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CONSTRUCTION  
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Agenda item 9

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**DEVELOPMENT OF A SAFETY REGULATORY FRAMEWORK TO SUPPORT THE  
REDUCTION OF GHG EMISSIONS FROM SHIPS USING  
NEW TECHNOLOGIES AND ALTERNATIVE FUELS**

**Work plan for revision of SOLAS chapter VIII and the Code of Safety for Nuclear  
Merchant Ships (resolution A.491(XII))**

**Submitted by WNTI, ITF and RINA**

**SUMMARY**

*Executive summary:* This document contains a proposal for a work plan for the revision of SOLAS chapter VIII and the Code of Safety for Nuclear Merchant Ships (resolution A.491(XII)) and provides details of the rationale behind the proposal.

*Strategic direction, if applicable:* 3

*Output:* 3.8

*Action to be taken:* Paragraph 51

*Related documents:* MSC 108/INF.21; MSC 110/WP.9, MSC 110/6, MSC 110/6/4 and MSC 110/21

**Introduction**

1 MSC 110 instructed the Sub-Committee on Ship Design and Construction (SDC) to address all tasks listed in annex 5 of document MSC 110/WP.9, including those related to nuclear power, starting this work at SDC 12, (MSC 110/21, paragraph 6.58). This work includes the revision of SOLAS chapter VIII and the Code of Safety for Nuclear Merchant Ships (resolution A.491(XII)) (Nuclear Code). The SDC Sub-Committee will already have input provided in document MSC 108/INF.21 (WNTI), containing a gap analysis of the Code of Safety for Nuclear Merchant Ships (resolution A.491(XII)), and other inputs where applicable.

2 The Committee also instructed SDC 12 to prepare a work plan for the tasks assigned to the SDC Sub-Committee and to report back to MSC 111 (MSC 110/21, paragraph 6.58). While the work plan to be developed by the SDC Sub-Committee is expected to cover all tasks listed in annex 5 of document MSC 110/WP.9, this document contains a proposal for a specific work plan for the revision of SOLAS chapter VIII and the Nuclear Code, providing details of the rationale behind it. Given the size and complexity of this task, further analysis and work will be needed.

## Background

3 MSC 110 further developed work under the continuous output on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels (GHG safety)". The focus was on further developing recommendations to address barriers and gaps impeding safe use of fuels and technologies that can assist international shipping complying with possible future GHG reduction targets.

4 The report of the Correspondence Group on GHG Safety, in document MSC 110/6 (United States), made recommendations for addressing identified barriers and gaps in relation to the adoption of nuclear power technology onboard ships. Additionally, the Committee approved the proposal in document MSC 110/6/4 (Republic of Korea) to initiate the revision of SOLAS chapter VIII and the Nuclear Code, and instructed the Working Group on GHG Safety to prepare draft instructions for relevant sub-committees to undertake the revision.

5 Subsequently, the Committee approved the recommendation of the Working Group on GHG Safety to assign all tasks related to nuclear-powered ships, found in annex 5 to document MSC 110/WP.9, to the SDC Sub-Committee, and invited interested Member States and international organizations to submit relevant documents for consideration at SDC 12.

6 The Committee instructed the SDC Sub-Committee to (MSC 110/21, paragraph 6.58):

- .1 address all tasks listed in annex 5 to document MSC 110/WP.9, including those related to nuclear power, starting this work at SDC 12, if possible;
- .2 consider the establishment of a correspondence group, if deemed necessary; and
- .3 prepare a work plan for all the work related to these tasks, taking also into consideration any current work and to report back to MSC 111.

7 Annex 5 to document MSC 110/WP.9 gives high-level instructions addressing gaps and barriers in the regulatory framework for nuclear merchant ships and setting out key principles, making reference to MSC 108/INF.21, and other inputs where applicable.

## Discussion

8 Both IMO instruments and standards by the International Atomic Energy Agency (IAEA) have evolved significantly since SOLAS chapter VIII was introduced as part of the 1974 SOLAS Convention, and the Nuclear Code was adopted as resolution A.491(XII) in 1981.

