

Supplementary materials for August 2026

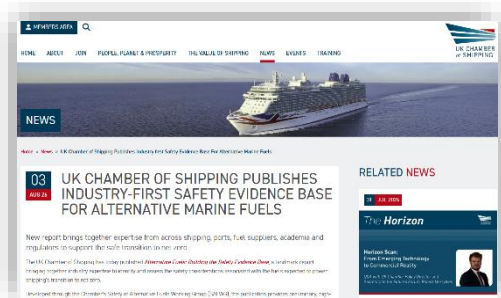
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➤ International Maritime News

I. UK Chamber of Shipping publishes industry-first safety evidence base for alternative marine fuels



Source: UK Chamber of Shipping.

Derived from the UK Chamber of Shipping, August 3rd, 2026. Article: UK Chamber of Shipping publishes industry-first safety evidence base for alternative marine fuels.

<https://www.ukchamberofshipping.com/news/uk-chamber-shipping-publishes-industry-first-safety-evidence-base-alternative-marine-fuels>

The report *Alternative Fuels: Building the Safety Evidence Base*, jointly developed by the UK Chamber of Shipping, the Maritime and Coastguard Agency (MCA), and technical consultancy Royal HaskoningDHV, provides the shipping industry with an objective, science- and evidence-based benchmark for assessing safety risks associated with the transition to low- and zero-carbon fuels.

The report was developed by the UK Chamber of Shipping's Safety of Alternative Fuels Working Group (SAFWG). It presents preliminary, high-level risk assessments for five emerging fuel and energy technologies: Battery Energy Storage Systems (BESS), biofuels, methanol, hydrogen, and ammonia.

The report highlights that beyond the intrinsic properties of the fuels themselves, the commercialization of alternative fuels requires concurrent enhancements across ship design, procedural safety, material compatibility, emergency response preparedness, crew training, and regulatory approval pathways. Future work will focus more specifically on addressing regulatory and knowledge gaps, conducting project case studies, and establishing an incident and lessons-learned database.

The UK Chamber of Shipping points out that many alternative fuels are moving from the trial and demonstration stage towards commercial deployment. However, if safety standards, operational procedures, and regulatory frameworks do not mature at the same pace, they may create new sources of risk. The report also stresses that there is no single fuel solution suitable for all ship types and routes. Different technical pathways will therefore be required depending on vessel type, operating profile, and environmental conditions.

Key areas of particular importance include:

- the design and process safety of ships and fuel systems;
- material compatibility;
- emergency preparedness and response;

- seafarer training and competence; and
- clearer regulatory and approval pathways.

These issues demonstrate that the safety of alternative fuels is not solely a matter of the fuels' inherent chemical properties. Rather, it requires an integrated risk-management approach encompassing ship design, operational practices, human factors, port interfaces, and the broader regulatory framework.

The industry has already accumulated substantial experience from alternative-fuel trials and operational applications. However, much of this knowledge remains fragmented across individual companies and has not been widely shared. The purpose of this report is therefore to consolidate this knowledge into a more consistent baseline to support future ship design, operational planning, regulatory development, and research activities.

References :

1. UK Chamber of Shipping 2026. Alternative Fuels: Building the Safety Evidence Base
<https://www.ukchamberofshipping.com/safety-alternative-fuels>
2. UK Chamber of Shipping 2026. UK Chamber of Shipping publishes industry-first safety evidence base for alternative marine fuels (3 Aug. 2026).
<https://www.ukchamberofshipping.com/news/uk-chamber-shipping-publishes-industry-first-safety-evidence-base-alternative-marine-fuels>



International Maritime Organization Meeting Highlights

I. IMO Council (C), 137th session (C 137)

The 137th session meeting of the Council was held from July 6 to 10th, 2026.

