



MARITIME SAFETY COMMITTEE  
87th session  
Agenda item 5

MSC 87/5/3  
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## GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS

### International Goal-Based Ship Construction Standards for Bulk Carriers and Oil Tankers

Submitted by the International Association of Classification Societies (IACS)

#### SUMMARY

<b><i>Executive summary:</i></b>	This submission is with reference to the text of the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers, as presented in the annex to document MSC 87/3/2. The purpose of this submission is to bring to the attention of the Committee the fact that the reference to document MSC 78/6/2 in the footnote of the text is no longer appropriate.
<b><i>Strategic direction:</i></b>	10
<b><i>High-level action:</i></b>	10.1.1
<b><i>Planned output:</i></b>	10.1.1.2
<b><i>Action to be taken:</i></b>	Paragraph 4
<b><i>Related documents:</i></b>	MSC 87/3/2; MSC 86/5; MSC 78/6/2; MSC 77/2/5 and MSC 77/2/3

1 Document MSC 78/6/2 was submitted jointly by the Bahamas, Greece and IACS with the aim of initiating the development of goal-based standards (GBS). The proposals contained in that document were solely based on the ideas and thoughts of the co-sponsors at the time of submission. However, in the course of the actual development of GBS, at subsequent meetings of the Committee, there have been substantial changes in the original essence of the methodology. This has resulted in a loss of relevance of document MSC 78/6/2 to the present GBS methodology as presented in the draft resolution attached at annex to document MSC 87/3/2.

2 Some of the principles of GBS as proposed in document MSC 78/6/2 are distinctively different from those in the draft resolution attached at annex to document MSC 87/3/2, which is now before the Committee for adoption. For example:

- .1 though both are based on a five-tier framework, the substance of the corresponding tiers are quite different. In particular the objective of Tier III is fundamentally different;

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- .2 paragraph 5.1 of document MSC 78/6/2 advocated specifying high-level safety objectives. However, from an IACS point of view, no such specification is included in the present GBS methodology;
- .3 in document MSC 78/6/2 (Tier I-3), the requirement for structural safety refers to the FSA Guidelines and the ALARP principle. This is not included in the current GBS methodology; and
- .4 in document MSC 78/6/2 (Tier II-4), the functional requirement for structural strength refers to specific probability of exceedance, a concept not included in the current GBS methodology.

3 It is therefore evident that substantial and significant differences now exist between what was originally envisaged in document MSC 78/6/2 and the GBS methodology that has since evolved. Therefore, IACS believes that reference to document MSC 78/6/2, even as a footnote in the Preamble, in describing the present GBS framework in this mandatory resolution will lead to confusion and anomalies.

#### **Action requested of the Committee**

4 The Committee is invited to consider the issues discussed above and remove the footnote reference to MSC 78/6/2 in paragraph 1.5 of the Preamble of the draft resolution on the International Goal-Based Ship Construction Standards for Bulk Carriers and Oil Tankers provided at the annex to document MSC 87/3/2.

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