

# IMO'S SUB COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT (SSE)

12<sup>th</sup> Session, 09<sup>th</sup> – 13<sup>th</sup> March 2026

Session Outcome



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## **IMO SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT (SSE)- 12<sup>th</sup> session**

The 12<sup>th</sup> Session of IMO's Sub-Committee on Ship Systems and Equipment was held from 09 – 13 March 2026.

### **Concise Summary of Important Decisions made**

SSE 12 sub-committee agreed to the following:

- ✓ draft revised guidelines for the maintenance and inspection of fixed carbon dioxide fire extinguishing systems, clarifying the testing and inspection provisions for CO<sub>2</sub> cylinders with a view to approval by MSC 112, (MSC.1/Circ. 1318/Rev.2);
- ✓ draft amendments to the 2010 FTP Code, to introduce tests for plastic pipes in annex 1, part 6;
- ✓ draft amendments to SOLAS regulations II-2/3 and 9, incorporating pre-existing guidance in the mandatory text;
- ✓ draft amendments to SOLAS regulation II-2/7.11 on portable infrared (IR) thermal imager;
- ✓ draft amendments to SOLAS regulation II-2/10.7.3.1 on water mist lances;
- ✓ draft guidelines for the design, performance, testing and approval of water mist lances, (to be completed on onboard testing by III 12) with a view to approval by MSC 112;
- ✓ draft amendment to paragraph 2.1.2.5 of chapter 5 of the FSS Code on construction requirements for gaskets, with a view to approval at MSC 112 and adoption at MSC 113;
- ✓ amendments to four MSC circulars related to standardized life-saving appliance evaluation and test report forms (incorporation of temperature cycling tests);

## Summary of relevant topics which were discussed at SSE 12

### ➤ LSA matters

#### **1. Ventilation requirements for partially-enclosed lifeboats**

Partially enclosed lifeboats require sufficient ventilation to limit CO<sub>2</sub> concentration within the lifeboat to 5,000 ppm with the entrances closed, taking into account max. capacity of lifeboat. This is to be achieved by forced/mechanical ventilation at a rate of 5m<sup>3</sup>/hour/person for a minimum of 24 hours; or by using ventilation openings at each end of the boat and as high as possible with a cross-section area of at least 0.015m<sup>3</sup>/person; or any other suitable arrangement to prevent a CO<sub>2</sub> concentration of more than 5,000 ppm.

***The above requirement is expected to apply to partially enclosed lifeboats installed from 1st Jan 2032.***

This work will continue further in a Correspondence Group (CG). The CG, which will report to SSE 13 has been instructed to draft consequential amendments to MSC Circ. 1630/Rev. 3.

#### **2. Self-righting or canopied reversible liferafts for new ships**

Work on amendments to SOLAS chapter III and chapter IV of the LSA Code with the intent to equip all new passenger and cargo ships constructed from 1 January 2032 with automatically self-righting or canopied reversible liferafts continued and SSE agreed for transitional arrangements of 3 and 5 years, after entry into force of the new requirements, for passenger ships and cargo ships respectively to allow for a sufficient supply of the equipment and sufficient time for ships to install them.

***The draft amendments are expected to enter into force no earlier than 1 January 2032.***

It was further agreed that requirements should also be developed for rigid automatically self-righting and canopied reversible liferafts. However, due to paucity of time and the lack of draft text, the matter was referred to a CG.

#### **3. Comprehensive review of MSC. Res. 402(96)**

SSE progressed the development of the list of issues for consistent implementation of the requirements contained in MSC.402(96) (Requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats and Rescue Boats, Launching Appliances and Release Gear) and agreed, in principle, to the definitions for "make", "type", "model" and "series". SSE 12 also agreed to amend paragraph 7.1.1 of MSC.402(96) to include reference to "type", "model" and "series". Once ISO 23678:2022 is updated with the four newly developed definitions, same will be considered for inclusion as a footnote to paragraph 7.1.1. of MSC.402(96).

This matter will now be further considered by a CG.

***The amended version of MSC.402(96) is expected to be applicable to all passenger ships, and to all cargo ships of 500GT and above, engaged in international voyages. The expected entry into force is 1 January 2032.***

#### **4. Temperature cycling test- test data sheets**

The Sub-Committee considered the report of the LSA Correspondence Group with respect to the temperature cycling test – test data sheets, proposing draft amendments to modify the "Temperature cycling test – test data sheets" contained in MSC.1/Circ.1628/Rev.4, MSC.1/Circ.1630/Rev.3, and to add

them in MSC.1/Circ.1629 and MSC.1/Circ.1633. SSE finalized minor corrections to the above circulars, with approval expected by MSC 112.

## ➤ **Fire Protection Matters**

### **1. Revision of MSC Circ. 1318 – Maintenance and inspection of fixed CO<sub>2</sub> systems**

Draft amendments to MSC.1/Circ.1318/Rev.1 to clarify the periodical test requirements, hydrostatic test requirements of CO<sub>2</sub> cylinders were finalised as follows:

- a) clarification that each cylinder should be subjected to periodical hydrostatic tests at intervals not exceeding 10 years from the date of previous test;
- b) requirements for annual inspection of all CO<sub>2</sub> hoses and readability of marking of control valves;
- c) working pressure test to be performed on the pressure relief valve fitted in sections of closed piping and
- d) following repairs, replacement or modification, testing and inspection requirements for components of the system such as cylinder valve, control valves.

