EUROPEAN
COMMISSION

Brussels, 11.11.2025
COM(2025) 674 final

2025/0341 (NLE)

Proposal for a

COUNCIL DECISION

on the position to be taken on behalf of the European Union in the International Maritime Organization during the 34th session of the Assembly

EXPLANATORY MEMORANDUM

1. SUBJECT MATTER OF THE PROPOSAL

This proposal concerns the decision establishing the position to be taken on the Union's behalf at the 34th session of the International Maritime Organization's Assembly (A 34), taking place from 24 November to 3 December 2025.

During its 34th, the Assembly is to adopt amendments to:

(a) The Code on Alerts and Indicators, 2025,

(b) The procedures for port State control, 2025

(c) The Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2025

(d) The 2025 non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code).

(e) The Framework and Procedures for the IMO Member State Audit Scheme (IMSAS).

2. CONTEXT OF THE PROPOSAL

2.1. The Convention on the International Maritime Organization

The Convention on the International Maritime Organization (IMO) establishes the IMO. The IMO's purpose is to provide a forum for co-operation in the field of regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade. It furthermore aims to encourage the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships, promoting a level playing field. It also deals with related administrative and legal matters.

The Convention entered into force on 17 March 1958.

All Member States are parties to the Convention. The Union is not a party to the Convention.

2.2. The International Maritime Organization

The International Maritime Organization (IMO) is the United Nations' specialised agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships. It is the global standard-setting authority for the safety, security, and environmental performance of international shipping. Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented.

Membership in the IMO is only open to States. The European Commission's relations with IMO are based today on the IMO Resolution A.1168(32) which prescribes the procedures and terms for the cooperation between IMO and intergovernmental organisations. Based on this IMO Resolution and further arrangements since 1974, the European Commission is participating as an observer in all the IMO Committee and Sub-Committee meetings.

The IMO's Assembly is the governing body of the organisation. It consists of all IMO Member States, meeting every second year and can adopt measures agreed in all of the IMO's five main Committees. Among these five committees are the Maritime Safety Committee (MSC) and Marine Environment Protection Committee (MEPC).

2.3. The envisaged acts of the IMO's Assembly

From 24 November to 3 December 2025, during its 34th session, the Assembly is to adopt amendments to:

(a) The Code on Alerts and Indicators, 2025,

(b) The procedures for port State control, 2025

(c) The Survey Guidelines under the Harmonized System of Survey and Certification (HSSC Survey Guidelines), 2025

(d) The 2025 non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code).

(e) The IMO Member State Audit Scheme (IMSAS).

According to the IMO Convention (Article 15(j)), the Assembly may adopt regulations and guidelines to Members concerning maritime safety, the prevention and control of marine pollution from ships and other matters concerning the effect of shipping on the marine environment assigned to the Organization by or under international instruments, or amendments to such regulations and guidelines which have been referred to it, in the form of Resolutions.

The above-mentioned Resolutions that are to be be adopted supplement and support the IMO Conventions, are capable of decisively influencing the content of EU legislation and several of them are incorporated in the EU legislation.

Their overall purpose is to promote maritime safety, environmental protection, and consistent global implementation of IMO standards by harmonizing technical requirements, inspection and survey procedures, and oversight of Member States' compliance. They are regularly reviewed and updated to incorporate new technologies, regulatory developments, and experience gained from their practical application, ensuring their continued relevance and effectiveness.

More precisely:

(a) The purpose of the envisaged amendments to the Code on Alerts and Indicators is to further update the provisions of the Code, thereby ensuring compliance with the requirements of the IMO instruments that have been adopted and/or amended since the Code was adopted and, thus, to eliminate contradictions, ambiguities and unnecessary redundancies.

(b) The purpose of the envisaged amendments to the procedures for port State control is to enhance maritime safety and security, and prevention of marine pollution and to update the Procedures to take account of the amendments to IMO instruments which have entered into force or have become effective since 2023 when IMO Assembly 33 adopted resolution A.1185(33) on Procedures for port State control, 2023.

(c) The purpose of the envisaged amendments to the Guidelines under the harmonized system of survey and certification is to further revise them to take into account the amendments to the IMO instruments which have entered into force or become effective since 2023 when IMO Assembly 33 adopted resolution A.1186(33) on the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2023.

(d) The purpose of the envisaged amendments to the 2025 non-exhaustive list of obligations under instruments relevant to the III Code to further revise them to take account of the amendments to the IMO instruments relevant to the III Code which have entered into force or become effective since 2023 when IMO Assembly 33 adopted resolution A.1187(33) on the 2023 Non-exhaustive list of obligations under instruments relevant to the III Code.

