from ships
6	Reduction of the impact on the Arctic of Black Carbon emissions from international shipping	12	Revision of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49))

PPR 13 Agenda-2

Item No.	Agenda	Item No.	Agenda
13	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book	16	Election of Chair and Vice-Chair for 2027
14	Unified interpretation of provisions of IMO environment-related conventions	17	Any other business
15	Biennial agenda and provisional agenda for PPR 14	18	Report to the Marine Environment Protection Committee

II. IMO's Meeting Highlights

Developing a Groundwork laid for a future legally binding framework on biofouling

Agenda Item 5

- Following the decision of MEPC 83 to develop a legally binding framework for biofouling management to prevent the spread of invasive aquatic species, the Sub-Committee agreed on fundamental elements to guide this work. They also had agreed that a new convention would be the most suitable way forward and recommended this approach for consideration at MEPC 86 in 2027.
- These include, inter alia, the recommendation that the framework take the form of a "standalone instrument" and the finalization of the terms of reference for this output, both to be agreed and approved by MEPC 84.
- The correspondence group (CG) has also been established to carry out substantive research and development work, with key points including:
  1. Define the goals of this legal framework;
  2. Draft the overall structure of the document;
  3. Take stock of the relevant guidelines that need to be formulated to support implementation;
  4. Draft the overall work plan.

  This CG will also incorporate the relevant policies and technical considerations revealed in the documents submitted for this session.

Ongoing work on Exhaust Gas Cleaning Systems (EGCS)

Agenda Item 7

- PPR 13 continued the discussion on the handling of discharge water from EGCS. Including allowing coastal States to request Associated Protective Measures (APMs) to restrict EGCS discharge water in Particularly Sensitive Sea Areas (PSSAs). PPR 13 recommended that MEPC invite the Member States to develop PSSA designation proposals to consider EGCS-related APMs.
- Furthermore, PPR 13 has also invited Member States and international organizations to hold consultations during the recess and submit specific proposals to PPR 14 to develop appropriate measures to control the discharge of EGCS effluent.

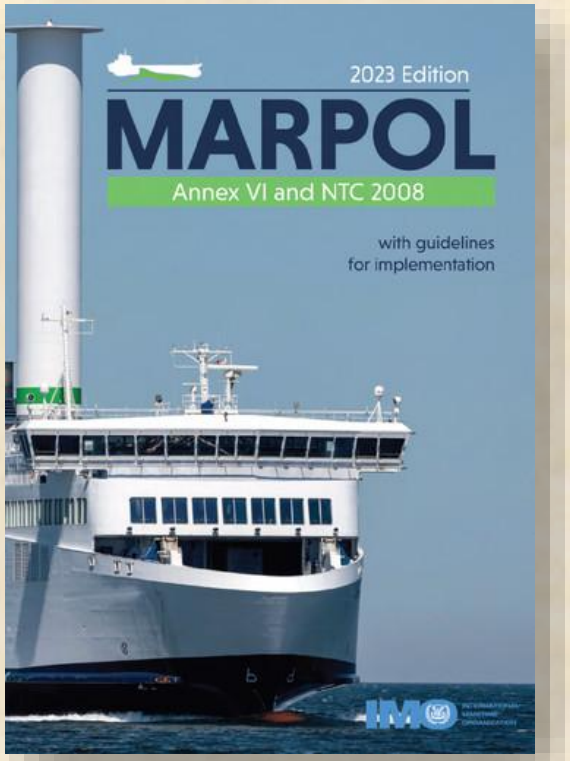
More Info

Particularly Sensitive Sea Area (PSSA) is an area that required special protection through action by IMO because of its significance for recognized ecological, socio-economic, or scientific reasons, and which may be vulnerable to damage by international maritime activities. The criteria for the identification of particularly sensitive sea areas and the criteria for the designation of special areas are not mutually exclusive. In many cases, a Particularly Sensitive Sea Area may be identified within a Special Area and vice versa.

