

I. IMO Sub-Committee on Human element, Training and Watchkeeping (HTW) 12th session (HTW 12)

The 12th session of HTW was held from February 23rd to 27th, 2026, at IMO Headquarters in London. HTW 12 meeting highlights are as follows:

1. Finalized developing the drafts on *Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel*, and the *Interim guidelines for the safety of ships using ammonia as fuel*.

The Maritime Safety Committee (MSC) has conducted a comprehensive safety review of alternative fuels and emerging technologies required for Greenhouse Gas (GHG) reduction. The objective is to identify regulatory gaps and assign the development of technical guidelines to the relevant sub-committees. Draft guidelines are now being formulated by the various sub-committees under its jurisdiction.

As interim guidelines for various fuels—such as ammonia, hydrogen, and methanol—are being progressively released, HTW is simultaneously developing corresponding seafarer training standards. This ensures that crew members possess the professional competency required to safely operate these new technologies and handle alternative fuels. HTW 12 continues to advance the formulation of seafarer training guidelines:

(1) Methyl/Ethyl Alcohol Fuels: Finalization of Draft Professional Training Guidelines.

- ①. Progress: The draft guidelines have been finalized and are scheduled for submission to MSC 111 in May 2026 for approval.
- ②. Framework: The guidelines are developed based on the framework of *the Interim Guidance on Training for Seafarers on Ships Using Alternative Fuels and Emerging Technologies* ([STCW.7/Circ.25](#)) and on reference to existing training standards for LNG-fueled ships.
- ③. Purpose: To provide a professional training basis for vessels subject to *the Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel* ([MSC.1/Circ.1621](#)). This also clarifies the relationship between "fuel-specific guidelines" and "general guidelines," preventing them from being misinterpreted as independent or mandatory standalone standards.

(2) Ammonia Fuel: Alignment with Gas Carrier Regulations

- ①. Progress: The draft guidelines have been finalized and are expected to be approved at MSC 111 in May 2026.

- ②. **Key Issue:** For vessels subject to *the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels* (IGF Code) and *the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* (IGC Code), the "**one ship, one code**" principle is being applied. The HTW Sub-Committee is currently deliberating how seafarer training standards should apply to gas carriers that carry ammonia as cargo while simultaneously using it as fuel.
- ③. **Technical Synchronization:** The "*Interim Guidelines for the Use of Anhydrous Ammonia Cargo as Fuel*" will also be submitted to MSC 111 for review. However, the scope of application for the corresponding seafarer training remains to be clarified; at this stage, it has not yet been determined whether these specific training guidelines will apply to the crews of such dual-purpose vessels.

(3) HTW Medium-to-Long-Term Work Plan (Post-2029)

SSE 12 has established a "live document" for its work plan, which prioritizes the development of seafarer training requirements based on the maturity of safety and technical regulations:

- ①. **Priority Order:**
- I. Hydrogen Fuel Cells → II. Liquefied Petroleum Gas (LPG) →
III. Hydrogen Fuel → IV. Battery Power →
V. Wind Propulsion and Auxiliary Power.
- ②. **Interlinkage Mechanism:** The establishment of training standards must be grounded on the concrete safety and technical regulations developed by other relevant sub-committees.
- ③. **Specialized Group:** A Correspondence Group has been established to continue drafting the specific training guidelines for the aforementioned technologies prior to the convening of HTW 13 in 2027.

(4) Comprehensive Review for the Systematic Revision of the STCW Convention

- ①. **Background:** The current *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers* (STCW Convention) is predicated on the assumption that vessels are powered by traditional diesel-based fuels. With the commercialization of alternative fuels, this fundamental premise is no longer applicable.
- ②. **Direction of Revision:** A systematic adjustment will be made to the framework

of Competencies and Knowledge, Understanding, and Proficiency (KUP) within the Convention.