(e) The purpose of the envisaged amendments to the Framework and Procedures for the IMO Member State Audit Scheme (IMSAS) is to improve the capacity of Member States to meet their obligations under the mandatory IMO instruments to which they are a Party, and to foster greater transparency, accountability, and cooperation among Member States.

3. POSITION TO BE TAKEN ON THE UNION'S BEHALF

3.1. Adoption of the draft Code on Alerts and Indicators, 2025, and the associated draft Assembly resolution, and revoking existing resolution A.1021(26) on Code on Alerts and Indicators, 2009

The Code on Alerts and Indicators, 2009, is intended to provide general design guidance and to promote uniformity of type, location and priority for alerts and indicators required by the SOLAS Convention, which is applied to passenger ships engaged on domestic voyages through Directive 2009/45/EC on safety rules and standards for passenger ships.

IMO's Maritime Safety Committee, in its 108th session (MSC 108) has assigned to the Sub-Committee on Ship Design and Construction (SDC) to undertake the work on the "Review of the 2009 Code on Alerts and Indicators".

SDC 11 noted the importance to ensure that the amendments to the Code on Alerts and Indicators were consistent and harmonized with the latest versions of the conventions, codes and resolutions, which established requirements for visual and auditory alerts to guarantee the safety of operations on board. SDC 11 established the Working Group on Review of the 2009 Code on Alerts and Indicators and instructed it to develop further the draft amendments to the 2009 Code on Alerts and Indicators, with a view to finalization, together with the associated draft Assembly resolution.

SDC 11 approved the report of the Working Group on Review of the 2009 Code on Alerts and Indicators and agreed to the draft 2025 Code on Alerts and Indicators, and the associated draft Assembly resolution, with a view to concurrent approval by MEPC 83 and MSC 110, and subsequent adoption by A 34. The Union's position at SDC 11 was to support that the draft amendments to the 2009 Code on Alerts and Indicators should be considered within a working group.

The Marine Environment Protection Committee (MEPC), in its 83rd session, approved, subject to a concurrent decision by MSC 110, the draft Code on Alerts and Indicators, 2025, and the associated draft Assembly resolution, as set out in annex 14, with a view to adoption by A 34. The Union's position at MEPC 83 was to support the approval of the draft Code on Alerts and Indicators, 2025 and its associated draft Assembly resolution.

MSC 110 concurred with the decision of MEPC 83 in approving the draft Code on Alerts and Indicators, 2025 for adoption by A 34. In approving the draft Code, the Committee invited the Assembly to revoke existing resolution A.1021(26) on Code on Alerts and Indicators, 2009. The Union position at MSC 110 was to support the approval of the draft Code on Alerts and Indicators, 2025 and its associated draft Assembly resolution.

The draft Code on Alerts and Indicators, 2025 and its associated draft Assembly resolution was approved by MSC 110 for adoption by A34, according to the report of MSC to A34 (IMO document A 34/12 of 1 September 2025).

The Union's position should therefore be to support the draft Code on Alerts and Indicators, 2025, and its associated draft Assembly resolution as this review will ensure compliance with the requirements of the IMO instruments that have been adopted and/or amended since the Code was adopted and, thus, to eliminate contradictions, ambiguities and unnecessary redundancies.

3.2. Adoption of the procedures for port State control, 2025 and the associated draft Assembly resolution

The Procedures for port States control are intended to provide basic guidance on the conduct of port State control inspections in support of the control provisions of relevant conventions and parts of the IMO Instruments Implementation Code (III Code) and afford consistency in the conduct of these inspections, the recognition of deficiencies of a ship, its equipment, or its crew, and the application of control procedures.

The Sub-Committee on Implementation of IMO Instruments (III) in its 10th session, had agreed to the draft amendments to the Procedures for PSC, 2023 to be finalised at III 11, with a view to submission to A 34, for adoption. III 10 also had established the Correspondence Group on Measures to Harmonize Port State Control (PSC) Activities and Procedures Worldwide, under the coordination of the European Commission, to continue working on amending the Procedures for PSC, 2023. The Union's position at III 10 was to support the report of the Correspondence Group on Measures to Harmonize Port State Control (PSC) Activities and Procedures Worldwide and support the establishment of the Working Group on PSC matters to consider the outstanding work emanating from the latter report.