1. About Council (C)¹

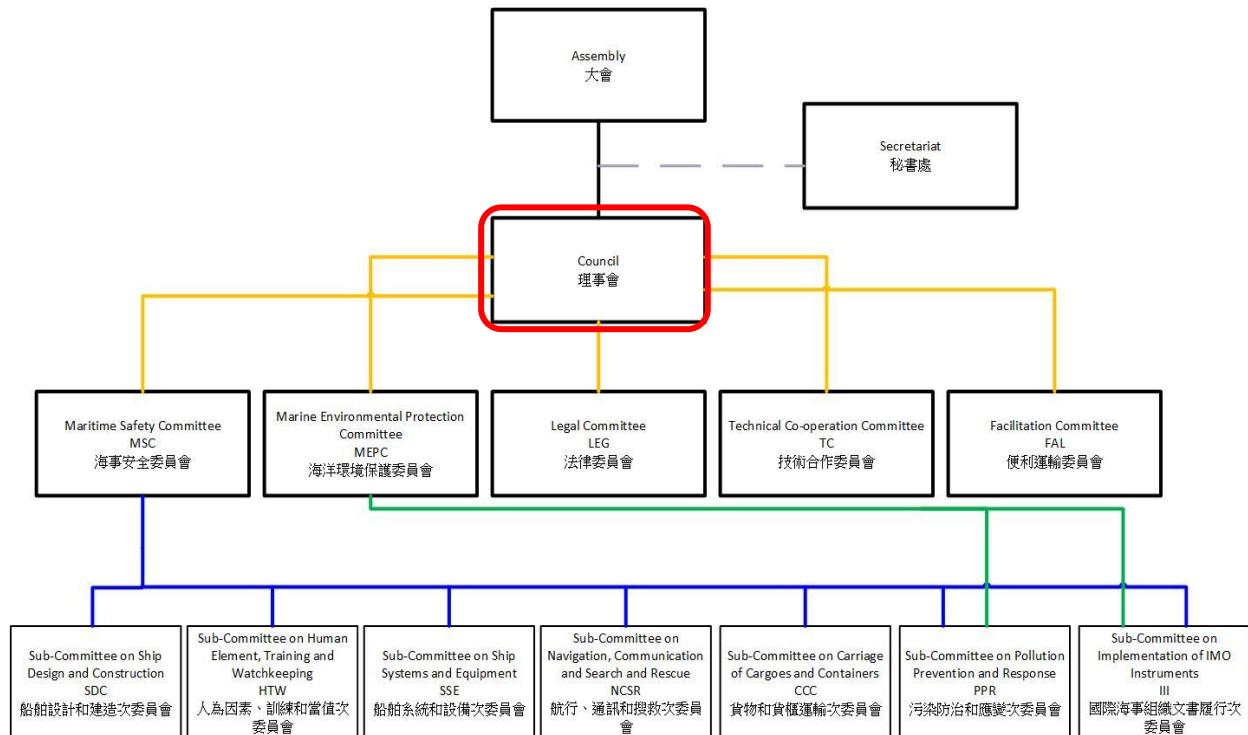


Figure 1 Organization Structure of IMO (Council) (Source: by CIMCS-NKUST)

The Council is the executive organ of the IMO and, under the Assembly, is responsible for supervising the Organization's work. It is composed of 40 Member States elected by the Assembly for a two-year term. In accordance with the IMO Convention, it is divided into three categories: (a), (b), and (c).

2. C 137 Highlights

- (1) Adoption of a resolution on the protection of key international waterways, reaffirming the importance of safeguarding navigational rights and freedoms in accordance with international law

¹ IMO. Council (C). <https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-default.aspx>

- (2) Continuing challenges in the Strait of Hormuz; reaffirmation that all ships should enjoy non-discriminatory and unimpeded transit passage, and request to the IMO Secretary-General to explore options for enhancing maritime traffic safety and restoring the free flow of navigation.
- (3) Noted the cooperative mechanism established by Indonesia, Malaysia, and Singapore for the joint management of the Straits of Malacca and Singapore, and invited Member States and other stakeholders to provide financial or in-kind contributions to the Aids to Navigation Fund and the IMO Straits of Malacca and Singapore Trust Fund.
- (4) The Council welcomes the successful completion of the first audit cycle under the IMO Member State Audit Scheme (IMSAS); since mandatory audits were introduced in 2016, 168 audits have been completed, and encourages audited Member States to authorize the public release of final audit reports to enhance the transparency of the system;
- (5) Approved the 2025 Annual Report, the updated *Risk Management Policy*, and a new *Strategic Fraud Risk Management Annex*. Consultative status was also granted to the International Electric Marine Association, the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping, and SEA-LNG, while The Ocean Foundation was granted provisional consultative status for a maximum period of two years.

3. C 137 Agenda²

Item No.	Agenda
1	Adoption of the agenda
2	Report of the Secretary-General on credentials
3	Rules of Procedure
4	Strategy and planning: (a) Strategy and planning (b) Internal Oversight, Ethics and Joint Inspection Unit
5	Resource management: (a) Human resources matters (b) Financial reports (c) Report on Member State contributions

² IMO. C 137 meeting document C 137/1/1..

Item No.	Agenda
6	Enhancement of Multilingualism
7	Enhancement of GISIS
8	IMO Member State Audit Scheme
9	Report of the Maritime Safety Committee
10	Report of the Marine Environment Protection Committee
11	Report of the Legal Committee
12	Report of the Facilitation Committee
13	Report of the Technical Cooperation Committee
14	Global maritime training institutions (a) World Maritime University (b) IMO International Maritime Law Institute
15	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
16	Protection of vital shipping lanes
17	Report on the status of conventions
18	Place, date and duration of the next session of the Council (C 138)
19	Supplementary agenda items, if any

4. C 137 Meeting Summaries³

C 137 was held from 6 to 10 July 2026 at the IMO Headquarters in London, UK. The meeting was hybrid, with in-person participation and livestreaming to the public. The key topics discussed at this meeting are as follows:

³ International Maritime Organization (IMO). Council, 137th session (C 137), 6 to 10 July, 2026.
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-137th-session.aspx>

(1) Important decisions on the relevant agenda (Agenda Item 5、8、15)①. Approved the IMO [*Annual Report for 2025*](#).

②. Financial Report

Member States' assessed contributions remain the most important source of funding for IMO. In 2025, the collection rate of assessed contributions reached 99.10%, placing IMO among the highest-performing organizations within the United Nations system.

IMO's financial performance in 2025 remained sound, with total income increasing by 2.97% to £77.96 million. This growth was driven mainly by higher revenues from the sale of publications and catering services, as well as increased assessed contributions from Member States.

