

The Latest Issues in International Maritime March 2026

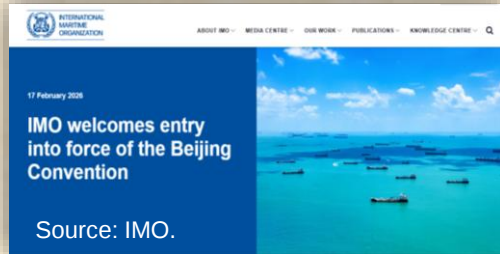
➤ IMO International Maritime News(p2-8)

- Reviewing Maritime News from Feb. to the beginning of Mar. 2026 (p2-8)

➤ IMO Meeting Highlights(p6-28)

- IMO Sub-Committee on Human element, Training and Watchkeeping (HTW) 12th session (HTW 12) (p9-20)
- IMO Sub-Committee on Ship Systems and Equipment (SSE) 12th session (SSE 12) (p21-30)

United Nations Convention on the International Effects of Judicial Sales of Ships came into force on February 17, 2026



The United Nations Convention on the International Effects of Judicial Sales of Ships, also known as the “Beijing Convention on the Judicial Sale of Ships,” was signed in Beijing in September 2023. It is developed by [the United Nations Commission on International Trade Law \(UNCITRAL\)](#) and aims to create a harmonized, simplified system for recognizing cross-border judicial sales of ships, helping ensure smoother international trade.

The Convention, adopted by the United Nations General Assembly in December 2022, will enter into force on February 17, 2026. It shall apply to cases where judicial sales are conducted within the territory of a Contracting State, and the vessel is actually located within the territory of that State at the time of the sale.

Under the Convention, a judicial sale of a ship conducted in one State Party shall be recognized by all other States Parties. This system ensures that the purchaser acquires “**title free and clear**” of all previous encumbrances, meaning the vessel is no longer burdened by any pre-existing debts or maritime claims. Consequently, the new owner can be assured that the ship will not be subject to arrest in foreign ports for prior claims.

To ensure procedural transparency, States Parties are required to issue a notice of judicial sale when conducting such sales and, where appropriate, issue a certificate of judicial sale. During the process, IMO, however, will serve as the repository for relevant documents. These documents are made publicly available through a dedicated module within the [IMO’s Global Integrated Shipping Information System \(IMO GISIS\)](#) platform, providing stakeholders with streamlined access to harmonized information regarding judicial sales.

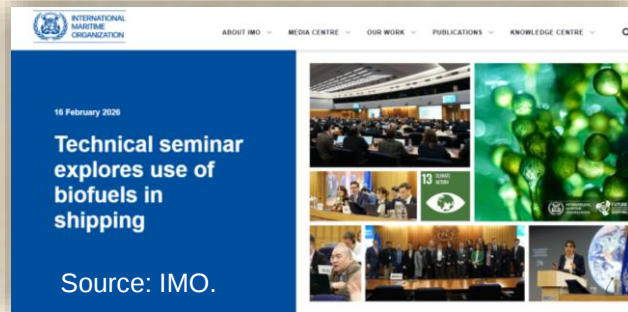
Previously, judicial ship sales were governed by disparate national laws, creating significant legal risks. This Convention marks a vital modernization that reduces systemic friction in vessel transactions. By mitigating legal uncertainty and latent risks, it strengthens the shipping market, enhances price discovery, and facilitates international trade. The Convention applies to judicial sales conducted within a State Party where the vessel is physically present. Following ratification, the Convention entered into force for Barbados, El Salvador, and Spain on Feb. 17, 2026.

More Info

- *The United Nations Convention on the International Effects of Judicial Sales of Ships*, a.k.a. “*Beijing Convention on the Judicial Sale of Ships*,” or shortly in “Beijing Convention” has been signed by 33 States including: Antigua and Barbuda, Barbados, Belgium, Brazil, Burkina Faso, China, Comoros, Côte d’Ivoire, Croatia, Cyprus, the Dominican Republic, Ecuador, El Salvador, Gabon, Ghana, Grenada, Honduras, Italy, Kiribati, Liberia, Libya, Luxembourg, Malta, Panama, São Tomé and Príncipe, Saudi Arabia, Senegal, Sierra Leone, Singapore, Spain, Switzerland, the Syrian Arab Republic, the United Republic of Tanzania and the European Union (EU).

