IMO Ship Design and Construction Eighth session (SDC 8)

Summary Report

Lloyd's Register

Executive Summary

Below are some of the discussions at SDC 8 which will have some impact on current practices. These can be found in detail under the relevant subject headings in the document.

- Safety measures for ships of 500GT and above carrying up to 60 **Industrial Personnel –** new SOLAS Ch. XV (Agenda Item 4).
  The sub-committee reviewed and approved the draft SOLAS Ch. XV which now applies to cargo ships and High-Speed Craft (HSC) which comply with the HSC Code (2000) (as defined in SOLAS Ch. I & Ch. X).

- Explanatory Notes (ENs) to interim guidelines on **second generation intact stability criteria** (Agenda item 5)
  The Correspondence Group further developed the draft Explanatory Notes on the second-generation intact stability criteria.
  The ENs include:
  - Physical description of the stability failure modes;
  - Examples of assessments using vulnerability criteria;
  - Elements for numerical modelling of roll motion in the vulnerability criteria;
  - Theoretical background, validation and application examples for the Guidelines on direct stability assessment;
  - Theoretical background, validation, and application examples for the Guidelines on operational measures; and
  - Application examples of treatment of loading conditions.

- Performance standards for **water level detectors** on bulk carriers and single hold cargo ships other than bulk carriers (Agenda Item 13).
  Some concerns presented at MSC 103 have been investigated and solutions were presented to SDC 8.
  The proposed amendments to *Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers* (resolution MSC.188(79)) include but are not limited to:
  - Additional requirements to cover operations in low temperatures;
  - Addition of bilge alarms used as water level detectors;
  - Clarification of the location of electrical equipment; and
  - Application expanded to include multiple hold cargo ships.

- Guidelines for the **reduction of underwater noise** (MEPC.1/Circ.833) and identification of next steps (Agenda item 14).
  MEPC 76 added a new recurring agenda item for SDC: review of the 2014 *Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life*, with a target completion year of 2023. A correspondence group was established at SDC 8 and terms of reference agreed to report to SDC 9.

Introduction

Additional Information
Lloyd's Register's SDC 7 Summary Report

SDC 8 was held 17-21 January 2022 as a virtual meeting. The following working groups were held:

- Revision of the Performance Standards for Water Level Detectors (resolution MSC.188(79)) (agenda items 10, 13 and 16)
- Underwater Noise Reduction (agenda item 14)
- ESP Code Amendments (agenda item 6)
- Development of Functional Requirements for SOLAS Chapter II-1 (agenda item 9)
- Carriage of more than 12 Industrial Personnel on Board Vessels Engaged on International Voyages (agenda item 4)
- Intact Stability (agenda item 5)

This report summarises the outcomes relevant to Lloyd's Register's work with our clients.

Decisions of other IMO bodies

(Agenda item 2)

Additional Information
Lloyd's Register's MSC 102 Summary Report, MSC 103 Summary Report, PPR 8 Summary Report and MEPC 76 Summary Report

The SDC sub-committee considered the following matters which came from decisions taken by MSC 102, MSC 103, PPR 8 and MEPC 76, these were presented and noted under the relevant agenda items:

- MSC 102 agreed to draft editorial amendments to SOLAS chapter II-1 in relation to regulation 22 on the prevention and control of water ingress and regulation 42 on the emergency source of electrical power in passenger ships.
- MSC 102 adopted amendments to SOLAS chapter II-1 through resolution MSC.474(102) which is expected to enter force on 1 January 2024.
- MSC 102 approved the report of CCC 6 and the report of SDC 7. With respect to SDC 7, MSC 102 adopted revised explanatory notes to SOLAS chapter II-1 (MSC.429(98)/Rev.1) and consequential amendments to the revised explanatory notes to SOLAS chapter II-1 (MSC.429(98)/Rev.2). The committee approved MSC.1/Circ.1572/Rev.1 on Unified interpretations of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspections (resolution MSC.158(78)) and of the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79)).
- MSC 102 instructed SDC to develop guidelines for commercial yachts of 300GT and above but less than 500GT under the agenda item on safety measures for non-SOLAS ships operating in polar waters.
- MSC 103 adopted amendments to SOLAS chapters II-1 and III through MSC.482(103). These amendments will enter force on 1 January 2024. MSC 103 also adopted amendments to the International code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code) through MSC.483(103) which will enter force on 1 January 2023.
- The Sub-Committee also noted that MSC 104, having approved the draft amendments to the 1988 Load Line Protocol, MARPOL, the IBC and IGC Codes related to watertight doors on cargo ships, had agreed that they should apply to new and existing ships upon their entry into force and that MEPC 77 had

concurred with the above decision for the related amendments adopted under MARPOL Annex I and the IBC Code.