③. Risk Management

The Council approved the updated "Risk Management Policy" and the new "Strategic Fraud Risk Management Annex," providing the IMO with clearer risk management tools and further reinforcing the IMO's zero-tolerance stance toward fraud and corruption.

④. The latest progress of the audit program of IMO member states

The Council welcomes the successful completion of the handwheel audit cycle of the IMO Member State Audit Scheme (IMSAS). Since the implementation of mandatory audits in February 2016, a total of 168 audits have been conducted in 165 member states and 3 associated members.

Of the five audits scheduled for 2026, three have already been completed, with Belarus, Haiti, and Mozambique serving as the audited countries; the remaining audits for Eritrea and Yemen are proceeding as planned.

The Council encourages member states undergoing audits to authorize their secretariats to make their audit reports, including final audit reports, publicly available to ensure full transparency.

⑤. Non-governmental organization (NGO)

The Council has granted consultative status to the following non-governmental organizations:

I. International Electric Maritime Association ([IEMA](#));

II. Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping ([MMMCZCS](#));

III. [SEA-LNG](#), a multi-sector industry coalition established to demonstrate LNG's benefits as a viable marine fuel;

IV. The Ocean Foundation ([TOF](#)).

Above all, TOF has been granted consultative status on a provisional basis for a maximum period of two years, after which a review will be conducted.

(2) World Maritime Day and parallel events (Agenda Item 15)

The Council welcomed the Government of Qatar's offer to host the 2028 World Maritime Day Parallel Event. The event is hosted each year by a different IMO Member State and is intended to enable the wider international community to join in celebrating World Maritime Day.

This year's World Maritime Day will be held at IMO Headquarters on Thursday, 24 September, under the theme "From Policy to Practice: Powering Maritime Excellence."

The 2026 World Maritime Day Parallel Event will take place in Busan, Republic of Korea, from 26 to 27 October, while the 2027 Parallel Event will be hosted by the Philippines.

(3) IMO Awards (Agenda item 15)

The 2026 IMO Awards Ceremony is scheduled to be held on 14 December 2026 at IMO Headquarters in London, United Kingdom. The awards to be presented include the following:

①. 2026 IMO Awards for Exceptional Bravery at Sea

The Council has decided to posthumously confer the 2026 IMO Award for Exceptional Bravery at Sea on Mr. Adrian Willyson Brask. Mr. Brask was nominated by the Government of Norway and the International Federation of Shipmasters' Associations (IFSMA). In addition, two other recipients will be awarded Certificates of Commendation in recognition of their acts of bravery, while 11 others will receive Letters of Commendation.

②. 2025 International Maritime Prize

The Council selected Mr Jeffrey G. Lantz, nominated by the Government of the United States, as the recipient of the 2025 International Maritime Prize. The Prize is awarded annually to an individual or organization judged to have made a significant contribution to the work and objectives of IMO.

Rear Admiral Peter Brady was also selected to receive a Letter of Commendation in recognition of his contributions to the development of the maritime sector in Jamaica and the wider Caribbean region, as well as to the work of IMO.

(4) Protection of vital shipping lanes (Agenda item 16)

The Council has adopted a resolution reaffirming the importance of safeguarding navigational rights and freedoms in accordance with international law. The Council emphasized that the right of transit passage through straits used for international navigation should not be threatened, obstructed, denied, impeded, impaired, or suspended.

The Council has further reaffirmed that any measures adopted by coastal States to regulate vessel traffic in vital shipping routes should be consistent with the relevant measures and provisions developed by IMO under the International Convention for the Safety of Life at Sea (SOLAS).

(5) Strait of Hormuz (Agenda item 16)

With regard to the ongoing challenges faced by international shipping in and around the Strait of Hormuz, the Council condemned attacks on civilian merchant vessels and called for de-escalation of tensions in the Middle East.

The Council has stressed that any arrangements among the States bordering the Strait should ensure that all ships have their right to non-discriminatory, unimpeded transit passage, using the internationally recognized traffic separation scheme adopted by the IMO in 1968.

C 137 also reaffirmed that, in accordance with international law, including the IMO Convention, no tolls or other charges should be imposed on ships merely for passage through the Strait.

The Council requested the IMO Secretary-General to explore possible options for facilitating the safety of maritime traffic and to work with the States bordering the Strait, other Member States, and the shipping industry to ensure the coordinated and sustainable

restoration of unimpeded vessel transit through the Strait.

(6) Cooperative Mechanism for the Straits of Malacca and Singapore (Agenda item 16)

The Council noted the experience shared by Indonesia, Malaysia, and Singapore in jointly managing the Straits of Malacca and Singapore through the Cooperative Mechanism, which enables governments and the shipping industry to share responsibilities and costs for maintaining the safety and efficiency of navigation in the Straits.

C 137 has invited interested Member States and other stakeholders to consider making financial or in-kind contributions to the two funds established under the Mechanism, namely the Aids to Navigation Fund and the IMO Straits of Malacca and Singapore Trust Fund, in support of the continued implementation of the Cooperative Mechanism.

