

The Latest Issues in International Maritime August 2026

➤ IMO International Maritime News

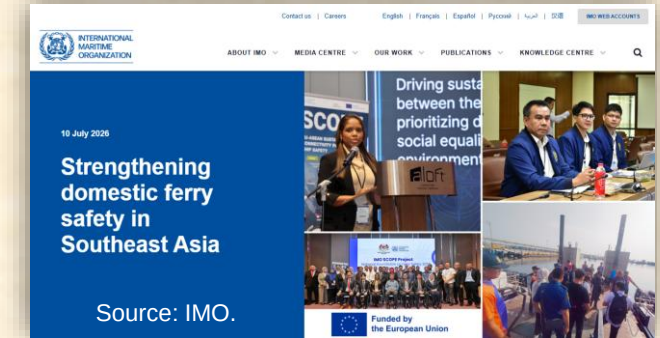
- Reviewing Maritime News from July to the beginning of August 2026 (p2-12)

➤ IMO Meeting Highlights

- IMO Council, 137th session (C 137) (p13-19)
- IMO Sub-Committee on Implementation of IMO Instruments, 12th session (III 12) (p20-30)

Strengthening domestic ferry safety in Southeast Asia (1/2)

In May and July 2026, several high-level national roundtable meetings were held to discuss [domestic ferry safety](#) issues and showcase progress in the Southeast Asian region toward strengthening maritime safety operations. From May to June, these meetings will take place in Bangkok, Thailand (May 6–7th), Jakarta, Indonesia (June 25–26th), and Langkawi, Malaysia (June 29–30th). These meetings were part [of the EU-ASEAN Sustainable Connectivity for Maritime Interoperability \(SCOPE\) program's vessel safety initiative](#), which aims to develop country-specific strategies to modernize ferry operations.



During these strategic dialogues across the three [ASEAN](#) Member States, participating countries made firm commitments to modernizing domestic ferry operations. By developing actionable roadmaps focused on digital innovation, robust enforcement, and inclusive infrastructure, they seek to bridge the gap between local practices and international standards. (For more information on [domestic ferry safety](#))

➤ **Ferry safety operation strategies for different countries**

The meeting identified key national strategies for each country:

- **Thailand:** Strategy sessions mapped out a vision to transform Thailand into a “world-class ferry hub.” This roadmap combines existing vessel inspection regulations with stronger enforcement capabilities and mandatory digital passenger registration.
- **Indonesia:** Maritime leaders prioritized a holistic safety approach, focusing on the modernization of traditional wooden vessels (Pinisi) and the expansion of a centralized digital manifest system to eliminate overloading and overcrowding on domestic ferries.
- **Malaysia:** The discussion focused on the new “Malaysia Domestic Ferry Blueprint.” Key priorities include regulations governing non-class-certified vessels and the establishment of a unified digital database for vessel registration and accident reporting.

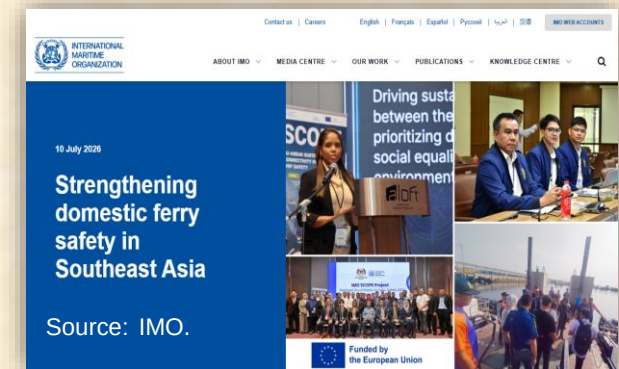
Strengthening domestic ferry safety in Southeast Asia (2/2)

➤ **Advancing inclusive safety**

The roundtables also incorporated Gender Equality and Social Inclusion (GESI) considerations into future safety strategies.

Key outcomes include:

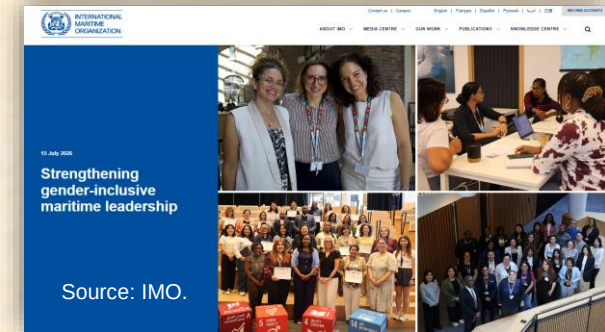
- **Enhancing Accessibility:** Upgrading infrastructure such as handrails, ramps, and passenger signage to improve accessibility.
- **Strengthening Crew Capabilities:** Enhancing crew competencies through gender-responsive practices and specialized emergency response training.
- **Promoting the Model Regulations on Domestic Ferry Safety ([Resolution MSC.518\(105\)](#)):** as a model framework to support ASEAN member states in harmonizing domestic maritime safety standards. The Model Regulations provide a framework for domestic ferry safety that countries can incorporate into national legislation. They cover a comprehensive range of areas, including certification, manning, safety management, navigation and communication equipment, and life-saving appliances. Participating countries may make necessary adaptations to the Model Regulations in accordance with their respective national circumstances and regulatory requirements.