Technical seminar explores use of biofuels in shipping

On February 12, 2026, IMO hosted a [Technical Seminar on Marine Biofuels](#) at its London Headquarters to explore the latest developments in biofuels in the maritime sector, including the challenges and opportunities for reducing greenhouse gas emissions from shipping by using Marine fuels made from plants, waste oil, or agricultural residues. It focuses on the potential and challenges of applying biofuels to ship decarbonization, including sustainability considerations, supply dynamics, engine compatibility, and on-board safety. In addition, the applications of biofuels from Brazil, Indonesia, Turkey, and the US were introduced. For related [videos](#) and presentations, please refer to the seminar information [link](#).



Dr. Roberta Cenni, the Head of Biofuels at the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping (MMMCZCS), moderated the sessions in three main aspects:

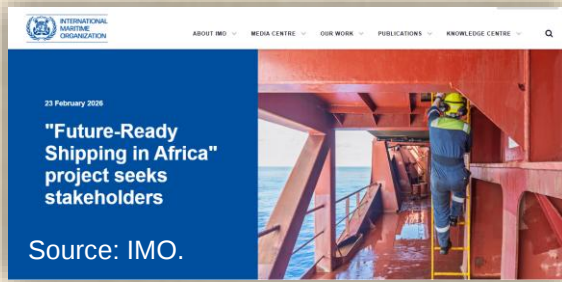
- **Session 1: State of play for the use of biofuels in shipping**
 - [Presentation](#) by Dr. Paolo Frankl, the International Energy Agency (IEA).
 - [Presentation](#) by Dr. Glaucia Mendes Souza, University of São Paulo, Brazil & IEA Bioenergy Task 39.
- **Session 2: Production, certification, and market dynamics of different biofuel pathways**
 - [Presentation](#) by Ms. Charlotte Morton OBE, CEO of the World Biogas Association (WBA)
 - Cases in [Indonesia](#), [Turkey](#), and [the US](#)
- **Session 3: Onboard experience in the use of biofuels**
 - Presentations from the [Everllence](#) and [Global Centre for Maritime Decarbonization](#) °

The event is supported by the [FFT Project](#), a cooperation project between South Korea and the IMO, which is of a technical information exchange nature without involving policy negotiations. Aiming to support policymakers' efforts to reduce greenhouse gas emissions from ships by sharing information and insights on alternative fuels and emerging technologies. Mr. David Osborn, Director of the IMO's Marine Environment Division, also stated at the event's closing speech that more technical seminars are planned.

More Info

- [IMO Future Fuels and Technology Project \(FFT\)](#) is a partnership between the Government of the Republic of Korea and IMO, mainly to support the reduction of greenhouse gas emissions from international shipping by promoting the application of future fuels and technologies. This is the third technical seminar organized under this program. The previous seminars covered Onboard Carbon Capture and Storage (OCCS) technology and the energy transition of global shipping

"Future-Ready Shipping in Africa" project seeks stakeholders



IMO, in collaboration with the European Union (EU) on the “Future-Ready Shipping in Africa” project, is inviting government stakeholders in the maritime sector to participate. Selected participants will receive technical support to advance decarbonization and digitalization across Sub-Saharan Africa.

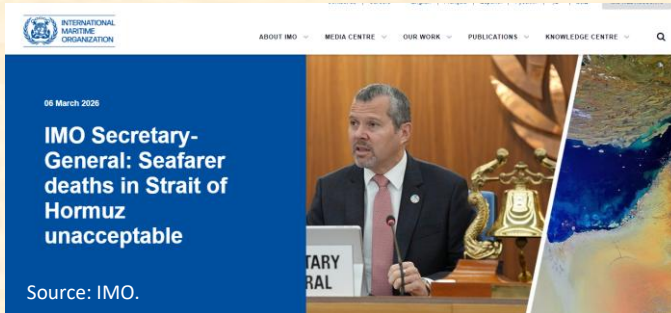
IMO has issued a Request for Expression of Interest (REOI) for the following matters, with a submission deadline of March 9, 2026. (The REOI must be submitted by government entities (such as ministries, departments, or agencies); submissions from NGOs or the private sector must be formally endorsed by the respective Member State’s government authority):