5. Recommendation for C 137

- **Completion of the first audit cycle of the IMO Member State Audit Scheme (IMSAS):**

C 137 has welcomed the successful completion of the first audit cycle of the IMO Member State Audit Scheme (IMSAS). Given that Taiwan may, in the coming years, invite auditors with practical IMSAS experience to conduct activities in Taiwan, the competent authorities could refer to the latest IMSAS framework and procedures when planning an external mock audit to review domestic maritime legislation, administrative procedures, and actual implementation. As Taiwan is not an IMO Member State, however, such an exercise would not constitute a formal IMSAS audit, and its title and institutional positioning should therefore be clearly distinguished.

- **The second IMSAS audit cycle**

With the commencement of the second IMSAS audit cycle, IMO will continue to assess the effectiveness of Member States' implementation frameworks and corrective measures. The competent authorities could establish, in advance, a cross-agency coordination and data-consolidation mechanism and organize domestic legislation, allocation of responsibilities, operational procedures, and implementation records in accordance with the functions of the flag State, coastal State, and port State. Priority attention could be given to cross-agency coordination, oversight of recognized organizations, and the tracking of corrective actions and follow-up measures.

- **The Transparency in Implementation Information**

C 137 has encouraged audited Member States to authorize the publication of their audit reports, reflecting IMO's increasing emphasis on transparency in implementation information. When conducting future external mock audits, the competent authorities could establish in advance principles governing the confidentiality of audit reports, their use across agencies, the follow-up of identified deficiencies, and appropriate disclosure, to balance institutional improvement with effective risk management.

- **Navigational Rights and Freedoms in Vital International Shipping Routes**

C 137 has reaffirmed the importance of safeguarding navigational rights and freedoms in vital international shipping routes and requested further consideration of measures to enhance navigational safety in the Strait of Hormuz. The competent authorities could continue to monitor IMO's follow-up actions and incorporate relevant developments into assessments of maritime security and safety conditions, ship risk advisories, and emergency response information.

6. Next Council Meeting Schedule

C 138 has been scheduled for November 2nd to 6th in 2026.

7. References

- (1) IMO, Council, 137th session (C 137), 6 to 10 July 2026.
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/council-137th-session.aspx> <https://www.imo.org/en/mediacentre/meetingsummaries/pages/tc-76th-session.aspx>

➤ International Maritime Organization Meeting Highlights

II. IMO Sub-Committee on Implementation of IMO Instruments (III), 12th session (III 12)

The 12th session meeting of the III sub-committee was held from July 20 to 24th, 2026.

1. About III⁴

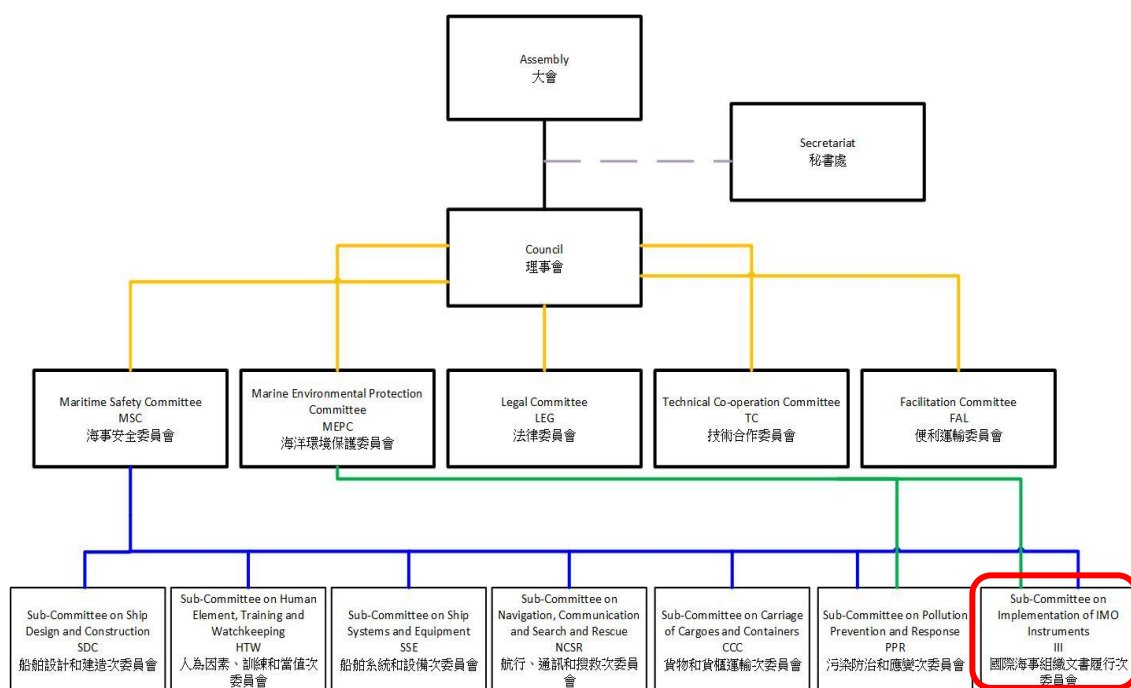


Figure 2 Organization Structure of IMO (III) (Source: by CIMCS-NKUST)

The Sub-Committee on Implementation of IMO Instruments (III) brings together flag States, port States and coastal States to consider issues relating to the implementation of IMO instruments, including the analysis of consolidated audit summary reports under the IMO Member State Audit Scheme (IMSAS). The Sub-Committee also plays a key role in analyzing marine casualties and disseminating lessons learned from them. It receives and analyses port State control data and keeps port State control procedures under continuous review. The development and revision of survey and certification guidelines under the Harmonized System of Survey and Certification (HSSC) also fall within the Sub-Committee's terms of reference.