- ③. **Timeline:** General amendments to **Chapter II (Master and Deck Department)**, **Chap. III (Engine Department)**, and **Chap. V (Special Training Requirements for Personnel on Certain Types of Ships)** are scheduled to be finalized in 2028 and integrated into the STCW Comprehensive Review process.

2. Continue working on the review of the 1978 STCW Convention and Code

(1) Review Timeline and Current Status

- ①. **Each Phase's Goals:** Phase I has successfully identified over 500 regulatory gaps; Phase II has now begun, with the primary focus on drafting the proposed amendments.
- ②. **Key Timeline:** The comprehensive review is expected to be completed in 2029, with the amendments officially entering into force in 2032.
- ③. **Implementation Mechanism:** Led by the HTW Sub-Committee, the process utilizes intersessional working groups to continuously address and fill the gaps identified in Chapter II (Master/Deck Department) and Chapter III (Engine Department)

(2) Main Framework for Phase II

This review aims to resolve systemic inconsistencies and integrate modern maritime requirements. Core focus areas include simulator training, updated Search and Rescue (SAR) content, non-technical skills, and digital verification mechanisms.

(3) The upcoming revised version will systematically adjust the following practical aspects, 10 Key Issues for deliberation:

- ①. Key issues currently under discussion for potential inclusion in the future revisions of the STCW Convention and Code include:
- ②. How can we more clearly define the circumstances under which training courses must be approved by the Administration (Maritime Authority)?
- ③. What proportion of celestial navigation training should still be retained in the modern navigation environment?
- ④. Can the seagoing time be partially replaced by structured simulator training? ([Note 1](#))
- ⑤. Is the current training in the Electronic Chart Display and Information System (ECDIS) sufficient?
- ⑥. How can we ensure that the seafarers possess the necessary knowledge of

ballast water management (BWM)?

- ⑦. What new teaching and training methods will be recognized within the STCW framework?
- ⑧. Does leadership training reflect modern concepts, such as cultural sensitivity, mental health issues, and modern communication methods?
- ⑨. Are the requirements of existing competency for shipboard maintenance sufficient?
- ⑩. How to update the competency standards related to "new fuels"?
- ⑪. What digital skills should future sailors possess?

The comprehensive review is scheduled for completion in 2029, with the revised STCW Convention and Code expected to enter into force in 2032.

3. Launching the work of the Scoping exercise and enhancement of the effectiveness of provisions on fatigue and seafarers' hours of work and rest standard

(1) Background and Necessity

The scoping exercise to enhance the effectiveness of provisions regarding seafarer fatigue and work and rest hours has officially commenced. Numerous empirical studies and accident investigations indicate that fatigue remains a critical issue in the shipping industry. The core challenge lies in several operational barriers within the current system, including:

- ①. Falsified Records: Instances of "adjustment" or inaccurate reporting of work and rest hour logs.
- ②. Workload Imbalance: Discrepancies between Minimum Safe Manning levels and actual onboard task distribution.
- ③. Enforcement Limitations: Difficulties in effectively implementing inspection and compliance monitoring mechanisms in practice.

(2) Main Objectives of the Scoping Exercise

Following instructions from the Maritime Safety Committee (MSC), the Sub-Committee has formally launched a holistic assessment to review the effectiveness of the existing regulatory framework. The scope of this review spans three international regulatory pillars:

- IMO Instruments ([Resolution A.1047\(27\)](#), etc.)
- STCW Convention
- [ILO Maritime Labour Convention \(MLC, 2006\)](#)

(3) Categorization of Review Documentation

Relevant documents for the subsequent review have been consolidated into the following four categories:

- ①. Diagnostic Category: Research and proposals submitted to the IMO that facilitate the understanding of fatigue and work-hour concerns.
- ②. Regulatory Core: Existing IMO instruments that directly regulate fatigue and work/rest hours.
- ③. Inter-agency Collaboration: Documents led by the International Labour Organization (ILO) that directly or indirectly influence these regulations.
- ④. International Trends: Supplementary documents of international value that contribute to a comprehensive understanding of the issue.