### **2. Construction requirements for gaskets used in CO<sub>2</sub> system**

SSE 12 agreed on the amendment to paragraph 2.1.2.5 of chapter 5 (Fixed Gas Fire-Extinguishing Systems) of the FSS Code to exclude gaskets from the requirement to be constructed of materials having a melting temperature which exceeds 925°C.

### **3. Amendments to IMO 2010 FTP Code**

SSE 12 developed draft amendments to the 2010 FTP Code to introduce tests for plastic pipes in annex 1, part 6, making a footnote reference to paragraph 2.2 of the Guidelines for the use of plastic pipes on ships (A.753(18)). The work on other amendments to FTP code such as “H” class divisions and “A” class hatches will continue in the Correspondence group set up by SSE 12.

***It is expected that the draft amendments will enter into force from 1 January 2032.***

### **4. Amendments to SOLAS Ch.II-2/3 and II-2/9**

Draft amendments to SOLAS regulations II-2/3 and II-2/9 were finalised for approval at MSC 112 and subsequent adoption at MSC 113 through which Unified Interpretations in various MSC circulars have been incorporated in SOLAS. The following were agreed:

- a) updates to the notes to tables 9.1 to 9.8 (fire integrity of bulkheads and decks) in SOLAS regulation II-2/9 (containment of fire), including reformatting to avoid confusion with SOLAS footnotes
- b) MSC.1/Circ.917 Guidelines on Fire Safety Construction in Accommodation Areas should not be referenced in SOLAS regulation II-2/9.2.2.2.3 at this stage, noting that the guidance needs to be reviewed and updated (which will require a new output proposal to be submitted and agreed);
- c) draft amendments to SOLAS regulation II-2/3 (definitions) for "accommodation spaces" and "service spaces"
- d) the unified interpretations of SOLAS regulation II-2/9.3.1 in MSC.1/Circ.1203, and SOLAS regulations II-2/9.4.1.1.8 and 9.7.3.1.2 in MSC.1/Circ.1120, have served their purpose and will become obsolete once this work is completed.

## 5. Detection and control of fires in cargo holds and on the cargo deck of containerships

Draft amendments to SOLAS chapter II/2 on water mist lances and portable infrared thermal imagers (number, storage, testing and functionality and reference to relevant international or recognised standards) were agreed. Consequential amendments to MSC/Circ.1432 “Revised guidelines for the maintenance and inspection of fire protection systems and appliances” will be considered in CG set up by SSE 12.

With respect to water mist lances, they are to be of the self-penetrating type when carried onboard ships constructed on or after 1 January 2032. For ships constructed between 1st Jan 2016 and 1st Jan 2032, flexibility has been provided to comply with either the new requirements or the old requirements. Regarding the capacity of a water mist lance, rather than specifying minimum/maximum values in l/min, it was decided that the water mist lance should be able to be operated at the pressure required by SOLAS regulation II-2/10.2.1.6 (pressure at hydrants). Previously drafted requirements for “on board testing” of water mist lances were deleted. The III sub-committee will consider including them in the Harmonized System of Survey and Certification (HSSC).

Requirements for fixed and mobile water monitors, water spray below hatch covers, number of fire-fighter’s outfits etc. will be considered by the CG set up by SSE 12.

## 6. Prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS

Further to the discussion on prohibition of Fire-fighting foam concentrates containing PFAS by amending SOLAS and HSC Code, it was suggested that a more limited prohibition could be considered for only those foams currently within the EU “Persistent Organic Pollutants” regulations (PFOS - already prohibited by IMO, PFOA and PFHxS). It was agreed that this work would continue by correspondence. The discussion was initiated due to submission of paper by EU in continuation with the recently adopted European Union (EU) regulation, (EU) 2025/1988, banning the placing on the market and use of PFAS in fire-fighting foams on ships operating in EU waters, while allowing for a transitional period of 10 years for ships with fire-fighting foams placed on board before the coming into force of the regulation.

## 7. Enhancing fire safety on ships carrying new energy vehicles

The draft action plan for enhancing fire safety on ships carrying new energy vehicles was revised, including review of scientific studies and casualty reports, identification of hazards and of gaps in existing regulations.

***The revised action plan states that the expected entry into force of SOLAS amendments will be 1 January 2032.***

The following milestones were included in the action plan:

- a) interim guidelines on fire safety measures for vehicle carriers (PCTCs) as a priority for approval at MSC 114.
- b) interim guidelines on video-based monitoring and detection systems for approval at MSC 114.
- c) draft SOLAS amendments – expected to be adopted at MSC 116 (2030).

### ➤ **Matters pertaining to reduction of GHG emissions from ships**

With respect to development of a safety regulatory framework to support the reduction of GHG emissions from ships, a draft work plan was developed including key milestones for SSE 13 (certification of water-based and gas-based fire-fighting systems to extinguish alcohol fires), SSE 14 (develop amendments to

SOLAS chapter II-2, part B, and amendments to the Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms (MSC.1/Circ.1321), as appropriate, to include safety requirements addressing the risk posed by Fischer-Tropsch (FT) diesel fuel having an auto-ignition temperature (208°C) below the allowed surface temperature in SOLAS) and SSE 15 (develop the interim guidelines on safety requirements for advanced waste heat recovery systems). It was also agreed that the work on BESS will be transferred to the SDC sub-committee. It was confirmed that priority should be given to the development of draft interim guidelines for the safety of ships using battery energy storage systems.

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