

IMO Legal Committee's 113th Session (LEG 113)

13-17 April 2026

IUMI attended the 113th session of the IMO Legal Committee (LEG 113), held from 13 to 17 April 2026. Among the various items on the agenda, IUMI paid particular attention to the following:

Insurers' Liabilities and Verification of Insurance Policies

Following a recent incident in which the vessel Amnah rendered a port facility unusable and where insurance cover did not respond to the resulting damages, Turkey proposed that Member States share lists of reputable insurers operating in their waters and that a dedicated section be created on the Global Integrated Shipping Information System (GISIS) for this purpose.

In plenary, IUMI highlighted that one Member State's assessment of an insurer's reputation should not be determinative for other Member States, given that eligibility criteria and standards may vary considerably between jurisdictions. IUMI's position is that each Member State should maintain its own quality-check process, based on the criteria set out in Circular Letter No. LEG.1/Circ.16. IUMI was involved in the revision of this Circular which provides detailed information to Member States on accepting insurance certificates and insurance companies.

As views among delegations were divided, the proposal was referred to a working group for further consideration. The working group ultimately found insufficient support for the proposal, but there was broad agreement that Member States should instead be encouraged to share their experiences on a voluntary basis. Notwithstanding this outcome, the LEG Committee decided in its final report to consider the proposal further under the ongoing regulatory scoping exercise that it is carrying out and referred the document to a correspondence group.

IUMI will monitor exchanges within the correspondence group and report on any relevant developments.

Suitability of IMO Liability and Compensation Regimes with Respect to Alternative Fuels

The Committee reviewed the outcome of informal intersessional work carried out by Member States and observer organisations since the previous session in 2025. IUMI participated in this work. The informal group had examined two principal questions:

- Whether existing liability regimes adequately cover the risks associated with alternative fuels; and
- How claims relating to alternative fuels could best be addressed: whether through amendment of existing instruments or through the creation of a new liability regime.

In addition to this broader analysis, the informal group considered issues specific to certain fuel types, including biofuels and biofuel blends.

Following discussion, the Committee agreed that no existing international civil liability or compensation regime currently covers incidents involving alternative fuels used for ship propulsion. It accordingly agreed to continue work on this issue through a correspondence group which will be coordinated by Canada. The fuel-specific issues were likewise referred to the correspondence group.

Maritime Autonomous Surface Ships (MASS)

The Committee also discussed measures to address Maritime Autonomous Surface Ships (MASS) in instruments which are under the purview of the Legal Committee. Progress on this item depends on the outcomes of the Maritime Safety Committee's 111th session (MSC 111 in May 2026). If the non-mandatory MASS Code can be finalised at MSC 111 (which it was), this will have implications for the further work of the Legal Committee's work on this matter.

The Legal Committee further updated its road map to reflect references from the current session and agreed that establishing a dedicated working group at LEG 114 (2027) would be premature. IUMI will monitor the ongoing work on MASS in the Legal and Maritime Safety Committees.