III 11 considered among other the report of the Correspondence Group and established the Working Group on Measures to Harmonize Port State Control Activities and Procedures Worldwide for further consideration of the report with the aim to finalize, as a matter of priority, the proposed draft amendments to the Procedures for PSC, 2023, with a view to submission, in a consolidated form, to A 34 for adoption. The Union's position at III 11 was to support in general, the report of the Correspondence Group on Measures to Harmonize Port State Control (PSC) Activities and Procedures Worldwide.

III 11 agreed to the draft Assembly resolution on Procedures for Port State Control, 2025, to be adopted by A 34.

MSC 109 and MEPC 83 had authorized III 11 to report the outcome of its work on matters that would require the adoption of the draft Assembly resolution on Procedures for Port State Control, 2025 directly to A 34.

The draft Assembly resolution on Procedures for Port State Control, 2025 was put forward for adoption by A 34, according to the report of MSC to A34 (IMO document A 34/12 of 1 September 2025).

The Union's position therefore should be to support the adoption of the procedures for port State control, 2025 and the associated draft Assembly resolution as they will enhance maritime safety and security and prevention of marine pollution, and the update will take account the amendments to IMO instruments which have entered into force or have become effective since 2023.

3.3. Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC Survey Guidelines), 2025

The Harmonized System of Survey and Certification (HSSC Survey Guidelines) is a unified system for ship surveys and certification under IMO conventions. The HSSC Survey Guidelines are mandatory requirements that ROs follow when conducting statutory surveys and inspections.

The Sub-Committee on Flag State Implementation, the predecessor of the III, agreed to revise the HSSC Survey Guidelines on a continuous basis. The Survey Guidelines are therefore updated at every session of the IMO Assembly.

III 9 had established a Correspondence Group on Survey Guidelines under the HSSC, the Non-exhaustive list of obligations, and the Guidance on Remote Surveys, Audits and Verifications to consider further amendments to the HSSC Guidelines.

III 10 had agreed that the draft amendments to the Survey Guidelines needed to be further developed to include the requirements deriving from amendments to relevant IMO instruments entering into force up to and including 31 December 2025, taking into account outcomes of MSC 108, MEPC 81 and future sessions of MSC and MEPC, as appropriate, with a view to submission of draft amendments to III 11 for finalization, prior to potential direct submission in the consolidated form to A 34 for adoption, subject to approval by the Committees. The Union's position at III 10 was to support that the draft amendments to the 2023 HSSC Guidelines, deriving from the amendments to mandatory instruments due to enter into force up to and including 31 December 2025, are considered by the Working Group on Survey Guidelines under the HSSC.

III 10 had re-established the above-mentioned Correspondence Group to further develop amendments to the Survey Guidelines, with a view to have a consolidated version by III 11.

III 11 considered among other the report of the Correspondence Group and established the Working Group on Survey Guidelines under the HSSC, the Non-exhaustive List of Obligations, and the Guidance on Remote Surveys, Audits and Verifications to finalize the proposed draft amendments to the Survey Guidelines under the HSSC, 2023, for finalization at this session with a view to submission, in a consolidated form, to A 34 for adoption. The Union's position in III 11 was to support that the proposed amendments are referred to the working group for review and finalisation during the session.

III 11 agreed to the draft amendments to the HSSC Survey Guidelines to be adopted by A 34.

MSC 109 and MEPC 83 had authorized III 11 to report the outcome of its work on matters that would require the adoption of the draft Assembly resolution on the HSSC Survey Guidelines directly to A 34.

The draft Assembly resolution on the HSSC Survey Guidelines was put forward for adoption by A 34, according to the report of MSC to A34 (IMO document A 34/12 of 1 September 2025).

The Union's position therefore should be to support the adoption of the amendments to the HSSC Survey Guidelines because the update will take into account the amendments to the IMO instruments which have entered into force or become effective since 2023.

3.4. Amendments to the non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)

As guidance on the implementation and enforcement of IMO instruments, in particular concerning the identification of auditable areas relevant to the IMO Member State Audit

Scheme, the IMO has been developing a non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code). The latest revision of this list was in 2023 as annex to Resolution A.1187(33) adopted by A 33. Since then, both MSC and MEPC adopted additional legislative provisions.

III 9 had established the Correspondence Group on the Survey Guidelines under the HSSC, the Non-exhaustive List of Obligations, and the Guidance on Remote Surveys, Audits and Verifications, to, inter alia, continue to develop the draft amendments to the Non-exhaustive list of obligations deriving from those amendments to the relevant IMO instruments which will enter into force up to and including 1 July 2026, with a view to submission of draft amendments to the Non-exhaustive list, as finalized in a consolidated form, for adoption at A 34.