WMU and IMO are committed to strengthening gender-inclusive maritime leadership (1/2)

The 2026 Gender-Inclusive Leadership Training Programme for the Maritime Sector, jointly organized by the [World Maritime University \(WMU\)](https://www.wmu.se/) in collaboration with the International Maritime Organization (IMO) and [Women in Shipping and Trade International \(WISTA International\)](https://www.wista-international.org/), concluded on July 8. The program brought together 23 maritime professionals from 18 countries to strengthen leadership capabilities in the maritime sector and promote gender-inclusive approaches.

The programme was designed to enhance the strategic leadership and project management capabilities of mid-career maritime professionals, while promoting gender equality and inclusive leadership in decision-making. Participants represented a broad range of maritime stakeholders, including seafarers, maritime administrations, port authorities, coast guards, maritime education and training institutions, and industry. The programme was delivered in three phases, combining online learning with a five-day in-person course at WMU. The first phase consisted of online learning that introduced participants to gender-inclusive leadership through project design and strategic management. Topics included critical thinking, gender mainstreaming, stakeholder analysis, project planning, risk management, monitoring and evaluation, and effective leadership and communication.



More Info

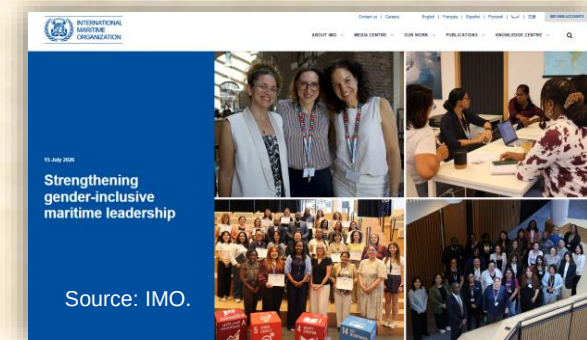
- the World Maritime University (WMU) official website: <https://www.wmu.se/>. As a global center of excellence recognized by the IMO and the United Nations General Assembly, it plays a vital role in maritime and ocean education, research, capacity building, and economic development, while also working to increase women's participation in the maritime and ocean sectors.
- Women's International Shipping & Trading Association (WISTA International)

WMU and IMO are committed to strengthening gender-inclusive maritime leadership (2/2)

➤ Maritime Gender-Inclusive Training Programme

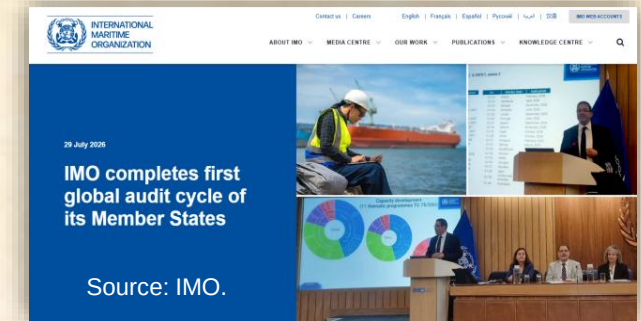
The program was designed and led by Professor Momoko Kitada, Chair of the Department of Maritime Education and Training and Dean of Academic Affairs at WMU, in collaboration with WMU faculty members and international experts in leadership, communication, and human resources. The IMO noted that this program also supports its global maritime capacity development and gender equality initiatives. Throughout the course, participants were encouraged to share experiences from their respective countries and organizations, thereby creating a dynamic learning environment that fosters peer learning and international cooperation.

The "Gender-Inclusive Leadership in Maritime" training course aims to support the IMO's global capacity-building efforts while advancing gender equality and inclusive leadership across the maritime sector. The World Maritime University (WMU) plays a leading role in the design and delivery of this program, reflecting its expertise in gender mainstreaming and its commitment to equipping maritime professionals with the knowledge, practical skills, and international networks required to drive organizational change toward a more diverse, resilient, and sustainable maritime industry



IMO completes first global audit cycle of its Member States(1/4)

The first audit cycle of [the IMO Member State Audit Scheme \(IMSAS\)](#) has officially been completed. The scheme will enter its second audit cycle in 2027, which is characterized by a greater focus on continuous monitoring, risk-based methodologies, and data-driven approaches. The first mandatory IMSAS cycle covered 168 Member States. Since becoming mandatory in 2016, IMSAS has audited 168 Member States—representing approximately 94% of all IMO Member States. The IMO has described this milestone as one of the largest collective compliance assessments in the history of global maritime governance.



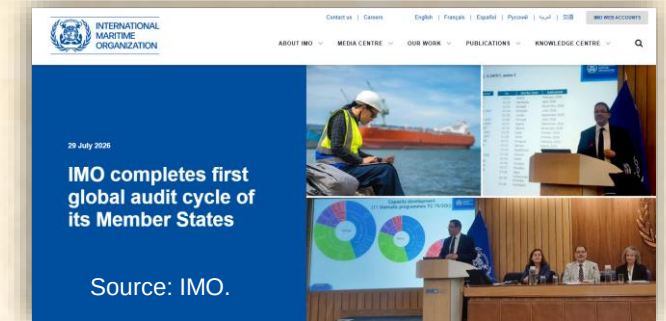
- **IMSAS audit results are not merely about “checking for deficiencies”, but serve as a basis for Technical Assistance and Capacity-Building.**

The core purpose of IMSAS is to determine the extent to which Member States effectively implement and enforce relevant mandatory IMO instruments, and to assist in enhancing their compliance and performance as flag, port, and coastal States. The first cycle accumulated extensive data regarding Member States' implementation of IMO instruments, encompassing audit findings, Corrective Action Plans (CAPs), and Consolidated Audit Summary Reports (CASRs). The IMO utilizes this data to identify recurring deficiencies and their underlying root causes, subsequently prioritizing the allocation of technical cooperation and capacity-building resources to Member States and thematic areas with the greatest needs.