- **Participation of the Member States**— Strengthening Maritime Governance and Policy Frameworks in Sub-Saharan Africa to Promote Decarbonization, Environmental Sustainability, and Digitalization. ([IMO Circular Letter No. 5117](#)).
- **Digitalization**— Supporting the preparedness and data-driven digital regulation of the Maritime Single Window (MSW) in Sub-Saharan Africa ([IMO Circular Letter No. 5115](#)). Participating government entities and State-Owned Enterprises (SOEs) will receive assistance in evaluating the digital preparedness and identifying infrastructure gaps essential for MSW implementation. Conduct a mapping of existing Port Community Systems (PCS), MSW-related platforms, and IT infrastructure; assess feasibility and develop a strategic roadmap for the implementation.
- **Education pilot**— “Support for Integrated Educational Pilot for Green and Digital Shipping in Sub-Saharan Africa” ([IMO Circular Letter No. 5114](#)), seeking interest from government entities in the region, including institutions responsible for maritime education and training, as well as regional or sub-regional maritime training institutes. To enable a diverse group of seafarers, instructors, and port professionals to acquire new skills through enhanced training programs, scholarships, and industry-linked practical and sea-going internship experiences.
- **Alternative fuels**— “Support for Feasibility Assessments and the Development of Bankable Projects for Environmentally Sustainable Alternative Fuels” (IMO [Circular Letter No. 5116](#)) seeking expressions of interest from government entities and SOEs in Sub-Saharan Africa. Providing assistance with bunkering readiness assessments, regulatory analysis, and the creation of business cases for alternative fuel infrastructure.

More Info

- The [“Future-Ready Shipping in Africa”](#) project is a collaborative initiative between the EU and the IMO, primarily implemented by the IMO with €5 million in funding provided by the EU. Five Sub-Saharan African countries will be selected through an open EOI process to participate in this project.

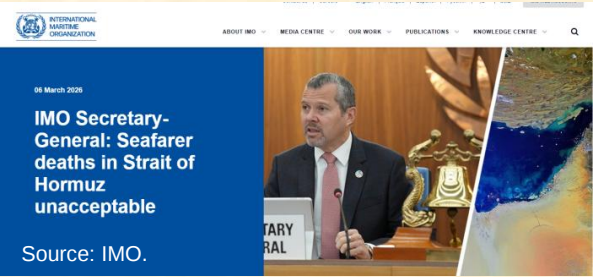
IMO Secretary-General: Seafarer deaths in Strait of Hormuz unacceptable(1/2)



Following the impacts of the US-led "Operation Epic Fury" against Iran in late February, a vessel near the Strait of Hormuz in the Persian Gulf was caught in the escalation on March 6, 2026, resulting in reported seafarer casualties.

Mr. Arsenio Dominguez, Secretary-General of the IMO, expressed his profound condolences to the victims and their families, while strongly condemning all attacks on merchant shipping. He issued a grave appeal to the international community and all stakeholders, emphasizing their collective obligation under international law to take decisive action.

The Secretary-General also emphasized that there is a collective obligation under international law to take the necessary action to assist the 20,000 seafarers, along with cruise ship passengers, port workers, and offshore crews, who are affected in the Gulf region and are facing severe risks and psychological distress. He called for urgent measures to safeguard the rights and well-being of seafarers during maritime operations and reiterated the imperative to ensure the freedom of navigation for all vessels.



IMO Secretary-General:
Seafarer deaths in Strait of Hormuz unacceptable(2/2)

Ship Incidents in the Strait of Hormuz and the Middle East

As of March 17, 2026, the IMO has [compiled a list](#) of 17 vessel incidents near the Strait of Hormuz based on the country of registry (still being updated):

DATE	SHIP NAME (IMO NUMBER)	DESCRIPTION
1st March	STENA IMPERATIVE (IMO 9666077)	Shipyard worker: 1 fatality; 2 seriously injured.
	HERCULES STAR (IMO 9916135)	Fire on board. No injuries.
	MKD VYOM (IMO 9284386)	One seafarer fatality.
	SKYLIGHT (IMO 9330020)	4 seafarers injured. 1 seafarer fatality. 1 seafarer missing.
3rd March	GOLD OAK (IMO 9806342)	Steel plating damage. No injuries.
	LIBRA TRADER (IMO 9562673)	Minor damage. No injuries.
4th March	SAFEEN PRESTIGE (IMO 9593517)	Hull damage above waterline. No injuries
5th March	SONANGOL NAMIBE (IMO 9325049)	Hull breach. No injuries.

DATE	SHIP NAME (IMO NUMBER)	DESCRIPTION
6th March	MUSSAFAH 2 (IMO 9522051)	4 seafarer fatalities. 3 severely injured.
7th March	ARABIA III (IMO 8771332)	One seafarer injured.
11 March	ZEFYROS (IMO 9515917)	Attack on SAFESEA VISHNU caused collateral damage (fire). No injuries.
	SAFESEA VISHNU (IMO 9327009)	Impact caused fire. One seafarer fatality.
	STAR GWYNETH (IMO 9301031)	Damage to cargo holds and forecastle. No injuries.
	MAYUREE NAREE (IMO 9323649)	Fire on board. Three seafarers unaccounted for.
12 March	ONE MAJESTY (IMO 9424912)	Hull damage. No injuries.
	SOURCE BLESSING (IMO 9243198)	Damage. No pollution. No injuries.
16 March	GAS AL AHMADIAH (IMO 9849629)	No injuries.