Guidelines for safety measures for fishing vessels and pleasure yachts operating in polar waters

(Agenda item 3)

Subject:
Guidelines for fishing vessels and pleasure yachts operating in polar waters

Impact:
Recommendatory guidelines

Application:
Fishing vessels ≥24m length &
Pleasure yachts of ≥300GT in polar waters

Given the number of fishing vessels and pleasure yachts which get into difficulties in polar waters, and the difficulties of rescuing people in these areas, the IMO previously agreed that recommendatory measures should be developed to cover these types of vessel. *The International Code for Ships Operating in Polar Waters* (Polar Code) also provides useful context to the current Guidelines.

Clients should note that MSC 103 approved:

- MSC.1/Circ.1641 *Guidelines for safety measures for fishing vessels of 24m in length and over operating in polar waters*.
- MSC.1/Circ.1642 *on Guidelines for pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters*.

These guidelines are recommendatory, and their wording is designed to provide guidance rather than mandatory direction, and not intended to infringe on national systems of shipping control.

No papers were submitted for discussion under this agenda item, but SDC 8 agreed to keep this item on the recurring agenda.

Mandatory instrument and/or provisions addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged on international voyage

(Agenda item 4)

Subject:
SOLAS Ch. XV
IP Code

Impact:
Recommendatory until 31 Dec 2025.
Mandatory expected from 1 Jan 2026.

Applicability:
Cargo Ships &
High-speed cargo craft certified to the 2000 HSC Code of ≥500GT carrying >12 industrial personal but

Draft SOLAS chapter XV and associated Draft International Code of Safety for Ships Carrying Industrial Personal (IP Code)

SDC 8 concluded this work and finalised the draft SOLAS chapter XV and the draft IP Code. The new draft SOLAS chapter XV and the draft IP Code will be submitted to MSC 105 for approval with a view to subsequent adoption and expected entry into force on 1 January 2026. Until then, Interim Recommendations *on the Safe Carriage of more than 12 Industrial Personnel on Board Vessels Engaged on International Voyages* as outlined in resolution MSC.418(97) may be applied.

MSC 102 agreed that, with the entry into force of the IP Code, existing ships certified under the Interim Recommendations (resolution MSC.418(97)) should be allowed to operate, provided that they also meet the operational and equipment requirements in the new IP Code, which could include a transitional period. Consequently, the Committee instructed SDC 8 to develop grandfathering provisions for existing ships certified under the Interim Recommendations.

The Committee also agreed that the new SOLAS chapter XV should apply to new and existing ships.

SDC 8, with respect to requirements for ships carrying no more than 240 persons, agreed that safe return to port (SRTP) was not applicable to such ships. With regards to certificates, in addition to the Safety Certificates required under SOLAS and the HSC Code, the IP Safety Certificate and the draft Record of Equipment for the IP Safety Certificate should be carried onboard.

Once adopted the IP Code will apply to cargo ships, including high-speed cargo craft certified to the HSC Code (2000), of 500GT and above, engaged on international voyages which carry more than 12 industrial personnel (IP), but fewer than 60 persons. SDC 8 considered the allowance of sleeping berths for high-speed craft (HSC) under the IP Code and concluded that, until further discussions took place, sleeping berths will not be permitted for HSC under the IP Code.

SDC 8 also agreed to a second phase of IP Code development to include subjects such as: additional HSC requirements, sleeping berths and consideration of passenger ships carrying IP, as well as a new Explanatory Notes to clarify some ambiguity in the application of the IP Code and the SPS Code. Such topics will be considered intersessionally and relevant papers submitted to SDC 9 under a new agenda item title “Further development of the IP Code and associated guidance”.

It was further clarified that the number of industrial personnel and special personnel carried on IP certified cargo ships should not be included in determining the number of infant or child lifejackets to be carried onboard. It was agreed that future IP Code developments should clarify the requirements for the carriage of infant and child lifejackets on high-speed craft.