2. III 12 Highlights

- (1) Continued to progress the draft amendments to *the Procedures for Port State Control, 2025* ([Resolution A.1206\(34\)](#)), including the addition of guidance for Port State Control

⁴ IMO. Sub-Committee on Implementation of IMO Instruments (III).
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/iii-default.aspx>

Officers (PSCOs) on conducting machinery and maintenance inspections, as well as the revision of qualification requirements for PSCOs, with an expected entry-into-force date of 1 January 2028;

- (2) Continued to progress the draft amendments to the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)*, 2025 ([Resolution A.1207\(34\)](#)), including updates conforming to new IMO requirements, the incorporation of upcoming regulations regarding pilot transfer arrangements, and the introduction of a coding system for remote surveys, with an expected entry-into-force date of 1 January 2028;
- (3) Finalized the draft amendments to MSC/Circ.1140-MEPC/Circ.424 on Transfer of Ships between States, introducing a notification mechanism for ships that have been deregistered but have not yet acquired a new flag State, which are expected to be approved by MSC 112 and MEPC 85 in late 2026;
- (4) Initiated a comprehensive revision of the guidelines for Administrations and companies on the implementation of *the International Safety Management Code (ISM Code)*, aiming for completion by 2028;
- (5) Reviewed the lessons learned from marine casualty investigations and initiated a review of the Casualty Investigation Code and its associated implementation guidelines;
- (6) Agreed to the draft guidelines on the seaworthiness and safety inspection of small fishing vessels and the draft safety checklist for small fishing vessels, with a view to submission to MSC 112 for approval, and for subsequent circulation as a joint publication by the Food and Agriculture Organization of the United Nations (FAO) and the IMO.

3. III 12 Agenda⁵

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other bodies
3	Consideration and analysis of reports on alleged inadequacy of port reception facilities

⁵ IMO. III 12 meeting document III 12/1/2 ° .

Item No.	Agenda
4	Lessons learned and safety issues identified from the analysis of marine safety investigation reports
5	Review of the Casualty Investigation Code and the associated implementation Guidelines (resolution A.1075(28))
6	Measures to harmonize port State control (PSC) activities and procedures worldwide
7	Development of an entrant training manual for PSC personnel
8	Identified issues relating to the implementation of IMO instruments from the analysis of data
9	Analysis of consolidated audit summary reports
10	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)
11	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)
12	Comprehensive revision of the Guidelines on the implementation of the ISM Code by Administrations and companies
13	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation related conventions
14	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance - Review the draft guidelines for the seaworthiness and safety inspection of small fishing vessels and associated inspection checklist
15	Biennial agenda and provisional agenda for III 13
16	Election of Vice-Chair for 2027
17	Any other business
18	Report to the Committees

4. III 12 Meeting Summaries⁶

III 12 was held from 20 to 24 July 2026, at the IMO Headquarters in London, UK. It was a hybrid meeting, with in-person participation and livestreaming to the public.

The meeting established 3 working groups: WG 1, responsible for Casualty

⁶ International Maritime Organization (IMO). Sub-Committee on Implementation of IMO Instruments (III 12), 20 to 24 July 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/iii-12-meeting-summary.aspx>

Investigation; WG 2, responsible for Port State Control; and WG 3, responsible for the Survey Guidelines under the HSSC, the Non-exhaustive list of obligations, and Guidance on the ISM Code. A drafting group on Analysis of Consolidated Audit Summary Reports, and an Expert Group working on Fishing Vessels.⁷

Group Type	Main Task
Working Group (WG)	• WG1: Working group on Casualty Investigation ; • WG 2: Working group on Port State Control ; • WG 3: Working group on the Survey Guidelines under the HSSC, the Non-exhaustive list of obligations, and Guidance on the ISM Code.
Drafting Group (DG)	• DG: Analysis of Consolidated Audit Summary Reports
Expert Group (EG)	• EG: working on Fishing Vessels

The key issues discussed at the session included the following:

(1) Marine Casualty Investigation (Agenda Item 4)

A number of documents were reviewed at this session, including the report of the inter-session communication working group on the "Analysis of Maritime Safety Investigation Reports". After deliberation, the sub-committee:

- ①. Approved the III.3 circular⁸ on “Analysis and Statistics of Marine Casualties”, publishing 63 marine casualty cases and lessons learned.
- ②. Approved the draft III.3 circular on the “Analysis of incidents involving ruptures of high-pressure gas cylinders” for circulation to the maritime industry. The analysis identified corrosion as the primary cause of cylinder failure, followed by overpressure, together with recurring deficiencies in inspection, record-keeping, and the management of aged or overdue cylinders, as well as other contributing factors.
- ③. Agreed to a draft proposal for a new output on “Fire safety standards for cargo

⁷ III 12/1/2

⁸ III.3 Circular on Casualty Analysis and Statistics.

loading and unloading spaces on dedicated self-unloading bulk carriers”, for submission to MSC 112 for consideration. It had previously been recognized that cargo loading and unloading spaces on self-unloading bulk carriers present elevated fire risks due to insufficient fire safety standards and requirements, particularly with regard to fire detection and extinguishing systems in the vicinity of conveyor belts.

