# Türk Loydu Summary Report -SSE 12

MARCH 2026 TLR /SSE 12

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The 12th session of the IMO Sub-Committee on Ship Systems and Equipment (SSE) was held from 09 to 13 March 2026 in London. Decisions and discussions have been summarized hereunder.

**New Requirements for Ventilation of Survival Craft**

SSE 12 progressed draft amendments to the LSA Code introducing ventilation requirements for partially enclosed lifeboats. The proposed amendments require that $CO_2$ concentration within survival craft shall not exceed 5,000 ppm. This may be achieved through mechanical ventilation or equivalent passive arrangements.

The work will continue intersessionally, with expected completion in future sessions and a potential entry into force around 2032.

**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**

SSE 12 progressed draft amendments to SOLAS Chapter III and LSA Code to extend the requirement for self-righting or canopied reversible liferafts to new cargo and passenger ships.

The requirement is expected to apply to liferafts with a capacity exceeding 12 persons. The Sub-Committee also agreed to further consider:

- application to the 2000 HSC Code,
- development of requirements for rigid liferafts.

Further work will continue in a Correspondence Group.

**DEVELOPMENT OF AMENDMENTS TO PARAGRAPH 2.1.2.5 OF CHAPTER 5 OF THE FSS CODE ON CONSTRUCTION REQUIREMENT FOR GASKETS**

The Sub-Committee agreed to revisions to paragraph 2.1.2.5 of chapter 5 of the FSS Code which excludes gaskets from the requirement to be constructed of materials with a melting temperature exceeding 925°C, applicable to both new and existing ships, for approval by MSC 112 and subsequent adoption by MSC 113.

**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 $CO_2$ Cylinders**

The Sub-Committee finalized draft revisions to MSC.1/Circ.1318 to clarify testing and inspection requirements for fixed $CO_2$ fire-extinguishing systems.

The revised provisions include clarification of hydrostatic testing intervals not exceeding 10 years, expanded inspection requirements for system components, and confirmation of the manufacturing date as the reference for determining testing schedules. The draft amendments will be submitted to MSC 112 for approval.

**Revision Of SOLAS Chapter III and the LSA Code**

The Sub-Committee continued its comprehensive revision of SOLAS Chapter III and the LSA Code, adopting a goal-based approach structured around the different phases of evacuation and rescue.

- Phase I - Alarm
- Phase II - Proceed to embarkation
- Phase III - Embarkation
- Phase IV - Abandonment to safe position
- Phase V - Waiting for rescue
- Phase VI - Person in water
- Phase VII - Person overboard
- Phase VIII - Retrieval to survival craft
- Phase IX - Retrieval from survival craft
- Phase X - Transfer (of a person)

At this stage, functional requirements have been developed for Phases I to III. SSE 12 considered the necessary working arrangements to further advance the development of functional requirements and expected performance criteria for life-saving appliances, with ongoing work planned up to 2030. It was also acknowledged that the overall scope of the revision can only be fully determined following the completion of a comprehensive gap analysis. Any resulting amendments to SOLAS are not expected to enter into force before 2036 at the earliest.

**Revision of the 2010 FTP Code to Allow for New Fire Protection Systems and Materials**

The Sub-Committee progressed the revision of the 2010 FTP Code to accommodate new fire protection systems and materials, taking into account developments since its entry into force.

Draft amendments introduce test procedures for plastic pipes in Annex 1, Part 6, with reference to existing IMO guidelines. However, as SOLAS does not explicitly address plastic pipes, these provisions remain non-mandatory at this stage.

Further work is ongoing for:

- "H"-class divisions,
- horizontal A-class hatches,
- penetrations and transits.

The work was not finalized due to time constraints and will continue in a Correspondence Group.