IMO completes first global audit cycle of its Member States(2/4)

➤ **Audit Outcomes are Directly Linked to the IMO's New Capacity-Development Strategy**

At its 34th Assembly in 2025, the IMO adopted [Resolution A.1205\(34\)](#), the Capacity-Development Strategy, which explicitly identifies IMSAS outcomes as a primary basis for designing needs-based capacity-building initiatives and technical cooperation activities. Consequently, moving forward, IMSAS functions not only as a compliance verification mechanism for Member States but also as a vital data source for the IMO's overall technical cooperation programs and strategic resource allocation.



➤ **The Second Cycle of IMSAS Audits Will Officially Commence in July 2027**

The IMO adopted the revised IMSAS Framework and Procedures through [Resolution A.1211\(34\)](#). The second audit cycle is scheduled to begin in July 2027 and run through the end of 2036. Rather than relying solely on fixed-interval on-site audits, the new regime will incorporate continuous monitoring and risk-profiling mechanisms.

More Info

- **The IMO Member State Audit Scheme (IMSAS)** was originally launched in as the Voluntary IMO Member State Audit Scheme (VIMSAS) before becoming mandatory on January 1, 2016. The IMO emphasizes that Member States are required to establish robust administrative and legal frameworks capable of fulfilling their obligations as flag, port, and coastal States, with IMSAS serving as the mechanism to verify effective implementation. The primary standard for these audits is the IMO Instruments Implementation Code (III Code). The III Code provides an overall framework for member states to fulfill their obligations under the IMO Convention and is also an important standard for audit teams to conduct IMSAS audits..

IMO completes first global audit cycle of its Member States(3/4)

➤ Key Differences Between the First and Second Cycles of IMSAS

The audit model itself undergoes significant structural evolution in the second cycle:

1. Shift from Periodic Audits to Continuous Monitoring

The IMO Continuous Monitoring Mechanism (ICMM) will continuously analyze Member State performance rather than deferring compliance verification until the next on-site audit. According to the IMO, this mechanism leverages three primary tools:

- Verification index
- Gap analysis
- State audit questionnaire (VGS)

These datasets are used to assess the extent of Member States' implementation and enforcement of mandatory IMO instruments and the III Code. This means that maritime administrations must maintain ongoing data updates, rather than simply preparing documents in a rush before an audit.

2. Transition from Periodic Audits to Continuous Monitoring

The new system establishes two forms of on-site audits:

- **Limited On-site Audit (LOA):** If continuous monitoring data demonstrates a high level of compliance, the on-site audit can be narrowed to focus exclusively on specific items requiring verification.
- **Full On-site Audit (FOA):** If the level of compliance is lower or significant gaps are identified, a comprehensive on-site audit will be conducted. Consequently, data quality and daily compliance performance will directly determine the scope of future audits for a Member State.

IMO completes first global audit cycle of its Member States(4/4)

➤ Key Differences Between the First and Second Cycles of IMSAS

The audit model itself undergoes significant structural evolution in the second cycle:

3. Introduction of the "Effective Implementation" Indicator

The second cycle will feature **the Effective Implementation percentage (EI%)** for Member States, reflecting the degree to which obligations under the III Code are effectively executed. The IMO indicates that this assessment will span nine critical areas, covering Member States' performance across policy, legislation, administrative procedures, and flag/port/coastal State functions.

This shift signifies that IMSAS is progressively evolving from descriptive, text-heavy audit reports toward a governance model defined by quantified performance metrics and visualized compliance data.

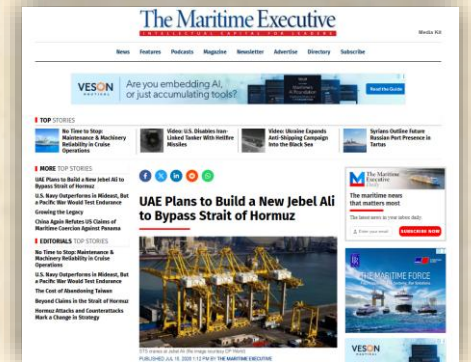
More Info

- The **IMO Continuous Monitoring Mechanism (ICMM)** evolved from the Voluntary IMO Member State Audit Scheme (VIMSAS), launched in 2006, and became mandatory in 2016 under IMSAS. Member States are expected to maintain effective legal and administrative frameworks to fulfill their flag, port, and coastal State obligations, with the IMO Instruments Implementation Code (III Code) serving as the principal audit standard. Overall, IMSAS is moving from periodic audits toward continuous compliance monitoring combined with risk-based auditing. Further details can be found in the [ICMM booklet](#).
- The IMO compiles anonymized Member State audit findings into **Consolidated Audit Summary Reports (CASRs)**, covering common deficiencies, root causes, corrective actions and best practices. These reports support Member States while also informing IMO rule-making, technical cooperation, and future regulatory development by identifying recurring implementation challenges.

UAE Plans to Build a New Jebel Ali to Bypass Strait of Hormuz (1/3)

According to an article published by *The Maritime Executive* on 15 July 2026, the United Arab Emirates (UAE), in response to risks associated with the Strait of Hormuz, is not simply planning to “build another port.” Rather, it intends to integrate the Port of Fujairah on the east coast with rail infrastructure and energy pipelines to form an alternative logistics network that can bypass the Strait of Hormuz.