Development of Explanatory Notes to the Interim guidelines on second generation intact stability criteria

(Agenda item 5)

These Explanatory Notes (ENs) should be consulted for an improved understanding and uniform application of the *Interim guidelines on the second-generation intact stability criteria (MSC.1/Circ.1627).* Because the approach taken in the Interim Guidelines is new for many Administrations and industry, these Explanatory Notes have been developed to assist the user. In view of this, the structure of the Explanatory Notes follows that of the Interim Guidelines and provides additional comments and explanations.

The draft ENs were finalised at SDC 8 and the associated MSC circular will be submitted to MSC 105, includes:

- Physical description of the stability failure modes;
- Examples of assessments using vulnerability criteria;
- Elements for numerical modelling of roll motion in the vulnerability criteria;
- Theoretical background, validation and application examples for the Guidelines on direct stability assessment;
- Theoretical background, validation, and application examples for the Guidelines on operational measures; and
- Examples of the treatment of loading conditions.

It was noted that further studies will need to be carried out to account for ships with moonpools and their effect on roll moment of inertia and damping. Additionally, it was noted that the application of the criteria given in MSC.1/Circ.1627 explicitly excluded "ships with an extended low weather deck" (a parameter of offshore research vessels). Delegations also agreed that further studies will be needed to be conducted before an appropriate definition is agreed on. SDC 9 will consider submissions on both subjects.

Amendments to the 2011 Enhanced Survey Programme (ESP) Code

Subject:
ESP Code

Impact:
Mandatory (Expected entry into force 1 Jan 2026)

Applicability:
Bulk carriers with single side and double side skin

(Agenda item 6)

To address safety issues that were identified during the flag State's marine safety investigation of the loss of *MV Stellar Daisy*, MSC 102 instructed SDC to draft amendments to the ESP Code.

The discussion at SDC 8 generated the following principal conclusions:

1. Increased survey requirements for water ballast tanks (WBT) and void spaces for Bulk Carriers:

- The criteria to require examination of WBTs annually changed from “if the coating is POOR” to “if the coating is less than GOOD”.
- Agreed to separate the requirements of examining ballast tanks and void spaces bounding cargo holds since more evidence on corrosion was necessary before imposing more stringent inspection for void spaces with different type of coatings.
- Introduction of examination requirements to double-sided void spaces on Bulk Carriers exceeding 20 years of age and more than 150m in length which are to be examined annually if the coating is found in “POOR” condition.
- There was clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship's hull.

2. Additional considerations:

- A proposal to permit tank testing of ballast holds of bulk carriers carried out by crew under the direction of the Master was not supported.

The sub-committee agreed to the draft amendment to the 2011 ESP Code for submission to MSC 105 for approval and subsequent adoption.

Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III

(Agenda item 9)

SDC 8 was invited to consider the report of the Correspondence Group on Safety Objectives and Functional Requirements for SOLAS Chapter II-1, established at SSE 7.

The objective of the Correspondence Group was to develop goals, functional requirements and expected performance standards to be included in the *Revised Guidelines on Alternative Design and Arrangements for SOLAS Chapters II-1 and III* (MSC.1/Circ.1212/Rev.1).

This will apply to all passenger ships and to all cargo ships of 500GT and above on international voyages which will require agreement for an alternative design and arrangement under SOLAS Regulation II-1/55 or Regulation III/38. These guidelines are intended for the application of safe engineering design to provide technical justification for alternative design and arrangements to SOLAS chapters II-1 (parts C, D and E) and III. They are not intended to be applied to the type approval of individual materials, components or portable equipment and should be used in conjunction with the appropriate engineering design guides and other literature. Using these guidelines usually requires significantly more time for calculation and documentation than a typical regulatory prescribed design because of increased engineering rigor. The potential benefits include more options, cost effective designs for unique applications and an improved knowledge of loss potential.

Subject:
Revised Alternative Design and Arrangements Guidelines

Impact:
Guidelines (once agreed) for Flag Administrations to use.

Applicability:
All ships to which SOLAS chapter II-1 and III apply.

SDC 8 considered:

- A draft Part D "Electrical Installations" which the sub-committee finalised. The goal of Part D is to ensure adequate availability of electrically powered essential services for safe operation of the ship and protect the persons on board from hazards of electrical origin in normal and in emergency conditions.
- Part C "Machinery installations", will be developed next.
- Part E “UMS” of SOLAS chapter II-1 will be considered last since it addresses additional requirements for periodically unattended machinery spaces.