9 Moreover, there has been technological progress both in the nuclear energy sector and in the maritime industry, including (but not limited to) reactor designs and shipboard technologies. As a result, a thorough review of SOLAS chapter VIII and the Nuclear Code is required to ensure that it is aligned with current IMO instruments and IAEA standards. It must also be able to accommodate evolving nuclear and maritime industry technology developments.

10 The first step in this process involves analysis to establish where there are inconsistencies and gaps in the current IMO regulatory framework for merchant nuclear ships versus other IMO instruments, and whether references to IAEA standards are up to date. Following analysis, recommendations can be made for how to proceed with the revision of SOLAS chapter VIII and the Nuclear Code.

11 Analysis of the Nuclear Code against current IMO instruments will mainly focus on SOLAS, which has seen multiple amendments and the addition of new SOLAS chapters since 1981. It is also recommended to undertake analysis against other IMO instruments that could have an impact on the revision of the Nuclear Code.

12 The specific work plan for revision of SOLAS chapter VIII and the Nuclear Code should include the following areas:

- .1 review of previously submitted documents to evaluate which elements should be taken forward;
- .2 further development and clarification of the gap analysis in document MSC 108/INF.21;
- .3 analysis of the Nuclear Code against other parts of SOLAS;
- .4 consideration of the structure of the Nuclear Code;
- .5 consideration of how to address inconsistencies between the Code and other parts of SOLAS;
- .6 assessment of IAEA vs. IMO areas of responsibility and consideration of how to ensure consistency between their requirements;
- .7 analysis of the Nuclear Code against IMO instruments other than SOLAS, and consideration of how to address identified inconsistencies;
- .8 revision of the Nuclear Code based on document MSC 108/INF.21, the analysis outlined above and new proposals addressing identified issues; and
- .9 review of SOLAS chapter VIII and consideration of need for amendments.

13 Detailed explanations of all the points mentioned in the paragraph above are provided below, and a draft work plan has been provided in the annex. The draft work plan includes the proposal for an intersessional working group on nuclear ships (ISWG-NS) to be established under the SDC Sub-Committee from 2027 through 2029.

#### **Initial review of documents previously submitted to MSC**

14 Paragraphs 34 to 36 in document MSC 110/6 contain comments about the Nuclear Code that were not fully discussed during MSC 110. These should be further discussed to assess whether there are gaps and barriers beyond those identified in annex 5 to document MSC 110/WP.9 (gaps B-8, G-15 and G-16), and whether other elements should be taken forward.

15 It is proposed that SDC 12 start with a general discussion of parts 3 (Gap Analysis Results), 4 (Way forward in producing the Revised Code) and 5 (Overall conclusions) of the report in the annex of document MSC 108/INF.21, with a view to reaching consensus on the approach.

16 If time permits, SDC 12 should allow the opportunity to discuss the gap analysis in document MSC 108/INF.21 to identify what further work may be required, and how to coordinate this with IAEA.

**Further develop and clarify the gap analysis in MSC 108/INF.21**

17 Document MSC 108/INF.21 contains a comprehensive gap analysis of the Nuclear Code undertaken by a group of experts on nuclear reactor technology and safety standards. It provides general comments, and a proposed review of each paragraph of the Nuclear Code. It contains recommendations for updates to ensure the Nuclear Code is aligned with current IAEA safety standards, proposing that it is changed from a prescriptive to a goal-based formulation, with a view to ensuring that the Nuclear Code is technology neutral.

18 The gap analysis provides proposals for changes to specific paragraphs of the Nuclear Code, however, in some cases the identification of a need for change is not accompanied by specific text proposals. To facilitate the use of the gap analysis when updating the Nuclear Code, such cases will still require further development of specific recommendations.

19 In taking any new proposals into account that further develop and clarify the gap analysis in document MSC 108/INF.21, specific recommendations for amendments to the Nuclear Code need to be reviewed and agreed at IMO as part of an iterative process in conjunction with IAEA.

**Analysis of the Nuclear Code against other parts of SOLAS**

20 SOLAS regulation VIII/2 states that "the regulations contained in the other chapters of the present Convention apply to nuclear ships except as modified by this chapter." To this end, it refers, in a footnote, to the Nuclear Code.