The *Financial Times* has further reported that the UAE is planning to expand port and logistics capacity along its east coast, thereby enabling direct access to the Gulf of Oman without transiting the Strait of Hormuz. The reports also noted that [Dubai Ports World \(DP World\)](#) is considering expanding port and logistics capacity on the UAE’s east coast, including the development of a new port along the Fujairah coastline and the expansion of the existing Fujairah container terminal. The strategic objective is to allow part of the UAE’s import and export cargo to avoid passing through the Strait of Hormuz to enter Jebel Ali Port in Dubai, thereby reducing the country’s logistics system’s dependence on a single maritime chokepoint.



Source: The Maritime Executive.

More Info

- **DP World (Dubai Ports World):** A global logistics network that handled 88 million twenty-foot equivalent units (TEU) in 2024—accounting for approximately 10% of global container throughput—and operates around 80 terminals across 40 countries. DP World is owned by the Government of Dubai, while the smaller Abu Dhabi Ports (AD Ports) Group is primarily owned by the Government of Abu Dhabi.
- **The Port of Fujairah,** serving as the capital of the Emirate of Fujairah (the seventh-largest emirate in the United Arab Emirates), is situated on the UAE's east coast adjacent to the Gulf of Oman. It is one of the Middle East's largest refined oil storage and bunkering hubs, functioning as an industrial and commercial center on the east coast. With shipping disruptions in the Strait of Hormuz, the port has emerged as a crucial energy hedge and strategic stronghold, enabling the UAE to bypass shipping risks in the Persian Gulf.

UAE Plans to Build a New Jebel Ali to Bypass Strait of Hormuz (2/3)

Plans are already underway to expedite the construction of a second crude oil pipeline running parallel to the Habshan–Abu Dhabi Crude Oil Pipeline (ADCOP), boosting transport capacity from 1.5 million to 3 million barrels per day. The Port of Fujairah also operates a bulk terminal in Dibba, bordering Oman's Musandam Peninsula, which has likewise been slated for development and upgrades.

Once the UAE commits to capital investments, project delivery is consistently swift. UAE leadership is expected to prioritize reducing dependence on the Strait of Hormuz with even greater urgency, as there is currently no viable solution to resolve maritime traffic disruptions and restrictions in the waterway. The new high-speed railway connecting Fujairah, Dubai, and Abu Dhabi is scheduled to launch scheduled passenger services this summer, alongside the ongoing deployment of an integrated containerized transport system.



Source: Al Fares Logistics.

<https://alfareslogistik.com/en/shipping-from-turkey-to-uae>

- **Building a "New Jebel Ali" in the Gulf of Oman**

DP World's flagship Jebel Ali Port—alongside Emirates airline and the Jumeirah Group—served as one of the original catalysts behind Dubai's remarkable economic boom in the 1970s and 1980s. Today, DP World is keen to replicate and scale Jebel Ali's success in Fujairah.

However, this ambition faces several headwinds, including greater distances separating existing infrastructure from the prospective new terminals. Even if the ongoing conflict reaches an amicable resolution, the new hub is unlikely to capitalize on import and re-export trade with Iran to the extent Jebel Ali historically did. Looking ahead, with Iran's economy remaining firmly under the grip of hardliners aligned with the ultra-conservative Front of Islamic Revolution Stability (Paydari Front) and [the Islamic Revolutionary Guard Corps \(IRGC\)](#), few corporate strategists would risk engaging in cross-border trade. Consequently, DP World will seek to anchor its growth by forging stronger trade links further east across the Asia-Pacific region.

UAE Plans to Build a New Jebel Ali to Bypass Strait of Hormuz (3/3)

- **Building a "New Jebel Ali" in the Gulf of Oman**

The UAE high-speed rail line connecting Fujairah to regions further west remains under construction, while the Hafeet Rail branch line leading to Sohar, Oman, is 70% complete and slated for completion before the end of this year. However, despite the rapid growth in container throughput at Sohar, Duqm, and Salalah in recent years, there appears to have been little serious consideration given to integrating other Omani ports into the broader Gulf Cooperation Council (GCC) logistics network. The primary advantages of Duqm and Salalah lie in their proximity to the Gulf of Oman, their greater distance from Iran, and their direct frontage onto the Arabian Sea. Yet even so, both ports have previously been targeted in Iranian strikes. Because Iran's actions have fostered deep mutual distrust across the region, GCC Member States now approach reliance on any third party—or even the sharing of critical infrastructure with neighbors—with profound caution.

Overall, developing a "New Jebel Ali" represents not merely the capacity expansion of a single port but a major strategic pivot for the UAE in response to Middle Eastern geopolitical dynamics. By establishing an integrated multimodal transport network that synergizes the deep-water ports in the Gulf of Oman, cross-border inland railway, and crude oil pipeline networks," the UAE is proactively breaking its reliance on the Strait of Hormuz as a single maritime chokepoint. While enhancing the resilience of its energy and supply chains, the country is also further solidifying its core position as a global maritime and land logistics hub.

More Info

- [The Gulf Cooperation Council \(GCC\)](#) is a key regional organization in the Middle East. Established in May 1981 in Abu Dhabi, the capital of the UAE, the organization comprises Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, and the United Arab Emirates.