[New report urges acceleration of shore power adoption at Canadian ports \(1/2\)](#)



Source: safety4sea.com;

A new report, [Advancing Shore Power in Canada](#), was released by Oceans North, prepared by [Dunsky Energy + Climate Advisors](#). It explored opportunities to accelerate the implementation of shore power systems at major Canadian ports, including Vancouver, Prince Rupert, Montreal, Saint John, and Halifax. Shore power enables ocean-going vessels to connect to the local electrical grid while at berth, eliminating the need to run auxiliary engines for power generation. This technology effectively lowers vessel operating costs, reduces greenhouse gas emissions, improves local air quality, and mitigates noise pollution.

Each year, thousands of vessels call at Canadian ports, with over 95% continuing to run their auxiliary diesel engines while at berth to power refrigeration, heating, and other critical systems. This practice not only accelerates climate change but also generates pollution equivalent to that of a small city, posing a severe threat to the health of port communities. To enhance international competitiveness and align with standards in the European Union, California, and China.

New report urges acceleration of shore power adoption at Canadian ports (2/2)

The report [*Advancing Shore Power in Canada*](#), proposes the following core strategic recommendations:

Set a timetable for mandatory regulations (target: before 2035)

- **Infrastructure**— recommended that [Canada Port Authorities \(CPAs\)](#) achieve universal coverage of shore power facilities at all berths by 2035, with mandatory shore power connection requirements for large vessels while at berth.
- **Regulatory Enforcement**— Standards should be aligned with the California Air Resources Board (CARB) "[At Berth Regulation](#)" and the EU's "[FuelEU Maritime](#)" regulations, incorporating substantial penalties for non-compliance.

Adopt a Phased Implementation Strategy

- **Cost Efficiency**— Prioritize the integration of shore power into new construction and major terminal expansion projects to minimize infrastructure costs (leveraging greenfield development).
- **Sector Prioritization**— Focus initially on **cruise ships and container vessels**, followed by a phased rollout to bulk carriers and tankers. Priority should be given to removing operational bottlenecks at existing facilities.

Comprehensive Planning and Financial Subsidies: The Electrification Vision

- **In-depth Research**: Provide federal grants to mandate that local port authorities complete electrification feasibility studies for all transport facilities by 2028.
- **Scope Expansion**— Research should extend beyond shore power to encompass the aggregate power demand of port-side vehicles, road transport, and rail electrification.
- **Investment Strategy**— Develop a federal investment strategy that blends public budgets with private financing, utilizing reasonable cost-recovery mechanisms and extended amortization periods to attract capital.

Technical Standardization and Innovation Leadership

- **International Alignment**— Establish a federal task force to accelerate the development of international standards for bulk carriers and tankers ([IEC/IEEE 80005](#)), ensuring Canada has a decisive voice in global regulatory frameworks.
- **Flexible Solutions**— Encourage shipowners and ports to develop innovative "Shore Power Solutions" to address technical constraints and interoperability issues between vessels and shore-side infrastructure.

**International Maritime Organization
Sub-Committee on Human element, Training
and Watchkeeping 12th session (HTW 12)
23 - 27 February 2026**

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Human element, Training and Watchkeeping (HTW)

- The IMO Sub-Committee on Human element, Training and Watchkeeping (HTW) is one of the five Sub-Committees of the International Maritime Organization (IMO).
- HTW mainly manages matters related to the human side of shipping, including training and certification; the review, updating, and revision of IMO model courses; and guidance addressing issues such as fatigue.



Photo by IMO on Flickr

HTW 12 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	7	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
2	Decisions of other IMO bodies	8	Scoping exercise and enhancement of the effectiveness of provisions on fatigue and seafarers' hours of work and rest
3	Validated model training courses	9	Biennial status report and provisional agenda for HTW 13
4	Role of the human element	10	Election of Chair and Vice-Chair for 2027
5	Reports on unlawful practices associated with certificates of competency	11	Any other business
6	Comprehensive review of the 1978 STCW Convention and Code	12	Report to the Maritime Safety Committee

HTW 12 Meeting Highlights

Validated model training courses

Agenda Item 3

- HTW 12 continued to strengthen and integrate the STCW oversight mechanism with the IMO Member State Audit Scheme (IMSAS).
- The role played by qualified personnel/STCW experts in the IMSAS audit teams:
 1. Enhancing the "White List": Improving the effectiveness and robustness of the STCW White List system, including the establishment of a formal mechanism to link audit findings with a State's continued inclusion on the list.
 2. Harmonization of Reporting: Aligning the reporting structures of the STCW Convention and IMSAS to ensure procedural consistency.