21 Since the inclusion of chapter VIII, SOLAS has undergone significant amendments, including the addition of new chapters. Therefore, content within the SOLAS Convention, as a whole, should be analysed to assess applicability of new regulations to nuclear ships.

22 The analysis should identify whether there are:

- .1 Nuclear Code ship safety standards that are no longer aligned with SOLAS, following introduced amendments; and
- .2 technology-specific sections of the Nuclear Code that affect the ship's safety.

Subsequently, any identified issues need to be resolved.

23 Analysis of the Nuclear Code against the following chapters of SOLAS is recommended:

- .1 chapter I (General provisions);
- .2 chapter II-1 (Construction – Subdivision and stability, machinery and electrical installations);
- .3 chapter II-2 (Construction – Fire protection, fire detection and fire extinction);
- .4 chapter III (Life-saving appliances and arrangements);
- .5 chapter IX (Management for the safe operation of ships, including the International Safety Management (ISM) Code);
- .6 chapter X (Safety measures for high-speed craft);

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- .7 chapter XI-1 (Special measures to enhance maritime safety (including the Code for Recognized Organizations (RO Code)));
  - .8 chapter XI-2 (Special measures to enhance maritime security including the International Ship and Port Facility Security (ISPS) Code);
  - .9 chapter XII (Additional safety measures for bulk carriers);
  - .10 chapter XIII (Verification of compliance, including the IMO Instruments Implementation (III) Code); and
  - .11 chapter XIV (Safety measures for Ships Operating in Polar Waters, including the International Code for Ships Operating in Polar Waters (Polar Code)).

### **Consideration of the structure of the Nuclear Code**

24 Given the age of the Nuclear Code, and absence of any amendments or updates since its adoption, it would be beneficial to consider whether its current structure should be maintained, or whether a new structure similar to that of more recent Codes under SOLAS would be more appropriate.

25 Restructuring the Nuclear Code may allow more flexibility in adding new elements, reorganizing its content and aligning it with a more goal-based approach, in line with current IMO and IAEA policy/practice in several more recent instruments.

### **Consideration of how to address inconsistencies between the Nuclear Code and other parts of SOLAS**

26 SOLAS chapter VIII and the Nuclear Code should, as far as practicable, be aligned with the most up-to-date SOLAS provisions, but will also have, very likely, specific requirements for nuclear ships. In updating the Nuclear Code, there must be room for exemptions and equivalents to accommodate, for example, different reactor types, propulsion systems, ship types, and different energy conversion and storage systems.

27 Consideration should be given to alignment of the Nuclear Code with SOLAS in aspects related to general ship design, structural and physical layouts, fire protection and life-saving requirements, subdivision standards applicable to cargo or passenger vessels and methodologies for stability analysis. New or modified text should refer to other SOLAS chapters that have been adopted since SOLAS chapter VIII and the Nuclear Code were adopted.

28 When analysing the Nuclear Code against the most up-to-date text of the SOLAS Convention, there are likely to be different conclusions, depending on the area being analysed. It may be concluded that SOLAS regulations are directly applicable, or that specific amendments to the Nuclear Code are required to capture what is already required presently in SOLAS for other ships. In some cases, it may be considered beneficial to add a reference to nuclear ships within other parts of SOLAS to specify their applicability to these ships.

### **IAEA vs IMO areas of responsibility**

29 MSC 110 requested that in updating the Nuclear Code, the SDC Sub-Committee ensures that the updates are technology agnostic, adopt a goal-based and/or prescriptive approach as deemed appropriate, taking into consideration the relevant IAEA standards (MSC 110/WP.9, annex 5).

30 The gap analysis in document MSC 108/INF.21 highlights the fact that the Nuclear Code is outdated, especially when compared to current IAEA Safety Standards, which have undertaken continuous updates throughout the years since they were first published. It also notes that radiological criteria given in the Nuclear Code need to be revised to be consistent with current International Commission on Radiological Protection (ICRP) recommendations.