Source: Taiwan News.
<https://www.taiwannews.com.tw/zh/news/6400755>

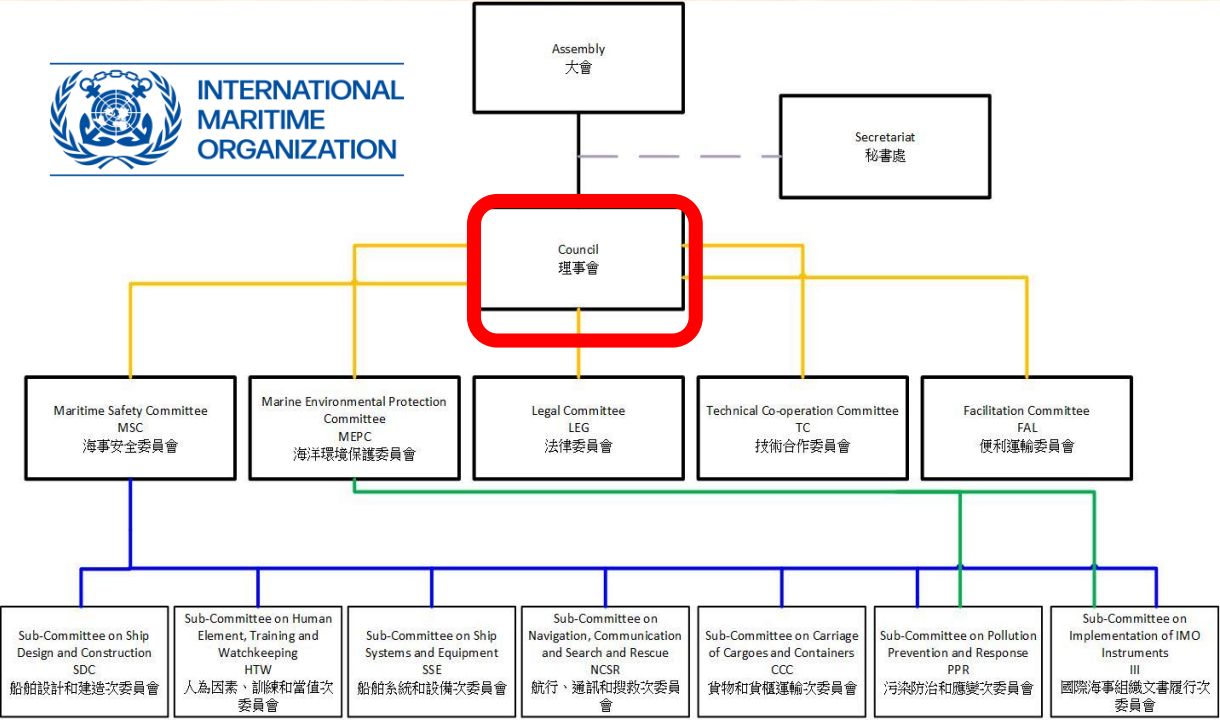


International Maritime Organization Council, 137th session (C 137)

6-10 July 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Council (C)

- The Council is the executive organ of the IMO and is responsible, under the Assembly, for supervising the work of the Organization. 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).
- Category (a) Members: China, Greece, Italy, Japan, Liberia, Norway, Panama, the Republic of Korea, the United Kingdom, and the United States.
- Category (b) Members : Australia, Brazil, Canada, France, Germany, India, the Netherlands, Spain, Sweden, and the United Arab Emirates.
- Category (c) Members: Bahamas, Belgium, Chile, Cyprus, Egypt, Finland, Indonesia, Jamaica, Malaysia, Malta, Mexico, Morocco, Nigeria, Peru, the Philippines, Qatar, Saudi Arabia, Singapore, South Africa, and Türkiye.



Photo by IMO on Flickr

II. IMO’s Meeting Highlights

C 137 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	11	Report of the Legal Committee
2	Report of the Secretary-General on credentials	12	Report of the Facilitation Committee
3	Rules of Procedure	13	Report of the Technical Cooperation Committee
4	Strategy and planning: (a) Strategy and planning (b) Internal Oversight, Ethics and Joint Inspection Unit	14	Global maritime training institutions (a) World Maritime University (b) IMO International Maritime Law Institute
5	Resource management: (a) Human resources matters (b) Financial reports (c) Report on Member State contributions	15	Any other business
6	Enhancement of Multilingualism	16	Protection of vital shipping lanes
7	Enhancement of GISIS	17	Report on the status of conventions
8	IMO Member State Audit Scheme	18	Place, date and duration of the next session of the Council (C 138)
9	Report of the Maritime Safety Committee	19	Supplementary agenda items, if any
10	Report of the Marine Environment Protection Committee		

Important decisions on the relevant agenda

Agenda Item 5 、 8 、 15

- Approved the IMO Annual Report for 2025: The collection rate of assessed contributions reached 99.10%, with total income increasing by 2.97% to £77.96 million.
- Approved the *updated Risk Management Policy* and the *Strategic Fraud Risk Management Annex* to strengthen the management of fraud and corruption risks.
- IMO Member State Audit Scheme (IMSAS): Completed 168 audits under the first audit cycle; 5 audits are scheduled for 2026, 3 of which have been completed, with Member States encouraged to authorize the release of their final audit reports.
- Granted Consultative Status: Conferred consultative status upon the International Electric Marine Association (IEMA), the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping (MMMCZCS) based in Denmark, the [SEA-LNG Coalition](#), and [The Ocean Foundation \(TOF\)](#); TOF was granted provisional consultative status for a maximum period of two years.

Protection of vital shipping lanes

Agenda Item 16

- 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.
- Reaffirmed that any measures adopted by coastal States to regulate vessel traffic in important waterways should be consistent with the relevant requirements and standards developed by IMO under the International Convention for the Safety of Life at Sea (SOLAS).
- Emphasized that any arrangements among States bordering the Strait of Hormuz and other straits in the surrounding region should ensure that all ships are able to exercise the right of non-discriminatory and unimpeded transit passage in accordance with the internationally recognized traffic separation scheme adopted by IMO in 1968.
- Took note of 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 associated with maintaining the safety and navigational functions of the Straits.