Finalized the Amendments to the NOx Code

Agenda Item 8

- Agreement was reached on the draft amendments to the 2008 NOx Technical Code concerning "non-carbonaceous fuels," with a view to submission to MEPC 84 for approval and subsequent adoption.
- These amendments update the testing methods for air pollution from marine engines to reflect the practical application of low-carbon or zero-carbon fuels, such as hydrogen and ammonia. Because the current testing methods utilize the carbon content in the exhaust gas as the basis for calculation, they are no longer applicable to engines operating on non-carbonaceous fuels.
- Therefore, it is necessary to establish new measurement standards and procedures to ensure that the relevant engines comply with the applicable requirements of MARPOL Annex VI and obtain appropriate certification. The draft amendments encompass relevant sections of the NOx Technical Code, including adjustments to definitions, test bed measurement procedures, provisions for onboard compliance verification, and various appendices.



Source: IMO

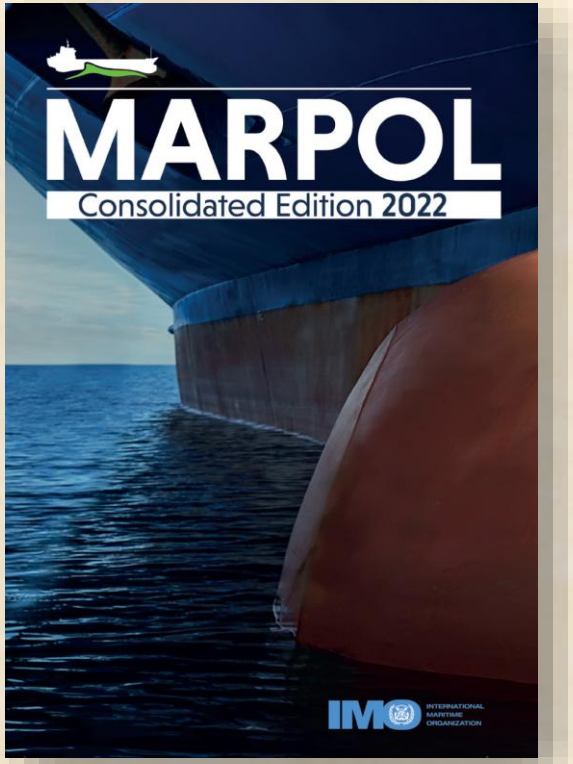
More Info

The *2008 Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (2008 NOx Technical Code)* is an international legal instrument adopted by the IMO, which regulates the testing, certification and on-board compliance verification procedures of main engines to prove their continuous compliance with applicable nitrogen oxide (NOx) emission limits

Agreed to the draft Amendments to MARPOL Annex I on disposing oily bilge water

Agenda Item 12

- PPR 13 agreed to the draft amendments to MARPOL Annex I (new regulation 12B), amendments to appendix II (Form of the International Oil Pollution Prevention Certificate (IOPP) certificate and Supplements) and amendments to appendix III (Form of the Oil Record Book), with a view to approval by MEPC 84 and subsequent adoption.
- These draft amendments introduce new provisions allowing ships of 400 gross tonnage and above fitted with an integrated bilge water treatment system (IBTS) to dispose of oily bilge water through "forced evaporation." This process involves heating the oily bilge water to evaporate the water content, after which the remaining oil residues are properly disposed of in accordance with the regulations.
- The amendments also incorporate standardized operational guidelines and recording requirements to ensure the process is conducted consistently and safely without causing marine pollution.



Source: IMO

Agreed to the draft amendments to MARPOL Annex VI on volatile organic compounds (VOCs)

Agenda Item 17

- Agreement was reached on the draft amendments to Regulation 15 and Appendix I of MARPOL Annex VI, with a view to submission to MEPC 84 for approval and subsequent adoption. These draft amendments stipulate that newly built oil tankers carrying crude oil shall be fitted with pressure-vacuum devices with a minimum opening pressure of not less than 0.20 bar, in order to control the release of volatile organic compounds (VOCs) and reduce air pollution.
- Concurrently, the International Air Pollution Prevention (IAPP) Certificate is amended to record the compliance status of the ship. The aforementioned requirements will become applicable upon the entry into force of the amendments.