**Review and Update SOLAS Regulation II-2/9 on Containment of Fire to Incorporate Existing Guidance and Clarify Requirements**

The Sub-Committee finalized draft amendments to SOLAS Regulation II-2/9 with the objective of incorporating existing guidance and unified interpretations into the mandatory framework. This work is intended to enhance clarity, ensure consistent implementation and reduce reliance on multiple circulars.

The amendments introduce refinements to fire integrity requirements, including provisions related to stairways, ventilation ducts and specific space definitions. The draft amendments will be submitted to MSC 112 for approval, with subsequent adoption expected at MSC 113.

**Validated model training courses**

The Sub-Committee validated the revised Model Course 3.06 on Survey of Life-Saving Appliances and Arrangements.

**Development of Amendments to SOLAS Chapter II-2 and the FSS Code Concerning Detection and Control of Fires in Cargo Holds and on the Cargo Deck of Containerships**

SSE 12 made notable progress in strengthening fire safety in cargo holds and on-deck container areas, addressing both detection and firefighting challenges. Draft amendments to SOLAS Chapter II-2 were finalized concerning portable infrared thermal imagers and water mist lances. In addition, draft guidelines for the design, performance, testing and approval of water mist lances were developed.

The Sub-Committee agreed that:

- water mist lances installed on ships constructed on or after 1 January 2032 should be of self-penetrating type,
- ships constructed before this date may apply either existing or updated requirements,
- further technical aspects will continue to be addressed intersessionally.

**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**

The Sub-Committee continued its work on evaluating fire risks associated with ships carrying new-energy vehicles, particularly those powered by lithium-ion batteries. An updated action plan was agreed, prioritizing Pure Car and Truck Carriers (PCTCs), reflecting the higher number of reported incidents in this ship type. The Sub-Committee agreed to develop:

- interim guidelines on fire safety measures for vehicle carriers,
- interim guidelines on video-based monitoring and detection systems.

These guidelines are developed with a target entry into force around 2032.

**Development of Provisions to Consider Prohibiting the Use of Fire-Fighting Foams Containıng Fluorinated Substances, in Addition to PFOS, for Fire-Fighting On Board Ships**

The Sub-Committee considered proposals to extend the existing prohibition of PFOS to include other fluorinated substances (PFAS) used in fire-fighting foams. No consensus was reached at this session. The matter will be further considered in a Correspondence Group, taking into account regulatory developments and potential operational implications.

**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**

The Sub-Committee progressed draft amendments to paragraph 7.1.1 specifying that service personnel must be certified under a program that is not inferior to standards accepted by the IMO. This certification must now be specific to each make, type, model, and series of equipment being serviced. The Sub-Committee also decided to delete the footnote reference to ISO 23678-1:2022.

The Sub-Committee was unable to finalize a complete list of issues related to the resolution's implementation and this task has been referred back to a correspondence group for further development.

**Amendments to the LSA Code for Thermal Performance of Immersion Suits**

The Sub-Committee considered proposals to evaluate the thermal performance of immersion suits using thermal manikins as an alternative to human testing. It was agreed in principle to adopt thermal resistance (Clo values) as an acceptance criterion. Further development of testing methodologies will continue at SSE 13.

**Development of a Safety Regulatory Framework to Support The Reduction of GHG Emissions from Ships Using New Technologies and Alternative Fuels**

The Sub-Committee established a structured work plan to support the safe implementation of new technologies and alternative fuels, in line with IMO decarbonization objectives.

The work plan includes:

- battery energy storage systems,
- methyl/ethyl alcohol fuels,
- Fischer-Tropsch diesel fuels,
- advanced waste heat recovery systems.

Battery-related work will be further developed under the SDC Sub-Committee, while SSE will continue to address associated fire safety aspects.

## Any Other Business (LSA Matters)

The Sub-Committee finalized draft amendments in MSC.1/Circ.1628/Rev.4, MSC.1/Circ.1629, MSC.1/Circ.1630/Rev.3 and MSC.1/Circ.1633 together with the associated draft MSC circulars related to "Temperature cycling test – test data sheets" contained.

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