Recommendation for C 137

- The Council welcomed the successful completion of the first audit cycle of the IMO Member State Audit Scheme (IMSAS). Given the possibility that Chinese Taipei may invite auditors with practical IMSAS experience in the coming years, the competent authority could refer to the latest IMSAS framework and procedures in planning an external mock audit, with a view to reviewing domestic maritime legislation, administrative procedures and their practical implementation.
- With the commencement of the second IMSAS audit cycle, IMO will continue to assess the effectiveness of Member States' implementation systems and corrective actions. The competent authority could establish in advance a cross-agency coordination and information consolidation mechanism, and, in accordance with the respective functions of flag, coastal and port States, systematically compile domestic legislation, division of responsibilities, operational procedures and implementation records. Priority could be given to reviewing cross-agency coordination, oversight of recognized organizations, and follow-up mechanisms for identified deficiencies and corrective actions.

Recommendation for C 137

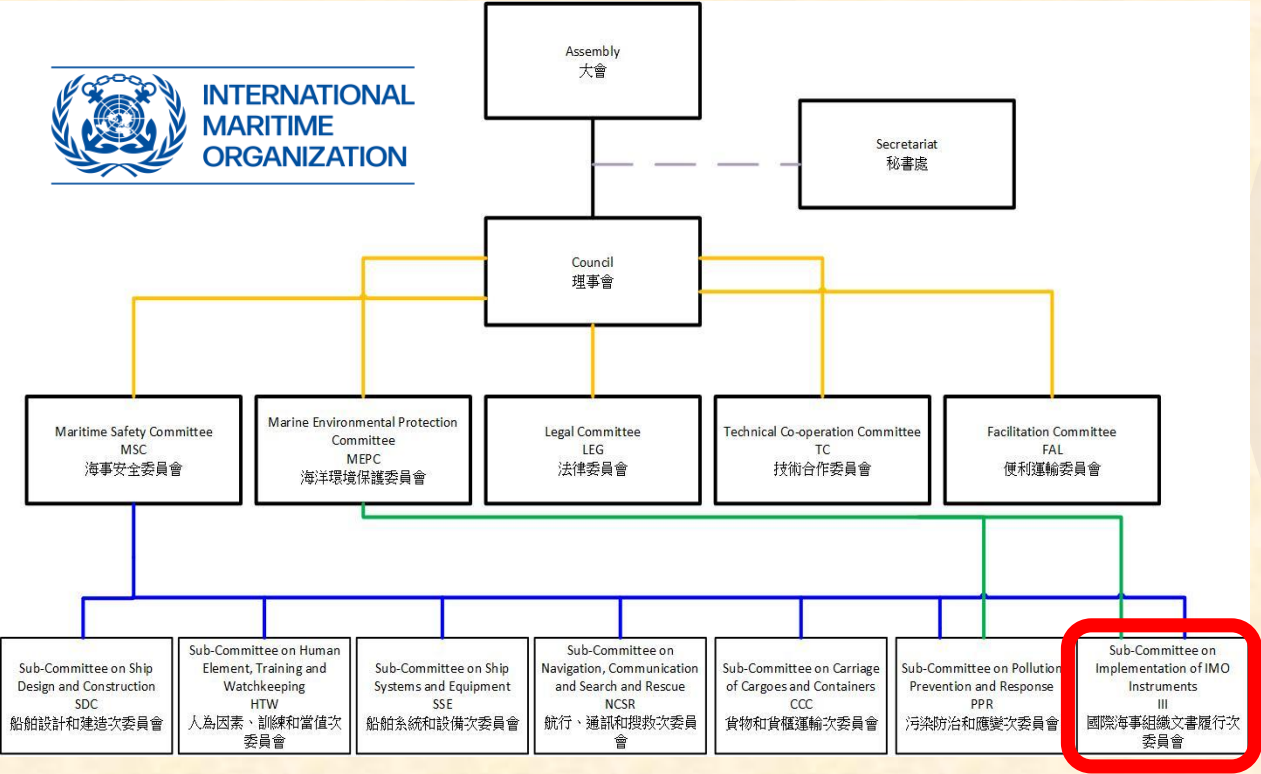
- The Council encouraged audited Member States to authorize the publication of their audit reports, reflecting IMO's increasing emphasis on transparency in the implementation of international obligations. When conducting future external mock audits, the competent authority could establish in advance principles governing the confidentiality of audit reports, their use across relevant agencies, follow-up of identified deficiencies, and appropriate disclosure, so as to balance institutional improvement with effective risk management.
- C 137 also reaffirmed the importance of safeguarding navigational rights and freedoms in key international waterways and called for consideration of measures to enhance navigational safety in the Strait of Hormuz. The competent authority could continue to monitor IMO's follow-up actions and incorporate relevant developments into maritime security and safety assessments, ship risk advisories, and emergency response information.

**International Maritime Organization
Sub-Committee on Implementation of IMO
Instruments,
12th session (III 12)**

20-24 July 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

The Sub-Committee on Implantation of IMO Instruments (III)

- The Sub-Committee on Implementation of IMO Instruments (III) is one of the seven Sub-Committees of the IMO.
- III brings together flag States, port States, and coastal States to consider issues related to the implementation of IMO instruments, including the analysis of consolidated audit summary reports on the audit programs of IMO Member States. This subcommittee plays a key role in analyzing maritime incidents and disseminating lessons learned from them.
- The Sub-Committee receives and analyzes port State control data and continuously reviews port State control procedures. The survey and certification criteria under the Harmonized System of Survey and Certification (HSSC) also fall within the Sub-Committee's purview.