More Info

The IMO Member State Audit Scheme (IMSAS) is a mandatory audit framework established by the **IMO** to verify that Member States effectively implement and enforce key international maritime instruments (such as **SOLAS, MARPOL, and STCW**). By periodically evaluating a State's legislative, administrative, and enforcement capabilities, the scheme identifies systemic gaps and assists nations in enhancing their maritime governance and treaty compliance.

II. IMO's Meeting Highlights

STCW oversight and verification processes

Agenda Item 6

- HTW 12 continued its work on strengthening and integrating the STCW oversight mechanism with the IMO Member State Audit Scheme (IMSAS).
- HTW 12 continued to advance the comprehensive review of the STCW Convention and Code to resolve systemic inconsistencies and enhance regulatory standards in light of practical experience and emerging technological developments. During the first phase of this comprehensive review, over 500 gaps requiring action were identified; the second phase will now focus on drafting the necessary amendments to address these findings.
- The comprehensive review process has officially commenced during this session and will continue through the Inter-Sessional Working Group. This meeting has established the framework for the second phase of work, focusing on core issues such as simulator training, updates to Search and Rescue (SAR) requirements, non-technical skills, and digital verification mechanisms.
- Draft amendments to the STCW Convention and Code—specifically Chapter II (Master and Deck Department) and Chapter III (Engine Department)—will be developed to address the identified regulatory gaps.

II. IMO's Meeting Highlights

Training standards for Seafarer on ship using alternative fuels and new technologies (1/2)

Agenda Item 7

- HTW Sub-Committee is responsible for developing seafarer training standards for alternative fuels and emerging technologies, following the progressive development and adoption of various interim technical standards for fuel technologies.
- HTW 12 :
 1. **Methanol/Ethanol:** The *draft Interim Guidelines on Training for Seafarers on Ships Using Methyl/Ethyl Alcohol as Fuel* have been finalized and are expected to be submitted to MSC 111 (May 2026) for approval.
 2. **Ammonia:** The *Interim Guidelines on Training for Seafarers on Ships Using Ammonia as Fuel*
 3. *Interim Guidelines on Training Seafarers for Ships Using Methyl/Ethyl Alcohol (Methanol/Ethanol) as Fuel* have also been finalized and are slated for approval at MSC 111.
- A work plan extending to 2029 to develop seafarer training requirements, prioritized as follows:
 1. Hydrogen fuel cell;
 2. LPG;
 3. Hydrogen;
 4. Battery power;
 5. Wind propulsion systems and wind-assisted power.
- This work plan is a "live document," which will be continuously reviewed and updated during future HTW sessions to reflect actual progress and emerging priorities.

Training standards for Seafarer on ship using alternative fuels and new technologies(2/2)

Agenda Item 7

- **Current Status, Bottlenecks, and the Necessity of Amendments**
 - **Current Status and Bottlenecks:** The existing regulatory framework is built upon the foundational assumption of **fossil fuels (HFO/VLSFO/MGO)** as the primary energy source. Consequently, it is no longer adequate to cover the practical application of **alternative fuels** and **emerging technologies**.
 - **Necessity of Amendments:** The proposed amendments are a "**logical necessity**" of the evolving maritime landscape, aimed at eliminating the gap between current regulations and actual training practices. This involves a systematic restructuring of the "**Competencies**" and "**Knowledge, Understanding, and Proficiency (KUP)**" frameworks.
- **Implementation Timeline and Scope**
 - **Scope:** The review encompasses **Chapter II** (Master and Deck Department), **Chapter III** (Engine Department), and **Chapter IV** (Special Training for Specific Ship Types).
 - **Objective:** To finalize all drafts by **2028** and integrate them into the **STCW Comprehensive Review** process.

II. IMO's Meeting Highlights

The validity of regulations concerning seafarer fatigue and hours of work and rest (1/2)

Agenda Item 8

- Many empirical studies and maritime casualty investigations indicate that **seafarer fatigue** remains a pervasive issue within the shipping industry. Key contributing factors include the falsification of work and rest hour records, unbalanced workload distribution, and practical limitations in inspection and enforcement. These findings highlight the ongoing practical difficulties and systemic challenges faced in the implementation and enforcement of regulations governing seafarers' work/rest hours and fatigue management.
- In accordance with instructions from the MSC, HTW 12 has formally initiated a scoping exercise to evaluate whether the current regulatory framework remains effective and aligned with practical requirements.