Source: Publicatieplatform UitvoeringsContent

Recommendation for PPR 13

1. Regarding the development of incorporating the Integrated Bilge Water Treatment System (IBTS) into MARPOL Annex I and the mandatory evaporation regime for oily bilge water, our nation should proactively assess whether the Regulations for the Inspection of Ships and relevant technical specifications require concurrent amendments. Furthermore, we must evaluate whether our current capacity for ship equipment and surveying is sufficient to support the design review and compliance verification of these novel systems. Concurrently, it is necessary to prudently assess the environmental risks and regulatory feasibility associated with mandatory evaporation operations to prevent the emergence of enforcement gray areas.
2. Concerning the review of certification schemes and NOx emission standards for marine engines operating on non-carbonaceous fuels, our nation should expeditiously establish technical review and testing capabilities for alternative-fuel vessels, while enhancing regulatory flexibility to align with international standards. Beyond institutional legislative amendments, further consideration must be given to how future Port State Control (PSC) practices will identify the compliance of these novel fuel engines, thereby mitigating uncertainties during the industry's transition period.

Recommendation for PPR 13

3. Although the likelihood of our nation designating a Particularly Sensitive Sea Area (PSSA) in the short term is low, we must remain attentive to international developmental trends regarding restrictions on Exhaust Gas Cleaning System (EGCS) discharge water and the mandatory framework for biofouling. Once these associated regimes are implemented in other countries or specific sea areas, they will generate spillover effects on the structure of the fleet calling at our ports and on industrial investment decisions, driven by adjustments in ship design standards and operational models. Simultaneously, as there is a growing trend of expanding environmental governance authority among coastal States, our nation should proactively build up baseline data for marine environmental monitoring and risk assessment capabilities to preserve future policy options and negotiation leverage.

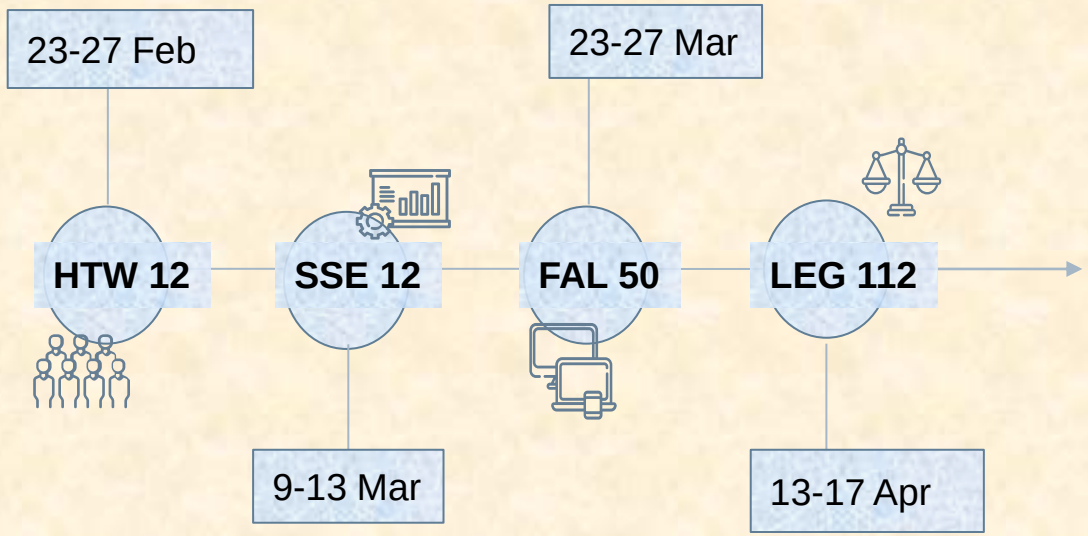
Next PPR Meeting

PPR 14 is expected to be held in the spring of 2027.

Source: IMO

Meeting schedules for IMO

- HTW 12 meeting from February 23rd to 27th 2026.
- SSE 12 meeting from March 9th to 13th 2026.



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Have a nice day.
Thank you!

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