I. IMO Sub-Committee on Ship Systems and Equipment, 11th session (SSE 11)

SSE 11th session was held from 24 to 28 February 2025 at the IMO Headquarters in London. Key outcomes for SSE 11 are as follows:

1. Finalized the draft amendments to the International Life-Saving Appliance Code (LSA Code)

The draft amendments on the development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat.

A draft unified interpretation of paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code - Manual hoisting of a dedicated rescue boat was agreed to clarify that, for cargo ships, manual hoisting of a dedicated rescue boat should be considered as part of launching preparation, but not part of the launching process. The Unified Interpretations will become circulars and be forwarded to MSC 110 for approval.

2. Test procedure for the lifejacket buoyancy test

SSE 11 agreed draft amendments to resolution MSC.81(70) and MSC.1/Circ.1628/Rev.1, to improve the test procedure for the lifejacket buoyancy test and make acceptance criteria consistent with the LSA Code.

The buoyancy test of the lifejacket should be measured before and after 24h complete submersion to just below the surface in fresh water. After submerging the lifejacket, care should be taken to remove the air trapped in the lifejacket and stabilize prior to recording the initial buoyancy. And the difference between the initial and final buoyancy should not exceed 5% reduction from the initial buoyancy.

The amendments are expected to be adopted at MSC 110(June 2025).

3. Maintenance and testing of life-saving appliances

In Resolution MSC.402(96), SSE 11 agreed in principle to the following draft of new definitions for “Make,” “Type,” “Model,” and “Series”[1], to clarify which equipment LSA

[1] Derived from Korean Register (KR) SSE 11 News Flash, prepared as follows:

- Make – original manufacturer of the type, model and series of equipment, as referred to on the approval certificate and/or ID plate, as appropriate

service providers are authorized to work on. SSE 11 also invited ISO to update ISO 23678:2022 (Ships and marine technology)to align with the draft of the new definitions, so that the standard could be considered referenced by a footnote in Resolution MSC.402(96).

4. Revision of the Code of Practice for Atmospheric Oil Mist Detectors

Atmospheric oil mist has a high connection to the engine room. Engine room fires remain the most frequent fire on board ships, with oil spray or mist leaking onto hot surfaces being a primary cause.

SSE 11 has finalized the revision of the *Code of Practice for atmospheric oil mist detectors* (MSC.1/Circ.1086), with a view to approval by MSC 110. This code of practice aims to enhance safety in maritime operations by addressing the fire risks associated with oil mist (tiny droplets of oil suspended in the air) in engine rooms. Since the Code of Practice was adopted in 2003, reflecting the experiences, practical operations, and technologies in the marine sector, many things have changed, and great improvement. Therefore, it is necessary to update with current practice and regulations. The draft revision will be submitted to MSC 110 (June 2025) for approval.

5. Unified Interpretation for the implementation of the PFOS ban

SSE 11 agreed to a draft UI of SOLAS Regulation II-2/10.11 and Regulation 7.9.4 of the 1994 and 2000 International Code of Safety for High-Speed Craft (HSC Codes) to clarify how compliance with the requirements to prohibit PFOS will be demonstrated for both new and existing ships. Both of regulation clarify the meaning as below:

- The phrase "fire-extinguishing media" should include firefighting foams.
- The phrase "containing perfluorooctane sulfonic acid (PFOS)" should mean present in concentrations of PFOS above 10 mg/kg (0.001 percent by weight).
- Verification that "extinguishing media containing PFOS" are not used or stored on ships, should require the authority or its recognized organization (RO) to review the maker's declaration or laboratory test reports for the extinguishing media covered by

---

- Type – category of equipment having common functional or design characteristics;
- Model – a specific version of a particular make and type, as referred to on the approval certificate and/or ID plate, as appropriate;
- Series – a specific range of models from the same manufacturer that have equivalent design;

the SOLAS Convention

- The declaration issued by the foam maker should contain information about the foam, such as, but not limited to: foam type, production period, batch Number, reference to type approval/MED Certificate for the foam.
- Extinguishing media that were installed before 1 January 2026, where the maker's declaration or laboratory test reports are not available, sampling and testing of the extinguishing media on board, and they should be required to be conducted in accordance with a recognized standard.