II. IMO's Meeting Highlights

The validity of regulations concerning seafarer fatigue and hours of work and rest (2/2)

Agenda Item 8

- At this stage, the relevant documentation required for the subsequent review has been categorized into the following 4 lists:
 1. **Submissions to the IMO:** Documents that contribute to an understanding of the issues and concerns surrounding seafarer fatigue and work/rest hour.
 2. **IMO Instruments:** Existing IMO instruments related to regulations on seafarer fatigue and work/rest hours.
 3. **Other UN Agency Instruments:** Documents from other United Nations bodies—including, but not limited to, the International Labour Organization (ILO)—that directly or indirectly influence IMO regulations on seafarer fatigue and work hours.
 4. **Other Internationally Relevant Documents:** Materials of international significance that assist in providing a holistic understanding of the subject.

Furthermore, HTW 12 noted that conclusions from studies on the effectiveness of the International Safety Management (ISM) Code are of significant reference value, particularly regarding company responsibilities, resource allocation, and safety culture factors influencing fatigue management. The overall work is expected to be completed in 2027.

Recommendation for HTW 12

➤ Strategic Preparation for Alternative Fuel Training Standards

- With the finalized draft of the *Interim Training Guidelines for Methanol/Ethanol and Ammonia-Fueled Ships* at HTW 12 and the scheduled development of training requirements for hydrogen fuel cells, LPG, hydrogen, battery power, and wind-assisted propulsion, it is recommended that the Administration closely monitor the evolution of these standards. An assessment should be conducted to determine whether current seafarer training systems and course frameworks require preemptive adjustments.
- As vessels using alternative fuels increasingly enter commercial service, professional competency requirements—particularly in fuel safety, risk identification, and emergency response—will intensify. A collaborative approach involving government, industry, and academia is suggested to outline future training curricula, ensuring seamless alignment with emerging international frameworks.

Recommendation for HTW 12

- **Monitoring the STCW Comprehensive Review and Simulation Integration**
 - As HTW 12 continues to advance the Comprehensive Review of the STCW Convention and Code, significant institutional adjustments are expected regarding competency standards, the application of simulator training, and emerging risk domains. The Administration is advised to track these regulatory developments and evaluate the necessary adjustments to the domestic seafarer training system.
 - Specifically, the proposal to substitute a portion of sea-going service with simulator training could fundamentally impact the current training hierarchy and onboard internship structures. It is recommended to proactively gather international best practices and conduct policy analysis to serve as a reference for future institutional realignments.

II. IMO's Meeting Highlights

Next HTW Meeting

HTW 13

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



Source: IMO

The background image shows the interior of a ship's bridge. In the foreground, there is a large electronic display showing a map or radar. To the right, a control panel with various buttons and a telephone is visible. In the background, a red digital display shows the letters 'ST'. The entire scene is dimly lit, with some overhead lights visible.

International Maritime Organization
Sub-Committee on Ship Systems and Equipment
12th session (SSE 12)
9th-13th March 2026

II. IMO's Meeting Highlights

Organization Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Ship Systems and Equipment (SSE)

- SSE is one of the seven sub-committees operating under the purview of the five main committees within the International Maritime Organization (IMO).
- SSE is responsible for addressing all matters relating to systems and equipment on all types of ships, vessels, craft, and mobile units covered by IMO instruments. This includes life-saving equipment, appliances, and arrangements; and fire detection and fire extinguishing systems



Photo by IMO on Flickr

SSE 12 Agenda-1

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	7	Development of amendments to paragraph 2.1.2.5 of chapter 5 of the FSS Code on construction requirement for gaskets
2	Decisions of other IMO bodies	8	Revision of the 2010 FTP Code to allow for new fire protection systems and materials
3	New requirements for ventilation of survival craft	9	Review and update SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements
4	Revision of the Revised guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318/Rev.1) to clarify the testing and inspection provisions for CO2 cylinders	10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
5	Revision of SOLAS chapter III and the LSA Code	11	Validated model training courses
6	Amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships	12	Development of amendments to SOLAS chapter II-2 and the FSS Code concerning the detection and control of fires in cargo holds and on the cargo deck of container ships

SSE 12 Agenda-2

Item No.	Agenda	Item No.	Agenda
13	Development of provisions to consider prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting on board ships	18	Biennial status report and provisional agenda for SSE 13
14	Comprehensive review of the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)) to address challenges with their implementation	19	Election of Chair and Vice-Chair for 2027
15	Amendments to the LSA Code for thermal performance of immersion suits	20	Any other business
16	Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles	21	Report to the Maritime Safety Committee
17	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels		