(4) Integrate the conclusions drawn from the research on the effectiveness of the International Safety Management Code (ISM Code)

The HTW sub-committee emphasized that the research conclusions of the ISM Code should be incorporated as a reference, especially in aspects such as corporate responsibility, resource allocation, and safety culture factors that affect fatigue management.

(5) Work Timeline and Expected Outcomes

- ① Implementation Mechanism: Progress will be continuously advanced by a Correspondence Group during the intersessional period.
- ② Key Milestone: The review is expected to be completed by February 2027 (HTW 13), identifying current regulatory gaps and implementation difficulties.
- ③ Final Goal: To conclude the overall project by the end of 2027, providing recommendations for potential regulatory amendments.

4. Completed some of the verification work of multiple IMO Model Courses to assist course developers in planning and designing crew training programs

(1) List of Validated Model Courses

This session of the Sub-Committee has officially validated and approved the following three updated model courses:

- ① Model Course 1.21: Personal Safety and Social Responsibilities;
- ② Model Course 1.37: Chemical Tanker Cargo and Ballast Handling Simulator;
- ③ Model Course 2.06: Oil Tanker Cargo and Ballast Handling Simulator.

(2) Core Revision Focus: Strengthening Workplace Safety Culture

Key new competency items have been integrated into Model Course 1.21:

- ① Prevention of Bullying and Harassment: Explicit inclusion of practical competencies for preventing and responding to sexual harassment, bullying, and sexual assault (SHBB).
- ② Comprehensive Implementation: These requirements have been simultaneously incorporated into all new versions of Basic Safety Training

(BST) courses, demonstrating the IMO's commitment to psychological safety and human rights on board.

(3) Course Integration and Resource Optimization

During the review of tanker-related courses (Model Courses 1.37 and 2.06), the Sub-Committee identified functional overlaps with other existing model courses.

Follow-up Action: A systematic integration is planned for future revision cycles to eliminate training redundancies and enhance instructional efficiency.

(4) Strengthening Expert Participation Mechanisms

To enhance the professionalism and rigor of the review process, the Sub-Committee proposed measures to bolster expert involvement:

- ① Participation Channels: Individuals with relevant professional backgrounds are encouraged to express their interest in participating through their respective Flag State Administrations.
- ② Expert Roster: Those interested in supporting the review mechanism may apply to be included in relevant Expert Groups to contribute direct technical and practical experience.

Note 1: Although opinions vary among members, the current STCW Convention allows competent authorities to approve alternative training arrangements, and some countries have adopted such practices. However, at present, there is still a lack of consistent standards and security guarantee mechanisms.

Future work will prioritize the development of clear approval criteria, the setting of specific limits on the Seagoing Service that can be replaced, and the enforcement of quality assurance for both simulator equipment and curricula, all while maintaining the principle that simulator-based training must remain a complement to, rather than a total replacement for, actual onboard experience.

References:

1. BIMCO, HTW 12: IMO advances seafarer training and launches new fatigue management initiative. <https://www.bimco.org/news-insights/bimco-news/2026/03/03-htw/>
2. Det Norske Veritas (DNV), IMO Sub-Committee on Human Element, Training and Watchkeeping (HTW 12). <https://www.dnv.com/news/2026/imo-sub-committee-on-human-element-training-and-watchkeeping-htw-12/>
3. IMO, Sub-Committee on Human Element, Training and Watchkeeping (HTW 12) - Opening remarks. <https://www.imo.org/en/mediacentre/secretarygeneral/pages/htw12-opening-remarks.aspx>
4. Lloyd's Register (LR), HTW 12 Summary Report. <https://maritime.lr.org/e/941163/HTW-12-Summary-Report/czdxw/1111892465/h/xC4ZVoprvmleNypq8sfwFYvtJk-h6cNJUIcw9xx66Tg>
5. SAFETY4SEA. IMO HTW 12: Key outcomes. <https://safety4sea.com/imo-htw-12-key-outcomes/>

II. IMO Sub-Committee on Ship Systems and Equipment (SSE), 12th session (SSE 12) Meeting Highlights

The Sub-Committee on Ship Systems and Equipment (SSE) is mainly 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.