References:

1. American Bureau of Shipping (ABS), News Brief: SSE 11. https://absinfo.eagle.org/acton/ct/16130/s-1070-2503/Bct/l-0d79/l-0d79:1a4b/ct4_0/1/lu?sid=TV2%3Ao9JE86EJa
2. Bureau Veritas Marine & Offshore (BV), Ship Systems and Equipment Sub-Committee 11th (SSE 11) Summary Report. Class & Statutory. https://cdn1-marine-offshore.bureauveritas.com/sites/g/files/zypfnx136/files/media/document/SSE%2011%20BV%20Summary%20Report.pdf
3. Det Norske Veritas (DNV), IMO Sub-Committee on Ship Systems and Equipment (SSE 11). News from DNV. https://www.dnv.com/news/imo-sub-committee-on-ship-systems-and-equipment-sse-11/
4. InterManager, Summary report on IMO Sub-Committee meeting SSE 11. https://www.intermanager.org/wp/wp-content/uploads/2025/03/IMO%20SUB-COMMITTEE%20ON%20SHIP%20SYSTEMS%20AND%20EQUIPMENT,%2024-28%20February%202025.pdf
5. Korean Register (KR), IMO News Flash SSE 11. https://www.krs.co.kr/TECHNICAL_FILE/SSE%2011%20News%20Flash(E)_1(0).pdf
6. Lloyd's Register (LR), SSE 11 Summary Report. https://maritime.lr.org/SSE-11-Summary-Report
7. IMO, Sub-Committee on Ship Systems and Equipment, 11th session (SSE 11), 24-28 February 2025. https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/SSE-11th-session.aspx

II. IMO Facilitation Committee 49th session (FAL 49) Meeting Highlights

IMO S Facilitation Committee 49th session (FAL 49) was held from 10th to 14th March 2025. Key outcomes from the meeting are as follows:

1. Approved the New IMO Compendium on Facilitation and Electronic Business

FAL 49 approved a new version of the IMO Compendium on Facilitation and Electronic Business. The IMO Compendium is a reference model to ensure maritime data is standardized and consistently formatted, and can be recognized and understood across the ships' IT systems. It is to facilitate smooth operations, improve the process of port calls, and support Maritime Single Windows (MSWs). The revision includes new IMO data sets related to the following:

(1) Electronic bunker delivery note;

(2) Electronic bill of landing;

(3) Transport of dangerous goods;

(4) Container inspection programme.

The new version also included IMO dataset on fuel oil consumption and CII reporting.

The work to maintain the IMO Compendium is carried out by the Expert Group on Data Harmonization (EGDH). FAL instructed the EGDH group to provide additional guidance on how to use the compendium and propose sub-models to be included. IMO data sets will be considered by EGDH in the future as follows:

(1) Crew certificates;

(2) Meteorological and oceanographic data collected by use of Voluntary Observing Ships;

(3) Delivery bill for mail consignment;

(4) Ship sanitation control certificate.

FAL 49 formed a correspondent group to work on the drafting and development of high-level business process flows and descriptions for each dataset in the IMO Compendium. The group will further report to FAL 50.

2. Development of the new Guidelines on Electronic Certificates

FAL 49 has approved the joint FAL-LEG-MEPC-MSC *Guidelines for the use of electronic certificates*, and it will be forwarded to MEPC 83, MSC 110, and LEG 112 for concurrent approval. The content may include:

- A list of features that electronic certificates need to have (recognized and accepted format, protected from edits, provided with a unique ID number, etc.);
- Instructions for verification, notification, acceptance, implementation, and security.

The government and the port authority will need to communicate which certificates, taken from the list in FAL.2/Circ.133-MEPC.1/Circ.902-MSC.1/Circ.1646-LEG.2/Circ.4, will be issued by them or on their behalf, in an electronic form. All stakeholders, including Port State Control officers (PSCOs), should accept such electronic certificates then. The strategy will include different areas of IMO's work and is expected to be adopted by the IMO Assembly by the end of 2027, during its 35th Session.

3. IMO Strategy on Maritime Digitalization

FAL has approved the work plan for the development of a comprehensive IMO Strategy on Maritime Digitalization, which aims at harnessing emerging technologies to enhance efficiency, safety, and sustainability in the shipping industry.

FAL formed a Correspondence Group to continue work to define the strategy's scope, key objectives, and implementation framework. The Correspondence Group will work over the coming year to identify existing and emerging technologies, standards, and methodologies that can support maritime digitalization, while ensuring alignment across IMO's various committees, and will submit a report for consideration at the next session Committee (FAL 50).

4. Approved the revision of the Maritime Autonomous Surface Ships (MASS) road map

The non-mandatory International Code of Safety for Maritime Autonomous Surface Ships (MASS Code) will be finalized and adopted in MSC 111, and FAL expects it will enter into force in 2026.

For the next step, it will then be followed by an experience-building phase (its framework is expected to be developed at MSC 112), which will form the basis for future developments on a new mandatory MASS Code. The earliest date for the Code to enter into force will be in 2032. MSC 108 (2024) gave an instruction to the FAL Committee to revise the MASS Code road map, taking into account any other relevant issues.