II. IMO's Meeting Highlights

Requirements for new ships to be equipped with self-righting or canopied reversible liferafts

Agenda Item 6

- SSE 12 continued to advance amendments to SOLAS Chapter III and Chapter IV of the LSA Code, with the objective of requiring all new passenger and cargo ships constructed on or after January 1st, 2032, to be equipped with either automatically self-righting or canopied reversible liferafts. This requirement, however, does not apply to liferafts with a carrying capacity of 12 persons or fewer, regardless of whether they are davit-launched.
- For the transitional arrangements, a consensus has been reached in principle passenger ships and cargo ships will respectively have a 3-year and a 5-year transition period to ensure an adequate supply of life rafts and provide sufficient installation time for ships. The relevant amendments are expected to enter into force no earlier than January 1st, 2032.



Revision of the 2010 FTP Code

Agenda Item 8

- SSE 12 agreed on:
 1. SOLAS Regulation II-2/9.3.1 is not the appropriate regulatory location to address the application of plastic piping.
 2. The unified interpretation of SOLAS Regulation II-2/9.3.1 contained in Circular [MSC.1/Circ.1120](#) has fulfilled its purpose and will be revoked upon the adoption of the revised FTP Code.
- Furthermore, SSE 12 had completed the development of the following draft amendments:
 1. The FTP Code will be amended to include new testing procedures for plastic piping in Annex 1, Part 6, with a footnote reference to paragraph 2.2 of the *Guidelines for the Use of Plastic Pipes on Ships* ([Resolution A.753\(18\)](#)). However, as the FTP Code is a non-mandatory instrument and SOLAS does not yet regulate the application of plastic piping, separate amendments to the SOLAS Convention would be required to make these requirements mandatory.
 2. Amendments to **Annex 1, Part 3 of the FTP Code** were drafted to include testing procedures, application rules, and performance standards for “H-class divisions,” “Horizontal A-class hatches,” and “Multipurpose penetrations/transits.”
- The relevant amendments are expected to come into effect on January 1st, 2032.

II. IMO's Meeting Highlights

Draft Amendments to SOLAS Chapter II-2 and the FSS Code: Enhancing Fire Detection and Control for Container Ships

Agenda Item 12

- SSE 12 continued to advance draft amendments to SOLAS Chapter II-2 and the FSS Code to strengthen fire detection and control capabilities in both cargo holds and weather deck cargo areas.
 1. New SOLAS Regulation II-2/7.11:

SSE 12 finalized draft amendments to SOLAS Regulation II-2/7 ("Detection and alarm"), focusing on improving fire localization and confirmation for ships designed to carry containers on or above the weather deck. The requirements are expected to apply to ships constructed on or after January 1st, 2032.
 2. Draft Amendments to SOLAS Regulation II-2/10.7.3.1 (Water Mist Lances):

Progress was made on the draft amendments to SOLAS Regulation II-2/10.7.3.1, specifically updating the carriage requirements for water mist lances. This amendment incorporates flexibility into the applicable rules of Article 7.3, allowing ships built between January 1st, 2016 and January 1st, 2032 to also be subject to the newer requirements. Furthermore, it is clearly stipulated that the water spray guns equipped on ships built on or after January 1st, 2032 shall be self-penetrating type.
 3. Draft guidelines for the design, performance, testing and certification of water mist lance:

A draft guideline has been prepared for the design and construction of water mist spray guns for use on open decks and above container ships.

Fire risks of vessels transporting new energy vehicles

Agenda Item 16

- SSE 12 has revised the draft action plan for enhancing the fire safety of ships carrying New Energy Vehicles (NEVs). This includes a review of relevant scientific research and accident reports to identify potential hazards and gaps in current regulations. According to the revised action plan, the corresponding SOLAS amendments are expected to enter into force on January 1st, 2032.
- Furthermore, a complete set of draft interim guidelines regarding the installation of Video Monitoring Systems (VMS) will be submitted to SSE 13. Simultaneously, the IMO Secretariat will establish a liaison with the United Nations Economic Commission for Europe (UNECE) Working Party 29 (WP.29) to build a collaborative framework. This partnership aims to advance the development of vehicle-side requirements, such as Battery Management Systems (BMS), ensuring integrated safety standards between the automotive and maritime sectors.