III 10, due to time constraints, was unable to complete the update of the Non-exhaustive list. Therefore, III 10 agreed to continue the work in the above-mentioned Correspondence Group, with a view to finalise the update of the Non-exhaustive list. The Union's position at III 10 was to support the report of the correspondence group as a basis to update the 2023 Non-exhaustive list of obligations under instruments relevant to the III Code.

III 11 considered among other the report of the Correspondence Group and referred the document to the Working Group on Survey Guidelines under the HSSC, the Non-exhaustive List of Obligations, and the Guidance on Remote Surveys, Audits and Verifications to finalize the proposed draft amendments to the Non-exhaustive list. The Union's position in III 11 was to support that the proposed amendments are referred to the working group for review and finalisation during the session.

III 11 agreed to the draft amendments to the Non-exhaustive list to be adopted by A 34.

MSC 109 and MEPC 83 had authorized III 11 to report the outcome of its work on matters that would require the adoption of the draft Assembly resolution on the non-exhaustive list of obligations under instruments relevant to the III Code directly to A 34.

The draft Assembly resolution on the non-exhaustive list of obligations under instruments relevant to the III Code was put forward for adoption by A 34, according to the report of MSC to A34 (IMO document A 34/12 of 1 September 2025).

The Union's position should be to support amendments to the non-exhaustive list of obligations under instruments relevant to the III Code because the update will take account the amendments to the IMO instruments relevant to the III Code which have entered into force or become effective since 2023.

3.5. The Framework and Procedures for the IMO Member State Audit Scheme (IMSAS)

The Framework and Procedures for the IMO Member State Audit Scheme assess the extent to which Member States give full and complete effect to their obligations and responsibilities contained in IMO instruments and aim to promote consistent and effective implementation of those instruments. The IMO Council during its 134th session (C 134) noted the information reporting on the progress in the implementation of the IMO Member State Audit Scheme (IMSAS) and the report from the ninth session of the Joint Working Group on the Member State Audit Scheme (JWGMSA 9). The 134th Council approved this report and approved the draft Assembly resolution on the revised Framework and Procedures for the IMO Member State Audit Scheme and its annex, with a view to submission to the 34th Assembly for adoption.

The Union's position should be to support the revised Framework and Procedures for the IMO Member State Audit Scheme because it will improve the capacity of Member States to meet their obligations under the mandatory IMO instruments to which they are a Party, and foster greater transparency, accountability, and cooperation among Member States.

4. RELEVANT EU LEGISLATION AND EU COMPETENCE

4.1. Relevant EU legislation

4.1.1. Adoption of the draft Code on Alerts and Indicators, 2025, and the associated draft Assembly resolution, and revoking existing resolution A.1021(26) on Code on Alerts and Indicators, 2009

The Code on Alerts and Indicators, 2009 (Resolution A.1021(26)), is intended to provide general design guidance and to promote uniformity of type, location and priority for alerts and indicators required by the SOLAS Convention. Article 6(2)(a)(i) of Directive 2009/45/EC on safety rules and standards for passenger ships[1] applies SOLAS, as amended, to Class A passenger ships. Therefore, the amendments to the Code will affect the rules under Directive 2009/45/EC.

4.1.2. Adoption of the procedures for port State control, 2025 and the associated draft Assembly resolution

Directive 2009/16/EC on port State control (PSC)[2], as amended, concerns the enforcement of international standards for ship safety, pollution prevention and shipboard living and working conditions in respect of ships visiting EU ports and sailing in the waters under the jurisdiction of the Member States. The objective of the PSC Directive is to reduce substandard shipping in the waters under the jurisdiction of the EU Member States on the basis of the guidelines approved by the Paris MoU.

Therefore, the development of IMO PSC procedures should be coherent with those approved by the Paris MoU, so they may influence them, and therefore may affect the rules and implementation of Directive 2009/16/EC.

4.1.3. Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2025

Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations[3]. It creates a system of licensing (recognition), which is subject to a number of criteria and obligations to ensure that a recognised organisation applies the same standards to all ships in its register, irrespective of the flag the ships fly.