The 12th session of the Sub-committee SSE was held from 9th to 13th March 2026 at the IMO Headquarters in London. The highlights of the meetings are as follows:

1. SSE 12 continued to advance the review and revision of SOLAS Regulation II-2/9 to incorporate existing guidelines and clarify related requirements. This session reached the following agreements:

- (1) Deferred Reference to [MSC.1/Circ.917](#): It was determined that referencing MSC.1/Circ.917 (*Guidelines on Fire Safety Construction in Accommodation Areas*) in the *International Convention for the Safety of Life at Sea* (SOLAS) Regulation II-2/9.2.2.2.3 is currently inappropriate, as the circular requires further review and updating. This initiative must be progressed through a separate new output proposal.
- (2) Regulatory Consistency for Dumb Waiters: A draft amendment was agreed upon to harmonize regulations for "dumb waiters" across all ship types.
- (3) Update to Fire Integrity Tables (Tables 9.1 to 9.8): The notes for the tables regarding the "Fire Integrity of Bulkheads and Decks" in SOLAS Regulation II-2/9 will be updated and reformatted to prevent confusion with existing SOLAS footnotes.
- (4) Revision of Definitions (SOLAS Regulation II-2/3): Adjustments to the definitions of "accommodation spaces" and "service spaces" were agreed upon to ensure greater clarity.
- (5) Phase out the Unified Interpretations that are no longer applicable: Circulars MSC.1/Circ.1203 (Unified Interpretation of SOLAS Regulation II-2/9.3.1) and MSC.1/Circ.1120 (Unified Interpretations of SOLAS Regulations II-2/9.4.1.1.8 and 9.7.3.1.2) have fulfilled their intended purposes and will be superseded and no longer applicable once the current revisions are finalized.

SSE 12 has agreed to the draft amendments, which integrate these existing guidelines directly into the SOLAS Convention. This ensures global consistency in implementation and establishes a single, definitive basis for compliance. The draft amendments for SOLAS Regulations II-2/3 and II-2/9 have been finalized and are expected to be approved at MSC 112, with formal adoption to follow at MSC 113.

2. New requirements for ventilation of partially enclosed lifeboats (PELBs).

MSC 107 has adopted amendments to the International Life-Saving Appliance Code (LSA Code) that mandate that totally enclosed lifeboats be equipped with a ventilation system. These amendments entered into force on January 1, 2026, and apply to lifeboats installed on or after January 1st, 2029.

SSE 12 had progressed draft amendments to **Chapter IV of the LSA Code** and *the Revised Recommendation on Testing of Life-saving Appliances* ([Resolution MSC.81\(70\)](#)). The proposed addition of **paragraph 4.5.5** aims to extend similar ventilation requirements to **partially enclosed lifeboats**. These lifeboats must possess sufficient ventilation capacity to maintain CO₂ concentrations below **5,000 ppm** when all entrances are closed, taking into account the total number of persons the lifeboat is certified to carry. This requirement must be achieved through one of the following methods:

- (1) Implementation of a forced/mechanical ventilation system, providing a minimum airflow of 5 m³/hour per person for a continuous duration of at least 24 hours; or
- (2) Installation of ventilation openings at both ends of the lifeboat, positioned as high as practicable, with a total cross-sectional area of at least 0.015 m² per person; or
- (3) Adoption of other suitable arrangements to ensure that CO₂ concentrations do not exceed 5,000 ppm.

Furthermore, SSE 12 has instructed the Correspondence Group to develop corresponding amendments to [MSC.1/Circ.1630/Rev.3](#) prior to the convening of SSE 13 in 2027.