Figure 3 SSE 12 Work Plan Milestones

II. IMO's Meeting Highlights

Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels

Agenda Item 17

- The SSE Sub-Committee has been tasked with addressing the safety issues and developing work plans for the following alternative fuels and emerging technologies:
 1. Methyl/ethyl alcohol fuels;
 2. Fischer-Tropsch (FT);
 3. Lithium-Ion Batteries;
 4. Supercapacitor Energy Storage technology;
 5. Swappable traction lithium-ion battery containers;
 6. Advanced Waste Heat Recovery (WHR).
- SSE 12 confirmed that priority should be given to developing **Interim Safety Guidelines for ships utilizing Battery Energy Storage Systems (BESS)**. These guidelines are intended to cover all types of BESS, not limited to lithium-ion batteries, and will employ a **goal-based approach** to maintain flexibility for future technological developments. It was also agreed that work related to BESS would be transferred to the **Sub-Committee on Ship Design and Construction (SDC)** for further action.

II. IMO's Meeting Highlights

Recommendation for PPR 13

1. SSE 12 has enhanced the fire detection and extinguishing capabilities of container ships (such as infrared thermal imagers and water mist guns), and the inspection focus has shifted to the functional and operational verification of equipment. It is recommended that the competent authorities review the current inspection and PSC mechanisms and establish equipment testing and operation standards to ensure consistency in implementation.
2. Alternative fuel and battery energy storage systems adopt a goal-oriented supervision model. In the future, safety needs to be proven by shipowners. It is suggested that the competent authority establish a risk assessment and alternative design review mechanism in advance and cultivate review capabilities to respond to the development trend of new technology ships.
3. The SOLAS II-2 specification has incorporated the existing unified interpretation into its provisions and gradually phased out the circular, indicating that the regulation is moving towards consolidation. It is recommended that the competent authority review the domestic law citation framework, strengthen regulation updates and version control, and reduce the risk of international audits.

II. IMO's Meeting Highlights

Next SSE Meeting

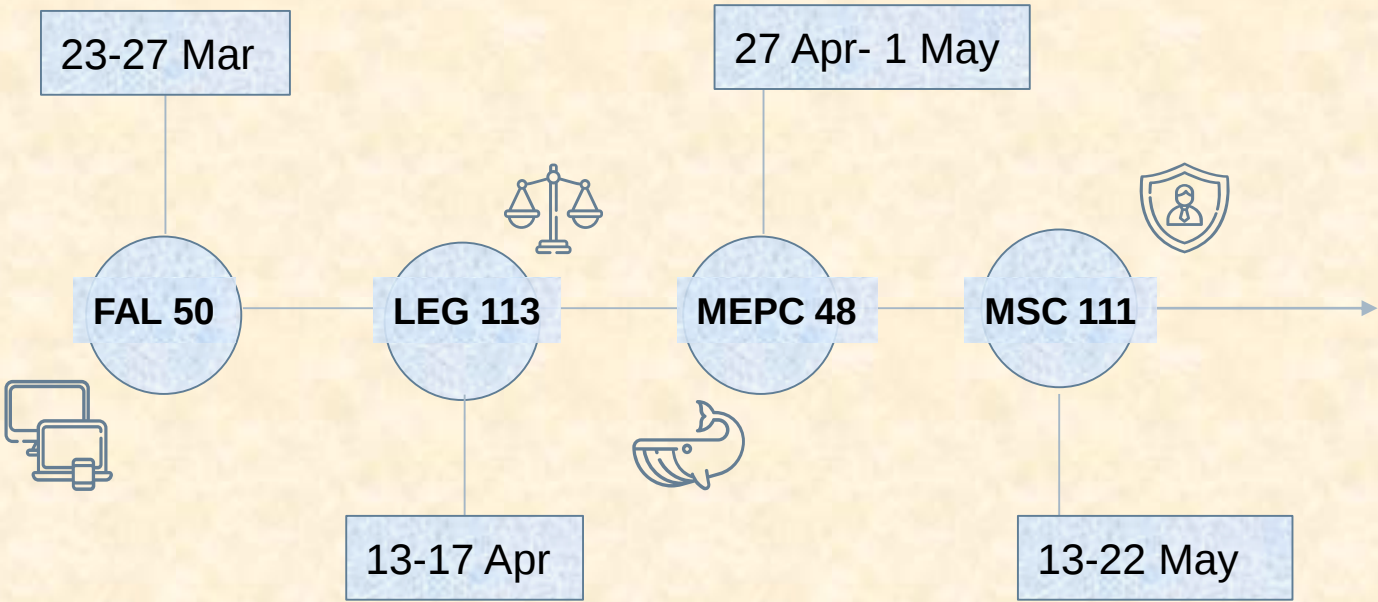
SSE 13 is expected to be from 15th to 19th March of 2027.



Source: IMO

Meeting schedules for IMO

- FAL 50 meeting from March 23rd to 27th 2026.
- LEG 112 meeting from April 13th to 17th 2026.



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Have a nice day. Thank you!

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