- ④. Agreed to a draft proposal for a new output to amend the International Life-Saving Appliance Code (LSA Code) in order to address risks associated with wearing inflatable lifejackets, for submission to MSC 112 for consideration. Previous discussions had identified safety concerns related to inflatable lifejackets, particularly the risk of persons becoming trapped beneath an overturned vessel and the need for users to understand how to safely deflate and remove the lifejacket in an emergency.

In addition, the Sub-Committee reviewed the report on bulk carrier casualties from 2016 to 2025 and noted that cargo liquefaction remained the leading cause of fatalities, while grounding continued to be the primary cause of vessel losses.

(2) Review of the *Casualty Investigation Code* and associated implementation guidelines (Agenda Item 5)

The IMO has initiated a review of the *Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident* (Casualty Investigation Code, [Resolution MSC.255\(84\)](#)) and the *Guidelines to assist investigators in the implementation of the Casualty Investigation Code* ([Resolution A.1075\(28\)](#)), with a target completion year of 2028. This review is primarily driven by concerns regarding the quality, consistency, and timeliness of marine casualty investigations and investigation reports.

To address these concerns, draft amendments to Resolutions MSC.255(84) and A.1075(28) have been developed. However, due to time constraints during the session, this meeting could not finalize the work. Progress will continue during the intersessional period, with finalization expected at III 13 in July 2027.

(3) Draft amendments to the *Procedures for Port State Control, 2025* (Agenda item 6)

Although the *Procedures for Port State Control, 2025* ([Resolution A.1206\(34\)](#)) is a non-mandatory instrument, it has been widely implemented and referenced by regional Port

State Control (PSC) regimes—such as the Paris MoU and the Tokyo MoU—and is regarded as the global benchmark for port State control inspections. The Procedures are typically revised every two years to reflect amendments to IMO instruments and developments in inspection practices.

This session considered and progressed the following proposals concerning the 2027 revision of the *Procedures for Port State Control*:

- ①. Adding a new appendix to provide harmonized guidance for Port State Control Officers (PSCOs) on inspecting ship machinery and maintenance systems. It was recognized that inspecting machinery spaces and assessing maintenance arrangements can be technically challenging, and the current *Procedures for Port State Control* lack detailed guidance in this area. Therefore, specialized guidance has been developed to support more consistent and effective inspection operations.
- ②. Amending section 1.9 of the *Procedures for Port State Control* regarding the qualifications of PSCOs. Discussions noted that requiring PSCOs to be qualified flag State surveyors may be unnecessarily restrictive. However, it was also emphasized that the issue is not whether PSCOs should be competent—as it is undisputed that PSCOs globally must be competent—but rather identifying the appropriate minimum entry-level qualifications and training pathways for officers entering the PSC regime.
- ③. Adding a draft appendix 21 containing a list of IMO instruments relevant to the *Procedures for Port State Control*. This list includes, but is not limited to, the amendments to the *2021 Guidelines on operational carbon intensity reduction factors relative to reference lines (CII reduction factor guidelines, G3)* adopted by [Resolution MEPC.400\(83\)](#), and the *Code on Alerts and Indicators, 2025* adopted by [Resolution A.1204\(34\)](#).

However, due to time constraints during the session, this meeting was unable to conclude the work. Progress will continue during the intersessional period, with finalization currently expected at III 13 in July 2027. Once completed, the revised Procedures for Port State Control are expected to take effect on 1st January 2028.

(4) Harmonization of Port State Control (PSC) Procedures and Training of Port State Control Officers (Agenda item 6, 7)

III 12 continued its work to strengthen the consistency and effectiveness of Port State Control (PSC) inspections worldwide, with particular emphasis on the competency of Port

State Control Officers (PSCOs), inspections of machinery and maintenance, and the development of training tools for newly appointed PSCOs.

The Sub-Committee discussed and recognized the need to improve the harmonization of PSC inspections, while maintaining their risk-based nature and ensuring a clear distinction between PSC activities and the responsibilities of flag State Administrations and recognized organizations. The main points of discussion included:

- ①. advancing the development of harmonized guidance for PSC inspections of machinery, electrical systems and maintenance arrangements, with the aim of improving consistency among regional PSC regimes;
- ②. reviewing the qualification and competency requirements for PSCOs, recognizing the importance of appropriate training and competency, while noting that further consideration is needed regarding the future competency framework;
- ③. reaffirming that PSC inspections should remain risk-based and proportionate, and should be clearly distinguished from surveys and inspections carried out by flag States and recognized organizations;
- ④. confirming that further work is required before guidance on machinery and maintenance inspections can be incorporated into IMO's *Procedures for Port State Control*, including clarification of the technical content and inspection boundaries;
- ⑤. updating the list of documents relevant to PSC procedures as part of the ongoing revision of the PSC framework; and
- ⑥. advancing the development of the proposed framework for an initial training manual for PSCOs, with the aim of promoting a more consistent level of basic training while avoiding duplication with the *Procedures for Port State Control* themselves.