A correspondence group was established at SDC 8 which will report progress to SDC 9.

Unified interpretation to provisions of IMO safety, security, and environment-related conventions

(Agenda item 10)

When regulations are unclear in their intent, a unified interpretation (UI) can be developed to clarify and help ensure consistent application.

SDC 8 considered the following:

Polar Code:

Clarification of paragraph 1.3.3 of part I-A of the Polar Code

The Polar Code has been structured in a goal-based manner. It does not explicitly prohibit the use of the operational assessment to exempt or reduce equipment requirements contained therein. This lack of clarity could have the potential to permit inconsistent application of the Polar Code.

SDC 8 agreed that the operational assessment required by paragraph 1.5 of part I-A of the Polar Code should not be used to exempt or reduce equipment requirements for ships subject to the Code and that neither SOLAS chapter XIV nor the Polar Code were open to such an interpretation.

Unified interpretation (UI) relating to ice accretion and intact and damage stability

The proposed UI tried to answer some questions related to both intact and damage limit curves calculation and modelling of damage cases. The sub-committee determined the topic of ice accretion to be relevant for other cases beyond the Polar Code too, therefore it was agreed that more discussion and studies are necessary to expand the scope of this draft UI. This item is expected to be carried forward into future sub-committee meetings.

International Convention on Load Lines, 1966, as amended by the Protocol of 1988

Unified interpretation of regulation 37(3)

It was noted that it is possible to have two different interpretations on “no deduction is allowed” for ships with assigned type B or reduced type B freeboards and the effective length of a forecastle is less than 0.07L.

Concerns were raised about the lack of definition of conventional or unconventional bow profiles in the Load Line Convention, however after consideration, the sub-committee finalised the draft unified interpretation and prepared the consequential draft amendments to MSC.1/Circ.1535/Rev.1 and the associated draft MSC circular to be submitted to MSC 105 for approval as MSC.1/Circ.1535/Rev.2.

Future revisions might include a unified interpretation applicable to ships with unconventional bow profile.

SOLAS Chapter II-1

Part A-1 - Structure of ships - Reg 3-6.3.2 - Draft amendment to the unified interpretations of SOLAS regulation II-1/3-6.3.2

The concern regarding a new trend for oil tanker designs which reduce tank access to one entry point in cases where the length of the ballast tank is less than 35m may be caused by the ambiguous expression "similar obstructions" in SOLAS regulation II-1/3-6.3.2. These amendments to the UI elaborate on the meaning of "similar obstructions" and propose a view that these obstructions include double side web frames and double bottom floors which do not allow ready means of access to the other parts of the tanks. Therefore, as per the ESP Code, these tanks should have permanent means of access to allow safe entry and exit.

SDC 8 reviewed the UI and as there was some disagreement amongst member States, it was agreed that additional information and clarification should be researched. The amendments are expected to be reconsidered at SDC 9.

Part B-1 - Stability – Reg 5.1 – Unified interpretation of timber deck cargo in the context of damage stability requirements (UI SC 161)

This UI has been updated following the extensive changes introduced by the 2011 Timber Deck Cargo Code. SDC 8 reviewed the updated UI and agreed to submit it to MSC 105 for agreement.

Part B-1 - Stability - Reg 5.4/5.5 - Unified interpretation of the amendment to stability/loading information in conjunction with the alterations of lightweight

In cases where the lightship properties are amended, it is unclear whether or not the instruments/documents (such as loading manual, loading computer and stability computer) utilising the lightship properties should be subsequently amended. This UI proposes just that and, additionally, that the new lightweight calculation should be verified on board. This UI was agreed and will be sent to MSC 105 for agreement and will be applicable to all ships.

Part B-2 - Subdivision, Watertight and Weathertight Integrity – Reg 13 Openings in watertight bulkheads below the bulkhead deck in passenger ships

Clarification from the sub-committee was expected on the following topics:

- SOLAS regulation II-1/13-1 does not refer to heat sensitive materials, unlike SOLAS regulation II-1/13, which could be interpreted as the prototype testing stated in resolution MSC.429(98) not being required for cargo ships.
- SDC noted that any penetration used for the passage of heat sensitive piping systems through a watertight bulkhead on a passenger ship must be tested with the heat sensitive piping and approved for watertight integrity post fire. Therefore, the proposed interpretation was that due to the considered flooding risk, SOLAS regulation II-1/13 is only intended to be applied to heat sensitive piping systems and not to cable penetrations.