31 These areas would benefit from input from IAEA to ensure the Nuclear Code is aligned with relevant IAEA standards, potentially through the collaborative project "Atomic Technology Licensed for Applications at Sea (ATLAS)", which is expected to be officially launched in the first quarter of 2026. As a UN specialized agency, IAEA can also participate directly in IMO's work.

32 The Nuclear Code is an instrument providing Administrations with internationally accepted safety standards for the design, construction, operation, maintenance and decommissioning of nuclear-powered merchant ships. During MSC 110, there was a discussion about the different use of the term "safeguards" in IMO instruments (for example, applied to safety engineering measures) and IAEA documents (specifically related to non-proliferation of nuclear weapons).

33 There were different opinions expressed during MSC 110 about whether IAEA nuclear safeguards should be included in the Nuclear Code. The discussion highlighted the need for a clear understanding of the interfaces and interactions between maritime and nuclear regulations, and specific areas of responsibility. It also suggested a need for careful consideration of language and terminology.

34 A ship is certified by its flag Administration, typically a national maritime authority, assisted by classification societies acting as recognized organizations (ROs) for assessment of compliance with statutory provisions, ship surveys and audits. The Code for Recognized Organizations (RO Code) (resolution MSC.349(92)) provides an international standard on how flag Administrations can authorize an RO and requires flag Administrations to communicate information regarding ROs to IMO.

35 A nuclear-powered ship can be considered a mobile "nuclear site". In the nuclear industry, the licensing of land-based nuclear reactors and nuclear sites is the responsibility of national nuclear regulators, which typically adhere to international standards set by IAEA. As such, the Nuclear Code would need to reflect both ship construction and safety areas that are within the remit of the Organization, and nuclear safety aspects falling outside the regulatory scope of IMO.

36 Following the above, and as an example of how the Nuclear Code can be considered outdated, the IMO/IAEA *Safety recommendation on the use of ports by nuclear merchant ships*, still referenced in a footnote under SOLAS regulation VIII/11, is no longer valid. As part of its engagement with the IAEA ATLAS project, the Nuclear Energy Maritime Organization (NEMO) is currently working on an update to this document, which was originally created to provide guidance to Governments and port authorities on various procedures and precautions that can be employed during specific port calls by nuclear powered ships.

37 The following points should be considered in the revision of the Nuclear Code, regarding IMO and IAEA areas of responsibility:

- .1 preparation of a plan for which elements of the Nuclear Code revision will require input from, or coordination with, the IAEA, either directly or in conjunction with the ATLAS project;

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- .2 ensure that any analysis and future text of the Nuclear Code clearly define terms that may have different meanings when used within maritime or nuclear contexts;
  - .3 the revised Nuclear Code should, as the title indicates, be concerned with safety, but may add references to "nuclear safeguards by design" and "security by design" principles and the need to accommodate IAEA safeguards monitoring equipment and inspections, to the extent that it has an impact on the design and operation of the ship;
  - .4 to be noted that it is the responsibility of individual countries to adhere to mandatory IAEA safeguards protocols, which in the case of the ship will be the flag State;
  - .5 consider whether to include references to IAEA standards and nuclear regulators in relevant IMO instruments; and
  - .6 IMO should coordinate with IAEA, the revision of the 1968 Safety Recommendation referenced in the footnote of SOLAS regulation VIII/11, inviting for that effect, input from relevant experts.

### **Analysis of the Nuclear Code against IMO instruments other than SOLAS**

38 The SOLAS Convention covers safety and security for ships at sea and in port, but other IMO instruments may also have an impact on the design, construction, operation maintenance and decommissioning of nuclear ships. A review of other IMO instruments along with other wider applicable international instruments (such as wider environmental legislation) should be undertaken to identify such elements along with consideration of how to address issues.

39 The MARPOL Convention applies to all ships with the flag of a member State signatory to the Convention. Updates will be required relating to how nuclear ships are treated under MARPOL Annex VI. With respect to the Nuclear Code, analysis should be undertaken to assess whether any requirements in the MARPOL Convention would have an impact on the design, construction, operation and decommissioning of nuclear ships.