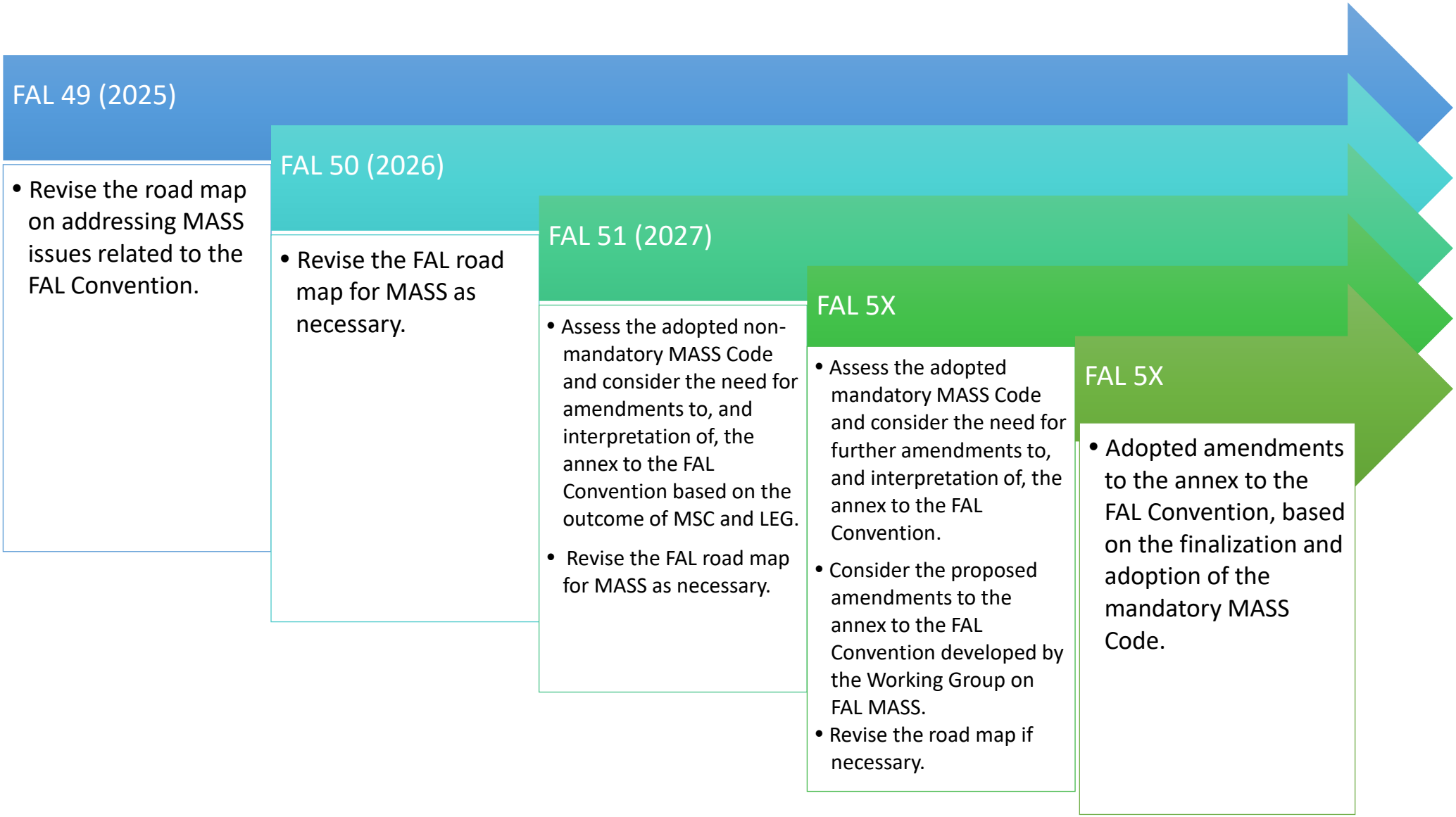

Figure 1: FAL 49 the revision of MASS road map

5. Revision of the Guidelines on maritime cyber risk management and identification of next steps to enhance maritime cybersecurity

MSC 108 approved draft amendments to the 2017 *Guidelines on Maritime Cyber Risk Management* (MSC-FAL.1/Circ.3/Rev.2), and FAL 49 has approved the draft amendments as MSC-FAL.1/Circ.3/Rev.3. The amendments include additional key definitions, expansion of the elements of cyber risk management and additional information on the standards and best practices for implementation of cyber risk management.

Currently, FAL 49 hasn't received further proposals on increasing maritime cybersecurity, and the work will extend to 2026. As a result, a new work item to introduce mandatory cybersecurity measures within the Maritime Single Window was agreed. FAL 50 will begin the development.

References:

1. IMO, Facilitation Committee (FAL), 49th session, 10-14 March 2025. https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/FAL-49th-session.aspx
2. InterManager, Summary report on Facilitation Committee (FAL 49). https://www.intermanager.org/wp/wp-content/uploads/2025/03/IMO%20FACILITATION%20COMMITTEE%20(FAL%2049),%2010-14%20MARCH%202025.pdf
3. Lloyd's Register (LR), FAL 49 Summary Report. https://maritime.lr.org/FAL-49-Summary-Report
4. 大連海事大學，〈IMO 便利運輸委員會第 49 屆會議召開〉，檢視時間：2025 年 4 月 8 日。網址：https://imcrc.dlmu.edu.cn/info/1128/8699.htm。