(5) Draft amendments to the 2025 HSSC Survey Guidelines ([Resolution A.1207\(34\)](#)) (Agenda item 10)

The survey guidelines under “the Harmonized System of Survey and Certification (HSSC)” are periodically reviewed and updated to incorporate new regulatory requirements. Although the IMO has not designated these guidelines as a mandatory instrument, they are legally binding on all EU Recognized Organizations (ROs)—namely, the majority of the International Association of Classification Societies (IACS) members—

in accordance with Regulation (EC) No 391/2009.

Work has been initiated on the development of the *2027 HSSC Survey Guidelines*, which is expected to address the following matters:

- ①. **Draft amendments arising from mandatory instruments that entered into force, or are expected to enter into force, up to 31 December 2027, including the *Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009*, as well as amendments adopted under the four-year SOLAS cycle that are expected to take effect between 2028 and 2029;**
- ②. **Draft amendments related to SOLAS regulation V/23 regarding pilot transfer arrangements and associated performance standards;**
- ③. **A draft Coding System for Remote Surveys to be incorporated into the HSSC Survey Guidelines to indicate whether individual survey items are eligible for remote survey.**

The revision of the HSSC Survey Guidelines will continue during the intersessional period, with finalization expected at III 13 and subsequent adoption at the 35th session of the Assembly (A 35) in December 2027, with an expected implementation date of 1 January 2028.

Furthermore, as part of progressing the work on remote surveys under the HSSC Survey Guidelines, broad consensus was reached during the meeting on the overall framework for determining the applicability of remote surveys to HSSC survey items, including:

- ①. **Adding a new column for "Applicable to Remote Survey" within the HSSC Survey Guidelines;**
- ②. **Adopting a three-tier coding system: Y for "Eligible for remote survey", N for "Not eligible", and C for "Conditionally eligible, subject to specific conditions";**
- ③. **Converting the existing guidelines into a tabular format using standardized column headers: Code, Survey Item, Survey Requirement, and Applicability of Remote Survey (Y/C/N);**
- ④. **Assigning codes based on standard normal operating conditions, while**

recognizing that Administrations may authorize the conduct of remote surveys on a case-by-case basis under exceptional circumstances.

However, due to the high complexity of this task and time constraints during the session, the coding system has not yet been finalized. Relevant work is expected to continue during the intersessional period, aiming for completion at III 13.

(6) Review of the list of certificates and documents required to be carried on board ships (Agenda item 10)

As part of the periodic review and update of the joint IMO circular FAL.2/Circ.133-MEPC.1/Circ.902-MSC.1/Circ.1646-LEG.2/Circ.4 List of certificates and documents required to be carried on board ships, 2022, the meeting agreed to revise the list to reflect recent regulatory developments and new certification requirements.

The meeting agreed to include the Guidelines for the carriage and use of electronic nautical publication systems under the item "Nautical charts and nautical publications" in accordance with circular MSC.1/Circ.1705, and to include the "Maritime Autonomous Surface Ships Safety Certificate" (MASS Safety Certificate) under the item "Other non-mandatory certificates and documents" pursuant to Resolution MSC.595(111).

The revised circular is expected to be submitted to MEPC 85, MSC 112, LEG 114, and FAL 51 for approval, with completion anticipated by August 2027.

(7) Amendments to MSC/Circ.1140-MEPC/Circ.424, *Transfer of Ships between States* (Agenda item 10)

III 12 expressed concern over cases where ships are deleted from the register of their former flag State for non-compliance with mandatory requirements before obtaining registration under a new flag State. To address this regulatory gap, draft amendments to MSC/Circ.1140-MEPC/Circ.424 have been developed to introduce a notification mechanism requiring the flag State to notify IMO when a ship is deregistered before obtaining a new registration.

The purpose of the amendments is to strengthen information-sharing through IMO and enhance Member States' awareness of ships that may temporarily operate without a flag. The draft amendments will be submitted to MSC 112 and MEPC 85, to be held between November and December 2026, for approval. At that stage, consideration may

also be given to whether the related legal issues should be referred to the IMO Legal Committee (LEG).

III 12 also noted the potential safety, environmental protection and seafarer welfare risks associated with stateless or abandoned ships, as well as broader legal issues concerning the responsibilities of former flag States and the jurisdiction of port States. These matters have been referred to LEG for further consideration.

(8) Comprehensive revision of the Guidelines on the implementation of the ISM Code by Administrations and companies (Agenda item 12)

Following a study which concluded that the International Safety Management Code (ISM Code) itself remains fit for purpose on the whole, but that there is room for improvement in its implementation, the IMO previously agreed to undertake a comprehensive revision of the guidelines on the implementation of the ISM Code, including Resolution A.1188(33) for Administrations and MSC-MEPC.7/Circ.8 for companies.