40 The 1978 STCW Convention and Code (Standards of Training, Certification and Watchkeeping for Seafarers) are currently undergoing a comprehensive review. Part of the review aims to address emerging technologies on ships and ship operations. MSC 110 approved the *Generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies* (STCW.7/Circ.25). A review is recommended to assess whether the current revision of the 1978 STCW Convention and Code will adequately cover nuclear ships.

41 The Hong Kong Convention, which entered into force in June 2025, deals with all aspects of ship recycling. Regulations in this new Convention cover the design, construction, operation and preparation of ships to facilitate safe and environmentally sound recycling. Analysis should be undertaken to assess how the Hong Kong Convention fits with the "decommissioning phase" provisions of the Nuclear Code and consider whether specific guidelines or references need to be added to the Nuclear Code and/or the Hong Kong Convention to adequately cover the decommissioning of nuclear ships.

42 IMO has several instruments that define civil liability limits for maritime incidents that cause harm to humans, the environment and property. One example is the Convention on Limitation of Liability for Maritime Claims. Another is the Convention relating to Civil Liability in

the field of Maritime Carriage of Nuclear Material, adopted at a conference convened jointly by IMO, IAEA and the Nuclear Energy Agency of the Organization for Economic Co-operation and Development (NEA-OECD) in 1971. The Brussels Convention, a civil liability regime for nuclear ships, was negotiated in 1962 but was never ratified.

43 A framework for civil nuclear liability and nuclear damage is considered an essential element to enable the operation of commercial nuclear ships. The development of such framework would require cooperation among IMO, IAEA, NEA-OECD, and would likely involve the Comité Maritime International (CMI). In terms of IMO's involvement, this would likely fall under the remit of the Legal Committee. The work on updating the Nuclear Code does not seem directly linked to a liability regime but should monitor the development of a civil liability regime in case it becomes relevant to the revision of the Nuclear Code.

### **Revision of the Nuclear Code based on comprehensive analysis**

44 Following the analyses outlined above, including a closer consideration of document MSC 108/INF.21, overall structure and new proposals, a decision could be made on how to proceed. At that stage, there should be a review of what existing content should remain in the Nuclear Code and any new content that should be added to it, paving the way for concrete proposals on the structure and content of the revised Nuclear Code.

45 Following possible input from other IMO organs, as considered relevant by the SDC Sub-Committee, the first draft would be subject to a consultation, review and editing period prior to finalization of the revised Nuclear Code, and subsequent consideration by the Committee for its adoption.

### **Review of SOLAS chapter VIII**

46 In addition to the Nuclear Code, there needs to be a review of SOLAS chapter VIII to identify potential gaps and inconsistencies with other parts of SOLAS. This could take place concurrent with the Nuclear Code revision, though some elements may only be identified once the Nuclear Code revision is complete.

47 The following steps are recommended:

- .1 assess alignment with SOLAS and identify areas of potential conflict, if any;
- .2 identify whether any of the language puts unreasonable restrictions on nuclear ships (e.g. SOLAS regulation I/3 on exemptions) and consider alternative language;
- .3 decide on whether to update and replace the defunct IMO/IAEA *Safety recommendation on the use of ports by nuclear merchant ships* referenced in the footnote to SOLAS regulation VIII/11;
- .4 assess whether updates are required to any of the 12 regulations in SOLAS chapter VIII;
- .5 consider whether further guidelines are required in addition to the two currently referenced in the footnotes to SOLAS regulations VIII/2 and VIII/11, respectively; and
- .6 consider amendments to SOLAS Chapter VIII.

## **Proposals to SDC 12**

48 The Sub-Committee is invited to use this document and the draft specific work plan on revision of SOLAS chapter VIII and the Nuclear Code in the annex when developing the wider work plan to be considered by MSC 111, addressing all tasks assigned to SDC under the present output.

49 SDC 12 is also invited to take this document, and the draft specific work plan provided, into account when developing terms of reference for a possible intersessional correspondence group on nuclear ships, if established.

50 In order to progress the revision of SOLAS chapter VIII and the Nuclear Code, the co-sponsors would suggest to hold an intersessional working group on nuclear ships (ISWG-NS) from 2027 onwards, for as long as deemed necessary.