Annex I, criterion B7(k) of that Regulation states:

"7. The recognised organisation must ensure that:

(k) the statutory surveys and inspections required by the harmonised system of survey and certification for which the recognised organisation is authorised are carried out in accordance with the provision set out in the Annex and Appendix to IMO Resolution A.948(23) on survey guidelines under the harmonised system of survey and certification." (This should be taken to refer to the up-to-date version of the Survey Guidelines under the HSSC.)

---

1 OJ L 163, 25.6.2009, pp. 1
2 OJ L 131 28.5.2009, p. 57
3 OJ L 131, 28.5.2009, p. 11

Therefore, the revision of Survey Guidelines under the Harmonized System of Survey and Certification, 2021 will affect the requirements applicable under Regulation (EC) No 391/2009.

4.1.4. Amendments to the non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)

Directive 2009/21/EC on compliance with flag State requirements[4] aims to ensure that EU Member States respect their obligations as flag States and meet the requirements incumbent on a flag State under International Conventions to which they are a party. Within the Directive, two mechanisms have been established which aim to supervise the flag State performance: an audit procedure led by the IMO (Article 7) and an internal quality management system (Article 8).

In addition, the III Code is mandatory for EU Member States in accordance with the definition of 'international conventions' in Regulation (EC) No 391/2009, as amended.

Therefore, the amendments to the non-exhaustive list of obligations under instruments relevant to the III Code will affect the requirements applicable under Directive 2009/21/EC and Regulation (EC) No 391/2009.

4.1.5. Amendments to the Framework and Procedures for the IMO Member State Audit Scheme (IMSAS)

Directive 2009/21/EC on compliance with flag State requirements aims to ensure that EU Member States respect their obligations as flag States and meet the requirements incumbent on a flag State under International Conventions to which they are a party. In its Article 7, the Directive stipulates that Member States shall take the necessary measures for an IMO audit of their administration in accordance with the cycle adopted by the IMO. Therefore, the amendments to the Framework and Procedures for the IMO Member State Audit Scheme will affect the requirements applicable under Directive 2009/21/EC.

5. LEGAL BASIS

5.1. Procedural legal basis

5.1.1. Principles

Article 218(9) of the Treaty on the Functioning of the European Union (TFEU) provides for decisions establishing '*the positions to be adopted on the Union's behalf in a body set up by an agreement, when that body is called upon to adopt acts having legal effects, with the exception of acts supplementing or amending the institutional framework of the agreement*.'

Article 218(9) TFEU applies regardless of whether the Union is a member of the body or a party to the agreement[5].

The concept of '*acts having legal effects*' includes acts that have legal effects by virtue of the rules of international law governing the body in question. It also includes instruments that do

[4] OJ L 131, 28.5.2009, p. 132

[5] Judgment of the Court of Justice of 7 October 2014, Germany v Council, C-399/12, ECLI:EU:C:2014:2258, paragraph 64.

not have a binding effect under international law, but that are '*capable of decisively influencing the content of the legislation adopted by the EU legislature*'[6].

5.1.2. Application to the present case

The IMO's Assembly is a body set up by an agreement, the Convention on the International Maritime Organization.

The acts which the 34th Assembly is called upon to adopt constitute acts having legal effects as they are capable of decisively influencing the content of EU legislation, namely:

– Directive 2009/45/EC on safety rules and standards for passenger ships. This is because Article 6(2)(a)(i) of the Directive applies SOLAS on passenger ships in domestic voyages and the Code on Alerts and Indicators, 2009, is intended to provide general design guidance and to promote uniformity of type, location and priority for alerts and indicators required by the SOLAS Convention.

– Directive 2009/16/EC on port State control (PSC). This is because the objective of the PSC Directive is to reduce substandard shipping in the waters under the jurisdiction of the EU Member States on the basis of the guidelines approved by the Paris MoU and the development of IMO PSC procedures should be coherent with those approved by the Paris MoU.

– Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations. This is because it requires a recognised organisation to ensure that the statutory surveys and inspections are carried out in accordance with the survey guidelines under the harmonised system of survey and certification adopted by the IMO. The III Code is also mandatory for EU Member States in accordance with the definition of 'international conventions'.

– Directive 2009/21/EC on compliance with flag State requirements. This is because the non-exhaustive list is a supporting tool for the implementation of the IMO Member State Audit Scheme (IMSAS), which is included in the abovementioned Directive.

The envisaged acts do not supplement or amend the institutional framework of the Agreement.

Therefore, the procedural legal basis for the proposed decision is Article 218(9) TFEU.