II. IMO's Meeting Highlights

III 12 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	10	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)
2	Decisions of other bodies	11	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)
3	Consideration and analysis of reports on alleged inadequacy of port reception facilities	12	Comprehensive revision of the Guidelines on the implementation of the ISM Code by Administrations and companies
4	Lessons learned and safety issues identified from the analysis of marine safety investigation reports	13	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation related conventions
5	Review of the Casualty Investigation Code and the associated implementation Guidelines (resolution A.1075(28))	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
6	Measures to harmonize port State control (PSC) activities and procedures worldwide	15	Biennial agenda and provisional agenda for III 13
7	Development of an entrant training manual for PSC personnel	16	Election of Vice-Chair for 2027
8	Identified issues relating to the implementation of IMO instruments from the analysis of data	17	Any other business
9	Analysis of consolidated audit summary reports	18	Report to the Committees

Analysis of marine casualty investigation reports

Agenda Item 4

- **Approved the III.3 circular on “Analysis and Statistics of Marine Casualties”**, publishing 63 marine casualty cases and lessons learned.
- Completed the analysis of a high-pressure gas cylinder rupture. Corrosion was identified as the primary cause of failure, with additional contributing factors including overpressure, inspection deficiencies, and inadequate record management.
- Agreed to a new output proposal on fire safety standards for cargo loading and unloading spaces on self-unloading bulk carriers, which may be submitted to MSC 112 for further consideration.
- Agreed to a new output proposal to amend **the *International Life-Saving Appliance Code (LSA Code)*** to address risks associated with the deflation and unintended removal of inflatable lifejackets.
- Reviewed bulk carrier casualty reports from 2016 to 2025. Cargo liquefaction remained the leading cause of fatalities, while grounding continued to be the main cause of total vessel losses



Draft amendments to the Procedures for Port State Control (PSC), 2025

Agenda item 6

- Continued work on amendments to [the Procedures for Port State Control, 2025 \(resolution A.1206\(34\)\)](#). Although the Procedures are non-mandatory, they are widely referenced by regional PSC regimes, including the Paris MoU and Tokyo MoU, and serve as a global benchmark for Port State Control inspections.
- Advanced new guidance on inspections of machinery, electrical systems, and maintenance arrangements. As inspections of machinery spaces, main engines, generating equipment, electrical systems, and maintenance arrangements are highly technical, the Sub-Committee developed a new appendix to provide Port State Control Officers (PSCOs) with a more consistent basis for inspection.
- Reviewed qualification requirements for PSCOs. Discussions focused on whether the current requirements are overly restrictive and on the minimum entry qualifications, training pathways, and competency requirements that should apply when officers enter the PSC system.
- Updated the list of IMO instruments relevant to PSC procedures. A draft new Appendix 21 was developed to incorporate recently adopted IMO instruments relevant to PSC inspections, including amendments to the guidelines on CII reduction factors and [the Code on Alerts and Indicators, 2025 \(resolution A.1205\(34\)\)](#), so as to reflect the latest regulatory developments.
- Owing to time constraints, the amendments were not finalized at this session. Further work will continue inter-sessionally, with completion expected at III 13, in preparation for the 2027 edition of [the Procedures for Port State Control \(resolution A.1206\(34\)\)](#), which is expected to take effect on 1 January 2028.

Harmonization of Port State Control (PSC) Procedures and Training of Port State Control Officers

Agenda item 6 、 7

- Strengthened the consistency of PSC inspections worldwide by promoting greater alignment among regional PSC regimes in inspection procedures, assessment criteria, and enforcement practices.
- Advanced the development of inspection guidance on machinery, electrical systems, and maintenance arrangements, providing more practical references for inspections of machinery-space equipment, electrical systems, and maintenance practices.
- Reviewed the qualification and competency requirements for Port State Control Officers (PSCOs), focusing on minimum entry qualifications, training pathways, and a future competency framework to strengthen the professional foundation of inspectors.
- Reaffirmed the risk-based and proportionate approach to PSC inspections, confirming that inspections should be conducted according to the level of risk while avoiding encroachment on the survey and certification responsibilities of flag States and recognized organizations.
- Advanced the framework for an initial training manual for PSCOs, with the aim of establishing a consistent basic training tool while avoiding duplication with the *Procedures for Port State Control*.

Draft Amendments to the Survey Guidelines under the HSSC, 2025

Agenda item 10

- Initiated the revision *of the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2027*, incorporating mandatory IMO instruments that have entered into force or are expected to enter into force by the end of 2027, including the Hong Kong Convention and relevant SOLAS amendments.
- Added survey requirements for pilot transfer arrangements, in line with SOLAS regulation V/23 and related performance standards, to strengthen inspection and compliance verification of pilot transfer arrangements.
- Developed a coding system for remote surveys by introducing a “remote survey applicability” field into the HSSC Survey Guidelines to indicate whether individual survey items may be conducted remotely.
- Adopted a three-category coding structure of Y/N/C: “Y” indicates that remote survey is applicable, “N” indicates that it is not applicable, and “C” indicates conditional applicability subject to specified conditions.
- Further work on the amendments and coding system will continue during the intersessional meeting. Finalization is expected at III 13, followed by submission to A 35 for adoption, with implementation anticipated from 1 January 2028.