## **Action requested of the Sub-Committee**

51 The Sub-Committee is invited to consider the information provided in this document and the proposals outlined in paragraphs 48 to 50 above, and to take action, as appropriate.

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**ANNEX\***

**WORK PLAN FOR REVISION OF SOLAS CHAPTER VIII AND  
THE CODE OF SAFETY FOR NUCLEAR SHIPS (RESOLUTION A.491(XII))**

<u>Year</u>	<u>Session</u>	<u>Develop/ Finalize/Approve</u>	<u>Further develop</u>	<u>Consider/ Start discussion</u>
2025	MSC 110	Agreed to begin revision of <b>SOLAS chapter VIII and the Code of Safety for Nuclear ships (resolution A.491(XII))</b>	Provided instructions for the SDC Sub-Committee to initiate the revision of SOLAS chapter VIII and the Nuclear Code (resolution A.491(XII)) [B-8, G-15 and G-16]	Agreed to invite proposals to SDC 12 relevant to this work.
2026 Jan 19-23	SDC 12  Establish working group on nuclear power for ships	Draft a specific work plan for the <b>revision of SOLAS Chapter VIII and the Code of Safety for Nuclear ships (resolution A.491(XII))</b> .  Prepare <b>terms of reference (ToR)</b> for an intersessional <b>correspondence group (CG) on revision of the Nuclear Code</b> .  ToR should include analysis of other IMO instruments to assess gaps and barriers, and their impact on the Nuclear Code revision.	Review of previously submitted papers to evaluate which elements should be taken forward.  Further analyse paragraphs 34-36 in document <b>MSC 110/6</b> to assess whether these represent gaps and barriers beyond those identified in Annex 5 of MSC 110/WP.9 [B-8, G-15 and G-16] and if other elements should be taken forwards. Discuss part 3, 4 and 5 of the gap analysis in document <b>MSC 108/INF.21</b> on the way forward in revising the Nuclear Code.	Discuss the gap analysis in document <b>MSC 108/INF.21</b> to identify what further work is required, and how to coordinate with the IAEA (i.e. the ATLAS project).  Start discussion on what analyses will be required of the Nuclear Code against other IMO instruments, in particular other parts of SOLAS, and the impact on the Nuclear Code.  Consider whether Nuclear Code's current structure should be maintained, or whether a restructure is preferable.  Consider/discuss new proposals related to the revision of the Nuclear Code.
2026 May	MSC 111	Approve SDC work plan for the <b>revision of SOLAS chapter VIII and the Code of Safety for</b>	Consider and further develop SDC 12 outcomes related to the continuous output on GHG Safety,	Start developing a plan for which elements of the Nuclear Code revision will require input from, or coordination

\* References to MSC 110/WP.9, annex 5 are indicated in square brackets.

<u>Year</u>	<u>Session</u>	<u>Develop/ Finalize/Approve</u>	<u>Further develop</u>	<u>Consider/ Start discussion</u>
	Establish a working group on GHG	<p><b>Nuclear Ships (resolution A.491(XII)).</b></p> <p>Approve the holding of an SDC intersessional working group on nuclear ships (ISWG-NS) in July 2027.</p>	<p>including nuclear.</p> <p>Discuss status of 1968 IMO/IAEA <i>Safety recommendation on the use of ports by nuclear merchant ships</i> referenced in the footnote in SOLAS regulation VIII/11 and provide a recommendation on how IMO/IAEA should cooperate towards the revision of this document.</p>	<p>with, the IAEA (i.e. the ATLAS project).</p> <p>Consider any new proposals related to the revision of SOLAS chapter VIII and the Nuclear Code.</p>
2026 Dec	MSC 112  Establish WG on GHG	<p>Finalize plan for which elements of the Nuclear Code revision will require input from, or coordination with, the IAEA (and the ATLAS project). (If not already done at MSC 111 - Approve proposal for an SDC Intersessional Working Group on Nuclear Ships (ISWG-NS) in July 2027)</p>	<p>Discuss whether minor amendments, e.g. adding a reference to nuclear ships, may be needed in other parts of SOLAS to accommodate nuclear-powered ships (and instruct SDC accordingly).</p>	<p>Consider any new proposals related to the revision of SOLAS chapter VIII and the Nuclear Code.</p>
2027 Jan	SDC 13	<p>Develop/finalize a plan for the structure of the updated Nuclear Code.</p> <p>Develop terms of reference (ToR) for intersessional correspondence group (CG) on revision of the Nuclear Code.</p> <p>Draft terms of reference (ToR) for an intersessional working group on revision of the Nuclear Code.</p>	<p>Review analysis of the Nuclear Code against changes to SOLAS based on the report of the correspondence group and new proposals.</p> <p>Further develop a plan for revising the Nuclear Code, taking into account any changes to the structure.</p>	<p>Consider any new proposals related to the revision of SOLAS chapter VIII and the Nuclear Code.</p> <p>Consider whether elements of other IMO instruments, e.g. the MARPOL Convention and the 1978 STCW Convention and Code, will have an impact on revision of the Nuclear Code, and discuss how to address it.</p>