5.2. Substantive legal basis

5.2.1. Principles

The substantive legal basis for a decision under Article 218(9) TFEU depends primarily on the objective and content of the envisaged act in respect of which a position is taken on the Union's behalf. If the envisaged act pursues two aims or has two components and if one of those aims or components is identifiable as the main one, whereas the other is merely incidental, the decision under Article 218(9) TFEU must be founded on a single substantive legal basis, namely that required by the main or predominant aim or component.

5.2.2. Application to the present case

The main objective and content of the envisaged act relate to maritime transport. Therefore, the substantive legal basis of the proposed decision is Article 100(2) TFEU.

[6] Judgment of the Court of Justice of 7 October 2014, Germany v Council, C-399/12, ECLI:EU:C:2014:2258, paragraphs 61 to 64.

5.3. Conclusion

The legal basis of the proposed decision should be Article 100(2) TFEU, in conjunction with Article 218(9) TFEU.

2025/0341 (NLE)

Proposal for a

COUNCIL DECISION

on the position to be taken on behalf of the European Union in the International Maritime Organization during the 34th session of the Assembly

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 100(2), in conjunction with Article 218(9) thereof,

Having regard to the proposal from the European Commission,

Whereas:

(1) The Convention on the International Maritime Organization ('IMO') entered into force on 17 March 1958.

(2) The IMO is a specialised agency of the United Nations with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. All Union Member States are members of the IMO. The Union is not a member of the IMO.

(3) Pursuant to Article 15(j) of the Agreement, the Assembly may adopt regulations and guidelines to Members concerning maritime safety, the prevention and control of marine pollution from ships and other matters concerning the effect of shipping on the marine environment assigned to the Organization by or under international instruments, or amendments to such regulations and guidelines which have been referred to it.

(4) The IMO's Assembly, during its 34th session from 24 November to 3 December 2025 is to adopt amendments to the Code on Alerts and Indicators, to the procedures for port State control, to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), to the non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) and to the Framework and Procedures for the IMO Member State Audit Scheme (IMSAS).

(5) It is appropriate to establish the position to be taken on the Union's behalf during the 34th session of the IMO's Assembly, as the abovementioned amendments will be capable of decisively influencing the contents of Union law, namely Directive 2009/45/EC on safety rules and standards for passenger ships[7], Directive 2009/16/EC on port State control (PSC)[8], Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations[9] and Directive 2009/21/EC on compliance with flag State requirements[10].

---

7 OJ L 163, 25.6.2009, pp. 1
8 OJ L 131 28.5.2009, p. 57
9 OJ L 131, 28.5.2009, p. 11
10 OJ L 131, 28.5.2009, p. 132

(6) The Union should support the draft Code on Alerts and Indicators, 2025 and its associated draft Assembly resolution as this review will ensure compliance with the requirements of the IMO instruments that have been adopted and/or amended since the Code was adopted and, thus, to eliminate contradictions, ambiguities and unnecessary redundancies.

(7) The Union should support the adoption of the procedures for port State control, 2025 and the associated draft Assembly resolution, as it will enhance maritime safety and security, and prevention of marine pollution and the update will take account the amendments to IMO instruments which have entered into force or have become effective since 2023.

(8) The Union's position should be to support the adoption of the amendments to the HSSC Survey Guidelines because the update will take into account the amendments to the IMO instruments which have entered into force or become effective since 2023.

(9) The Union's position should be to support amendments to the non-exhaustive list of obligations under instruments relevant to the III Code because the update will take account the amendments to the IMO instruments relevant to the III Code which have entered into force or become effective since 2023.

(10) The Union should support the revised Framework and Procedures for the IMO Member State Audit Scheme because it will improve the capacity of Member States to meet their obligations under the mandatory IMO instruments to which they are a Party, and to foster greater transparency, accountability, and cooperation among Member States.

(11) The Union's position is to be expressed by the Commission and by the Member States of the Union as members of the IMO, acting jointly, in the interest of the Union.

HAS ADOPTED THIS DECISION:

Article 1

The position to be taken on the Union's behalf in the 34th session of the International Maritime Organization's Assembly shall be to agree to the adoption of amendments to the Code on Alerts and Indicators, to the procedures for port State control, to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), to the non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) and to the Framework and Procedures for the IMO Member State Audit Scheme (IMSAS).

Article 2

The position referred to in Article 1 shall be expressed by the Commission and by the Member States of the Union that are members of the IMO's Assembly, acting jointly in the interest of the Union.

Article 3

This Decision is addressed to the Commission and the Member States.

Done at Brussels,

For the Council
The President