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

SSE 12 continues to advance amendments to SOLAS Chapter III and Chapter IV of the International Life-Saving Appliance Code (LSA Code), with the objective of requiring all newly constructed passenger and cargo ships from January 1st, 2032, to be equipped with automatically self-righting or canopied reversible life-rafts. However, liferafts with a carrying capacity of 12 persons or fewer (regardless of whether they are davit-launched) are exempt from this requirement.

- (1) Draft Amendments to SOLAS Chapter III (Life-saving Appliances and Arrangements):
 - ①. New Application Clause: A new provision has been added to clearly establish the baseline as "ships constructed on or after [date]," reflecting that these new requirements apply strictly to newbuilds.
 - ②. Retention of the "Replacement" Concept: The concept of "replaced on or after [date]" has been retained to ensure that existing vessels are not mandated to meet the new requirements when simply replacing their existing liferafts.
- (2) Draft Amendments to LSA Code Chapter IV (Survival Craft):

- ①. Amendment to Section 4.2.5 "Stability of Inflatable Liferafts": Automatically self-righting or canopied reversible liferafts are now specifically excluded from the scope of application of paragraphs 4.2.5.2 and 4.2.6.2.
- ②. Addition of Section 4.2-1 "Additional Requirements for Automatically Self-righting and Canopied Reversible Liferafts": This new section covers:
 - I. Stable and safe operational performance.
 - II. Self-draining arrangements.
 - III. Automatically self-righting capability.
 - IV. Requirement for a canopy structure on both sides of the main body.
 - V. Configuration requirements ensuring easy access to liferaft equipment.

Regarding transitional arrangements, a consensus has been reached in principle: following the entry into force of the new regulations, a grace period of 3 years for passenger ships and 5 years for cargo ships will be granted. This is to ensure an adequate supply of liferafts and to provide vessels with sufficient time for installation. These amendments are expected to enter into force no earlier than January 1st, 2032.

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

Recent fire incidents in container ship cargo holds have highlighted ongoing technical challenges in locating, controlling, and extinguishing fires, as well as operational issues such as mis-declared cargo. This session 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. Key requirements include:

- **Portable Infrared Thermal Imagers:** Mandatory provision, including specific requirements for quantity, storage, testing, and functional performance.
- **Standards:** Reference to relevant international or recognized standards.
- **Application:** These 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**:

- **Flexible Application:** The amendments to Regulation 7.3 introduce flexibility,

allowing ships constructed between **January 1st, 2016, and January 1st, 2032**, to comply with the newer standards.

- **Mandatory Design:** For ships constructed on or after **January 1st, 2032**, it is explicitly mandated that all provided water mist lances must be of the **self-penetrating type**.

(3) Draft Guidelines for Water Mist Lances

Draft guidelines have been formulated for the design, performance, testing, and approval of water mist lances intended for ships carrying containers on or above the weather deck. These guidelines address:

- **Extended Reach:** Requirements for extended operating distances.
- **Technical Specifications:** Definitions and core technical criteria, including corrosion resistance, operational methods, and extinguishing effectiveness.
- **Safety & Logistics:** Measures to reduce risks to firefighting personnel, along with requirements for operating manuals and transportability.

5. Revision of the 2010 FTP Code

SSE 12 reviewed the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code), which prescribes the test methods to be utilized by laboratories for the testing and evaluation of various products—including bulkheads, ceilings, doors, surface materials, and penetrations—to verify their compliance with the fire safety requirements of the SOLAS Convention. It's associated with fire test procedures to incorporate applications for new fire protection systems and materials. The meeting agreed upon the following:

- (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.”

Ongoing work will be advanced by the Correspondence Group and is expected to be further discussed at SSE 13 in March 2027, while the relevant amendments are expected to come into effect on January 1st, 2032.