<u>Year</u>	<u>Session</u>	<u>Develop/ Finalize/Approve</u>	<u>Further develop</u>	<u>Consider/ Start discussion</u>
2027 June	MSC 113	<p>If not decided already, approve the plan to update and revive the defunct 1968 "Ports and Approaches" document referenced in the footnote in SOLAS regulation VIII/11.</p> <p>Approve the holding of an SDC ISWG-NS in 2028.</p>	<p>Review progress on the revision of SOLAS Chapter VIII and the Nuclear Code and, if necessary, develop further instructions to SDC based on new proposals.</p>	<p>Consider any new proposals to related to the revision of SOLAS chapter VIII and the Nuclear Code.</p>
2027 July	SDC ISWG-NS	<p>Finalize plan for the structure of the updated Nuclear Code.</p> <p>Develop and approve updated terms of reference for the correspondence group between the ISWG-NS and SDC 14.</p>	<p>Further develop revision of the Nuclear Code based on the gap analysis in document <b>MSC 108/INF.21</b> and new submissions containing draft text for the revised Nuclear Code.</p> <p>Further develop work undertaken in the correspondence group.</p>	<p>Consider any new proposals to related to the revision of SOLAS chapter VIII and the Nuclear Code.</p>
2028 Jan	SDC 14	<p>Final review of content that is to remain in the Nuclear Code and any new content that should be added to the Nuclear Code.</p>	<p>Further develop first draft(s) of Chapters in the revised Nuclear Code.</p>	<p>Consider updates to SOLAS Chapter VIII.</p> <p>Start discussion on potential minor amendments to other parts of SOLAS, depending on guidance from MSC.</p>
2028 May	MSC 114			<p>Consider any new proposals related to the revision of SOLAS chapter VIII and the Nuclear Code.</p>

<u>Year</u>	<u>Session</u>	<u>Develop/ Finalize/Approve</u>	<u>Further develop</u>	<u>Consider/ Start discussion</u>
2028 Jul	ISWG-NS	Finalize recommendations on minor amendments to other parts of SOLAS.	Further develop draft of the revised Nuclear Code.  Further develop recommendations on updates and revisions to SOLAS chapter VIII.	
2028 Dec	MSC 115	Approve minor amendments to other parts of SOLAS.  Approve the holding of an SDC ISWG-NS in the week prior to MSC 115		
2029 Jan	SDC ISWG-NS		Further develop draft revisions of the Nuclear Code and SOLAS chapter VIII.	
2029 Jan	SDC 15	Finalize draft revisions of the Nuclear Code and SOLAS chapter VIII		
2029 June	MSC 116	Approve revisions to SOLAS chapter VIII  Adopt amendments to other parts of SOLAS		
2030 Jan	SDC 16	Finalize any remaining issues		

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<u>Year</u>	<u>Session</u>	<u>Develop/ Finalize/Approve</u>	<u>Further develop</u>	<u>Consider/ Start discussion</u>
2030 May	MSC 117	Adopt amendments to SOLAS chapter VIII  Adopt revised Nuclear Code		