The agreed interpretation on the application of SOLAS regulations II-1/13 is that any penetration used for the passage of heat sensitive piping systems through a watertight bulkhead on a passenger ship must be tested with the heat sensitive piping and approved for watertight integrity post fire. Specifically, for cable penetrations, due to flooding risk, SOLAS regulation II-1/13 is only considered for heat sensitive piping systems and not intended to be applied to cable penetrations.

Member States were not able to reach agreement around the fact that SOLAS regulation II-1/13-1 does not refer to heat sensitive materials, unlike SOLAS regulation II-1/13, which can create different interpretations. However, SDC 8 agreed that the matter should be resolved pending additional intersessional discussions and a UI should be submitted to future SDC sub-committees.

Part B-2 - Subdivision, Watertight and Weathertight Integrity – Reg 17-1 Integrity of the hull and superstructure, damage prevention and control on ro-ro passenger ships

It has been noted that there are a number of differences between MSC.1/Circ.1572/Rev.1 and IACS UI SC 156/Rev.1, in the application of different paragraphs of SOLAS regulation II-1/17-1 with respect to doors at or above the bulkhead deck on ro-ro passenger ships. An update to MSC.1/Circ.1572/Rev.1 was submitted to SDC 8 where it was agreed that further clarification is required before taking the draft revision forward, especially taking into account SOLAS regulation II-1/17-1.1.2 dealing with ramps for vehicles to access lower decks below the bulkhead deck.

Part C - Machinery installations - Reg 26 – General

Amendments to annex to MSC.1/Circ.1572/Rev.1, specifically around the interpretation of SOLAS regulation II-2/26.11, where fuel grades have been redefined in line with their heating requirements for injection, were discussed but as agreement was not possible, it was suggested that additional work should be carried out and proposals should be submitted to a future session of the SDC sub-committee.

Other items

Code on noise levels on board ships (resolution MSC.337(91)) - Interpretation of paragraph 4.2.1

Subject:
Noise Code

Impact:
Unified Interpretation of a mandatory requirement

Applicability:
All Ships ≥1600GT

The Noise Code is applicable to ships of 1,600GT and above and as defined by SOLAS regulation II-1/3-12.1.

The UI clarifies the application of the noise limit of 85 dB(A) to “workshops other than those forming part of machinery spaces” and proposes the following interpretation of that term: workshops which are separated from the engine-

room with bulkheads extending from deck to deck, which may include access doors of the equivalent acoustic insulating properties as the bulkhead.

Workbenches and workstations which do not have bulkheads extending from deck to deck, and the access doors with equivalent acoustic properties would not be considered as "workshops other than those forming part of machinery spaces" and their noise level limit is 110dB(A). After agreeing to a minor revision of the draft UI to ensure that it included the entire enclosed workshop, SDC 8 agreed for the UI to be sent to MSC 105 for agreement.

Revision of the 1979, 1989 and 2009 MODU Codes and associated MSC circulars to prohibit the use of materials containing asbestos, including control of the storage of such materials on board

Subject:
Prohibition of the installation of asbestos on MODUs

Impact:
Mandatory (once adopted)

Applicability:
All MODUs, with a possible grace period for 1979 and 1989 Code MODUs.

(Agenda item 11)

The amendments to SOLAS Reg.II-1/3-5, which prohibit the installation of asbestos containing materials were not applied to MODUs. The proposed amendments will prohibit the new installation of materials containing asbestos on all MODUs.

Due to the lack of time this agenda item was deferred to SDC 9, and to progress discussion on this matter intersessionally by establishing a correspondence group.

Development of amendments to SOLAS regulation II-1/3-4 to apply requirements for emergency towing equipment for tankers to other types of ships

(Agenda item 12)

After the dramatic pollution incidents that have repeatedly hit Europe since the end of the 1960s, provisions for emergency towing were introduced through SOLAS regulation II-1/3-4. The increase in the size of vessels no longer allows for emergency towing without suitable equipment.

Two separate proposals to extend the emergency towing arrangements to all new ships above a certain gross tonnage have been submitted. The proposed minimum ship sizes to which emergency towing arrangements would be applied are 20,000GT in one proposal and 150,000GT in the other proposal.

