

## PRESS RELEASE

# Maritime Technologies Forum Announces New Guidelines to Strengthen Safety Management for Ships Using Wind Assisted Propulsion Systems

*Latest MTF report provides recommendations for closing gaps in safety management for ships using wind-assisted propulsion systems*

**31 March 2026 –Tokyo.** The Maritime Technologies Forum (MTF) today announced the publication of new guidelines to support companies in developing and implementing Safety Management Systems (SMS) for ships equipped with Wind Assisted Propulsion Systems (WAPS). The guidelines offer a structured approach to managing the operational, technical and organisational aspects unique to WAPS-equipped vessels.

Interest in wind-assisted propulsion, as a viable solution for reducing fuel consumption and greenhouse gas (GHG) emissions, is growing. While wind has powered ships for millennia, modern WAPS, including rotor sails, suction sails, and wing sails, introduce new safety principles that must be integrated into a company's SMS. The MTF guidelines help companies identifying procedural gaps and, thus, strengthen the SMS for both newbuilds and retrofitted ships.

Developed collaboratively by MTF members who have experience in WAPS technologies and the International Safety Management (ISM) Code, the guidelines provide practical recommendations based on current industry practices. The report emphasises the importance of structured risk assessments and highlights key operational implications of WAPS, including effects on manoeuvrability, visibility, emergency preparedness and maintenance practices.

The guidelines underscore the importance of learning and continuous improvement during the early phases of technology uptake. Companies are encouraged to adjust reporting templates to capture WAPS-specific non-conformities, near-misses and hazardous events, enabling trend identification and procedural refinement. Noting the absence of WAPS-specific certifications, the guidelines encourage role-specific training focused on system functionality, operational limits and emergency procedures.

By offering clear, experience-based guidance aligned with the ISM Code, the new MTF guidelines aim to support safety management of ships using WAPS as both technologies and regulations continue to evolve.

Cristina Saenz de Santa Maria, Interim CEO Maritime, DNV, said: "As the industry's decarbonization efforts introduce new technologies and fuels, safety must remain the priority. These guidelines reflect the collective effort of MTF members and industry stakeholders in rising to that challenge. By providing the targeted recommendations needed to operate wind-assisted propulsion systems safely, the guidelines aim to support the industry during this major time of transformation."

Lars Lippuner, Director, UK Customer Maritime Services of the Maritime and Coastguard Agency, said "Wind-assisted propulsion systems offer significant potential, as part of the

wider technology mix, to reduce fuel consumption and emissions. I welcome the publication of the MTF's latest guidelines as a further step in our shared commitment to supporting industry through a safe transition to a decarbonised future. These guidelines give companies clear, practical recommendations for managing the operational, technical and organisational aspects of these systems within their SMS.”

View the report by downloading here:

<https://www.marimetechologiesforum.com/#publications>

## **About MTF**

*MTF is a forum of Flag States and Classification Societies, established to provide technical and regulatory expertise to benefit the maritime industry. The role of the Forum is to work together on research that it publishes to the maritime industry and draw on regulatory expertise to be able to offer unbiased advice to the shipping sector. It seeks to give guidance on the use of alternative fuels and increased levels of automation in the industry. Furthermore, it allows for the safe testing and adoption of new technologies and it helps shape world-leading regulation.*

*The Flag State administrations include Maritime Bureau, Ministry of Land, Infrastructure, Transport and Tourism, Japan; the Norwegian Maritime Authority; the Maritime and Coastguard Agency, United Kingdom; and the Maritime and Port Authority of Singapore (MPA). The Classification Society members are ABS, DNV, LR and ClassNK.*

**Issued on behalf of the Maritime Technologies Forum. For more information, please see [www.marimetechologiesforum.com](http://www.marimetechologiesforum.com) and/or contact**

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