The meeting considered several proposals to modernize the implementation guidelines, focusing on digitalization, remote audits, oversight arrangements, and changes in corporate organizational structures, with the objective of ensuring effective and consistent implementation of safety management across the maritime industry. Key outcomes include:

- ①. Identifying matters requiring further consideration during the comprehensive review process that could lead to amendments to the guidelines on the implementation of the ISM Code for Administrations and companies;
- ②. Establishing a Correspondence Group to submit a report to III 13;
- ③. Agreeing to develop a roadmap for draft amendments for consideration by III 14.

However, due to time constraints during the session, this meeting could not finalize the related work. Progress will continue during the intersessional period, with the Correspondence Group reporting to III 13 and the draft amendments expected to be submitted to III 14 for consideration.

(9) Small Fishing Vessels Safety (Agenda item 14)

III 12 reviewed and finalized the draft guidelines on the seaworthiness and safety inspection of small fishing vessels and the associated checklist. An Expert Group was established during the session to review and complete the guidelines. The guidelines aim to enhance safety at sea while facilitating access to insurance services for small fishing vessels, particularly those in developing countries. The Sub-Committee agreed to the revised draft guidelines and safety checklist, with a view to submission to MSC 112 for approval and subsequent circulation as a joint FAO/IMO publication.

5. Recommendation for III 12

- **the International Safety Management Code (ISM Code):**

III 12 initiated a comprehensive revision of the guidelines on the implementation of *the International Safety Management Code (ISM Code)* for Administrations and companies, and simultaneously launched a review of *the Casualty Investigation Code* and its associated implementation guidelines, with the common goal of enhancing the quality, consistency, and timeliness of safety management and casualty investigations.

This development indicates that the IMO will place greater emphasis on the substantive effectiveness of safety management systems, data-driven risk identification, and the quality of casualty investigation reports. The competent authority may continue to monitor the progress of these revisions as a reference for reviewing domestic practices concerning flag State oversight, audits of recognized organizations and marine casualty investigations.

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

III 13 continued updating the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)*, with key issues including the coding system for the applicability of remote surveys, survey requirements for pilot transfer arrangements, the list of certificates and documents required to be carried on board, survey guidelines related to the Hong Kong Convention, and survey matters concerning safe return to port. The competent authority may continue to follow the finalization of the 2027 edition of the HSSC Survey Guidelines and their anticipated adoption at the thirty-fifth session of the IMO Assembly (A 35), as a reference for future adjustments to domestic survey and certification practices, authorization and oversight of recognized organizations, and supporting arrangements for remote surveys.

- **Procedures for Port State Control**

III 12 advanced the draft amendments to the *Procedures for Port State Control, 2025*, including guidance on inspections of machinery, electrical systems and maintenance arrangements, qualification requirements for Port State Control Officers, and the framework for an initial training manual. These developments indicate that future PSC inspections will place greater emphasis on machinery reliability, the effectiveness of maintenance systems and the competence of inspectors. The competent authority may continue to monitor the development of the 2027 edition of the PSC Procedures and related training materials as a reference for strengthening the training of domestic PSC officers and maintaining alignment with Tokyo MoU practices.

- **Transfer of Ships between States**

III 12 reviewed lessons learned from marine casualties and advanced follow-up work concerning high-pressure gas cylinder ruptures, fire safety in cargo loading and unloading spaces on self-unloading bulk carriers, risks associated with inflatable lifejackets, and the traceability of the operation and system status of Bridge Navigational Watch Alarm Systems (BNWAS). It also finalized draft amendments to the circular on the *Transfer of Ships between States*, introducing a notification mechanism for ships deleted from a register before obtaining a new flag. The competent authority may incorporate these lessons into flag State oversight, PSC risk monitoring and seafarer training, while continuing to follow developments concerning ship transfers, deregistration, information-sharing on ships operating without a flag, and related legal responsibilities.

6. Next Meeting Schedule

III 13 is scheduled to be held from July 19th to 29th in 2027.

7. References

- (1) American Bureau of Shipping (ABS), News Brief: III 12. https://www.linkedin.com/posts/american-bureau-of-shipping_abs-iii-12-brief-activity-7486500199595528192-2u1d
- (2) Bureau Veritas (BV), Implementation of IMO Instruments Sub-Committee 12th Session (III 12) Summary Report. <https://marine-offshore.bureauveritas.com/newsroom/12th-session-implementation-imo-instruments-sub-committee-iii-12>
- (3) Det Norske Veritas (DNV), IMO III 12: Initiation of ISM Implementation Guidelines Revision and Progression of Survey Requirements Revision. <https://www.dnv.com/news/2026/imo-iii-12-initiation-of-ism-implementation-guidelines-revision-and-progression-of-survey-requirements-revision/>

- (4) InterManager, Summary report on IMO Sub-Committee on Implementation of IMO Instruments 12th session (III 12). <https://intermanager.org/imo-sub-committee-meeting-iii-12-20-24-july-2026/>
- (5) IMO, Sub-Committee on Implementation of IMO Instruments (III 12), 20 to 24 July 2026. <https://www.imo.org/en/mediacentre/meetingsummaries/pages/iii-12-meeting-summary.aspx>
- (6) Lloyd's Register (LR), III 12 Summary Report. <https://maritime.lr.org/III-12-Summary-Report>
- (7) Safety4Sea, IMO III 12: Key outcomes. <https://safety4sea.com/imo-iii-12-key-outcomes/>