SDC 8 considered the documents but could not agree on either proposal so they were deferred to SDC 9 to allow further intersessional discussion, bearing in mind that MSC 103 had agreed that the amended regulation II-1/3-4 should enter into force on 1 January 2028.

Revision of the Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79))

(Agenda item 13)

Subject:
Performance standards for water level detectors

Applicability:
Ships subject to SOLAS II-1/25, II-1/25-1 and XII/12

Impact:
Bulk carriers
Single hold cargo ships & multiple hold cargo ships other than bulk carriers and tankers

These standards currently apply to bulk carriers and single hold cargo ships other than bulk carriers and the revision submitted to SDC 8 expands the application to all ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12.

They provide technical functional requirements, installation and testing, periodical inspection and maintenance requirements for water level detection and alarm arrangements. The changes include:

- Additional requirements to cover operation in low temperatures;
- The addition of a provision to allow bilge alarms to be used as water level detectors; and
- Clarification of the location of electrical equipment.

SDC 8 agreed that the draft revised performance standards should apply to water level detectors installed on or after 1 January 2024 and the associated draft MSC resolution will be submitted to MSC 105 for approval and subsequent adoption.

Review of the Guidelines for the reduction of underwater noise (MEPC.1/Circ.833) and identification of next steps

(Agenda item 14)

Concern has been raised that a significant portion of the underwater noise generated by human activity may be related to commercial shipping. The international community recognises that underwater-radiated noise from commercial ships may have both short and long-term negative consequences on marine life, especially marine mammals.

MEPC 76 added a new agenda item for the SDC sub-committee - “Review of the 2014 Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life (MEPC.1/Circ.833) (2014 Guidelines) and identification of next steps”- with a target completion year of 2023. The scope of the new output should also include the monitoring of the impact of underwater noise from shipping to ascertain the efficacy of various solutions. Multiple papers have been submitted to the sub-committee for its consideration.

Full support was shown by Member States for the revision and enhancement of the 2014 Guidelines. In particular, the key focus will be:

- Standardised ways of monitoring underwater noise;
- Better understanding of the impact of underwater noise to the receiving environments;
- A holistic approach with the development of measures to reduce GHG emissions, safety on board, design performance, EEXI/EEDI/CII and other parameters;
- The possibility of future inclusion of regulatory requirements;

- Experience and involvement in drafting of these guidelines should be extended beyond the traditional maritime industry stakeholders;
- Development of a common measurement, analysis and reporting system from classification societies; and
- The possible to development of “noise areas” to allow flexibility of designs and better respond to biological marine differences between different parts of the world.

A correspondence group was established and clear terms of references agreed.

Any other business

(Agenda item 16)

Maintenance of the Revised guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1)

Further revision of the guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1) was proposed. The review considered the application of MSC.1/Circ.1175/Rev.1, the experience gained from it, and further recent revisions to IACS Unified Requirements A1 and A2 and Recommendation No. 10. This applies to new displacement type ships, except high-speed craft and offshore units.

SDC 8 deliberated that further considerations are needed on the topic and these should be raised at SDC 9.

Outcome of MSC 103 on amendments to SOLAS chapter XII and revision of associated unified interpretations

In order to close gaps identified during the flag State's marine safety investigation of the loss of MV Stellar Daisy, amendments to SOLAS chapter XII (Additional safety measures for bulk carriers) and a revision of the unified interpretations of SOLAS regulations XII/4.2 and XII/5.2 (MSC/Circ.1178) were considered.

Even though the proposal to amend SOLAS regulations XII/4, XII/5 and XII/12 was supported, there is still a lack of clarity as to the compelling need to develop new regulations for all bulk carriers, bearing in mind only two ships of the type of the MV Stella Daisy, i.e. converted VLCC to VLOC, exist.

The sub-committee agreed to defer consideration of the matter and invited submissions providing additional information and justification to its next session to enable the sub-committee to decide on whether or not there was a compelling need for amending SOLAS chapter XII.

Outcome of PPR 8 on the development of guidelines on measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters

Following approval of the draft amendments to MARPOL Annex I on prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters by MEPC 75, PPR 8 continued its work on the development of associated draft guidelines and tasked SDC 8 to review the draft guidelines concerning the location of fuel tanks with a view to advising PPR 9 of the outcome of their consideration.

The sub-committee agreed that further clarification was needed from the PPR sub-committee so that SDC 9 will be able to advise on the matter.

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