6. Fire risks of vessels transporting new energy vehicles

SSE 12 has revised the draft action plan to enhance the fire safety of ships carrying **New Energy Vehicles (NEVs)**. This involves a holistic assessment of fire protection, fire detection, and fire extinction arrangements in vehicle spaces, special category spaces, and Ro-Ro spaces. The scope includes reviewing scientific research and accident reports to identify potential hazards and regulatory gaps. According to the revised action plan, the corresponding **SOLAS amendments** are expected to enter into force on **January 1st, 2032**.

In updating the work plan, it was noted that while fire safety regulations for ships carrying NEVs (such as **Battery Electric Vehicles, BEVs**) apply to various vessel types—including car carriers, ro-ro ships, and Ro-Pax vessels—priority should be given to the ship type with a higher frequency of reported incidents: **Pure Car and Truck Carriers (PCTCs)**.

Consequently, the work plan incorporates the following key milestones (Figure 1):

- ①. **2028 (MSC 114)**: Priority approval of **Interim Guidelines** on fire safety specifically for car carriers.
- ②. **2028 (MSC 114)**: Expected approval of Interim Guidelines for video-based monitoring and detection systems for ships carrying NEVs.
- ③. **2029 (SSE 15)**: Evaluation of whether the interim guidelines and SOLAS amendments developed for car carriers should be extended to other types of Ro-Ro ships.
- ④. **2030 (MSC 116)**: Expected adoption of the draft SOLAS amendments, with an entry-into-force date of **January 1st, 2032**.



Figure 1 SSE 12 Work Plan Milestones

In addition, 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)**, to ensure integrated safety standards between the automotive and maritime sectors.

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

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.

The draft work plan established during this session includes the following key milestones:

- (1) **SSE 13 (2027)**: Develop or identify appropriate standards under the **FSS Code** for the certification of water-based and gas fire-extinguishing systems used for alcohol fires. These are expected to be approved at MSC 115 (2028) and adopted at MSC 116 (2029).
- (2) **SSE 14 (2028)**: Draft amendments to **SOLAS Chapter II-2, Part B**, and, if necessary, revise [MSC.1/Circ.1321](#) (*Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms*) to incorporate safety requirements for FT diesel. (Note: The auto-ignition temperature of **FT diesel** is approximately 208°C, which is lower than the maximum surface temperature permitted under SOLAS.) These are expected to be **approved at MSC 116 (2029)** and **adopted at MSC 117 (2030)**.
- (3) **SSE 15 (2029)**: Develop Interim Safety Guidelines for Advanced Waste Heat Recovery Systems. These guidelines must at least address the flammability and toxicity risks posed by the system's circulating media, taking their flashpoints into account. **Approval is expected at MSC 118 (2030)**

References:

1. American Bureau of Shipping (ABS), News Brief: SSE 12.
<https://ww2.eagle.org/content/dam/eagle/regulatory-news/2026/PPR%2013%20Brief.pdf>
2. Bureau Veritas (BV). Ship Systems and Equipment Sub-Committee 12th (SSE 12)

Summary Report, Class & Statutory. <https://marine-offshore.bureauveritas.com/newsroom/ship-systems-and-equipment-sub-committee-12th-sse-12-summary-report>

3. Det Norske Veritas (DNV). IMO Sub-Committee on Ship Systems and Equipment (SSE 12). <https://www.dnv.com/news/2026/imo-sub-committee-on-ship-systems-and-equipment-sse-12/>
4. Lloyd's Register (LR). SSE 12 Summary Report. <https://maritime.lr.org/SSE-12-Summary-Report>
5. SAFETY4SEA. IMO SSE 12: Key outcomes. <https://safety4sea.com/imo-sse-12-key-outcomes/>
6. InterManager. Summary report on IMO Sub-Committee meeting SSE 12. <https://www.intermanager.org/2026/03/imo-sub-committee-ship-systems-equipment-meeting-sse-12-9-13-march-2026-168863/>