Amendments to the Circular on the Transfer of Ships between States

Agenda item 10

- Addressed the regulatory gap that may arise after a ship is deleted from a register, particularly where a vessel is deregistered by its former flag State for non-compliance with mandatory requirements before obtaining registration under a new flag State.
- Introduced a mechanism requiring flag States to notify IMO by amending [MSC/Circ. 1140](#)-MEPC/Circ. 424. Where a ship is deleted from a register before obtaining a new registration, the flag State must inform the IMO.
- Strengthened information-sharing among Member States through IMO to improve awareness of ships that may temporarily operate without a flag, thereby reducing risks relating to safety, environmental protection, and seafarers' welfare.
- The draft amendments will be submitted to MSC 112 and MEPC 85 for approval, and related legal issues may subsequently be referred to the Legal Committee for further consideration.

II. IMO's Meeting Highlights – III 12

Comprehensive Revision of the Guidelines for The Implementation of the International Safety Management (ISM) Code by Administrations and Companies

Agenda item 12

- Initiated a comprehensive revision of the guidelines for implementation of the International Safety Management Code (ISM Code). While the ISM Code itself is considered broadly fit for purpose, there is scope to improve the implementation guidelines applicable to Administrations and companies.
- The revision covers both Administrations and companies, including resolution A.1188(33) and circular MSC-MEPC.7/Circ.8, with a focus on improving consistency in the implementation of safety management requirements.
- Modern safety management issues have been incorporated into the review, including digitalization, remote audits, oversight arrangements, and changes in company organizational structures.
- A roadmap for the subsequent revision process was established. The Sub-Committee identified issues requiring further consideration and agreed to develop a roadmap for draft amendments to be considered at III 14.
- A correspondence group was established and will report to III 13. The work will be continue at the inter-sessional meeting.

Recommendation for III 12

- At this session, the Sub-Committee initiated a comprehensive revision of the guidelines for implementation of the ISM Code by Administrations and companies, while also commencing a review of **the *Casualty Investigation Code*** and its related implementation guidelines. 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.
- The Sub-Committee also continued updating **the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)***. The competent authority may 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.
- The Sub-Committee advanced the draft amendments to ***the Procedures for Port State Control, 2025***, indicating that future PSC inspections will place greater emphasis on machinery reliability, the effectiveness of maintenance systems, and the competence of Port State Control Officers. The competent authority may continue to monitor the development of the 2027 edition of the PSC Procedures and related training materials as a reference to strengthen the training of domestic PSCOs and maintain alignment with Tokyo MoU practices.
- The Sub-Committee also reviewed lessons learned from marine casualties and 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 relevant casualty lessons into flag State oversight, PSC risk monitoring, and seafarer training, while continuing to monitor developments concerning ship transfers, deregistration, notification of ships operating without a flag, and associated legal responsibilities.

II. IMO's Meeting Highlights

Next III Meeting

III 13

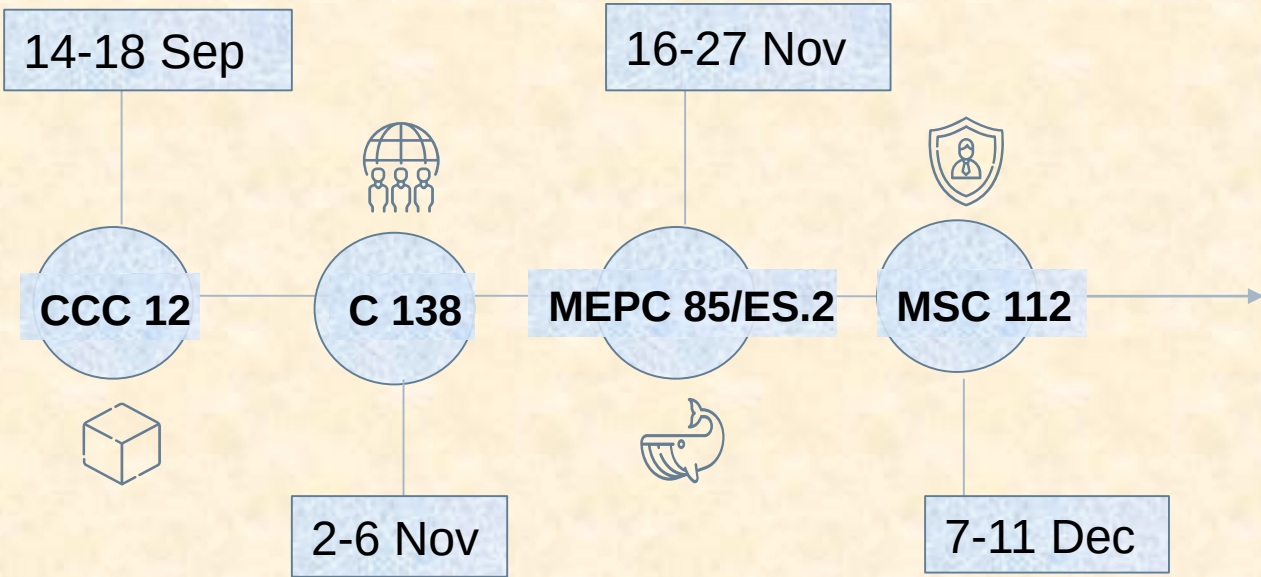
Would be held from July 19th to 23rd in 2027.



Photo by IMO on Flickr

Next Meeting schedules for IMO

CCC 12 September 14th to 18th, 2026.



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Have a nice day. Thank you!

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