

MARITIME SAFETY COMMITTEE  
89th session  
Agenda item 5

MSC 89/5/Add.1  
28 February 2011  
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## **GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS**

### **Documents submitted to previous sessions of the Committee**

#### **Note by the Secretariat**

##### **SUMMARY**

<i>Executive summary:</i>	This document provides, further to document MSC 89/5, additional information regarding submissions under this agenda item to previous sessions of the Committee which had not been fully considered pending finalization of the GBS for bulk carriers and oil tankers
<i>Strategic direction:</i>	10
<i>High-level action:</i>	10.0.1
<i>Planned output:</i>	10.0.1.1
<i>Action to be taken:</i>	Paragraph 3
<i>Related documents:</i>	MSC 88/26, paragraph 5.7; and MSC 89/5

1 Following a relevant request by MSC 88, the Secretariat prepared document MSC 89/5, listing submissions to previous Committee sessions detailed consideration of which had been deferred until after the finalization of the GBS for bulk carriers and oil tankers and including a brief summary of such documents (MSC 89/5, paragraph 6). To facilitate matters, given the vast amount of documents submitted over the years, the Secretariat concentrated on submissions made from MSC 81 onwards.

2 Following further consultation and consideration, additional documents, mainly submitted prior to MSC 81, have been identified for inclusion in the above list, as set out below:

.1 **MSC 79/6/15** (Denmark, Iceland, Norway, Faroe Islands)

Setting out the views of the submitters concerning, *inter alia*, the term "GBS", related safety objectives, high-level goals, acceptance criteria for safety and environmental protection, ensuring compliance with the rules, role of classification societies, and Ship Construction File.

.2      **MSC 79/INF.5** (Denmark, Iceland, Norway, Faroe Islands)

Providing, in support of document MSC 79/6/15, information on target annual failure probabilities and corresponding reliability indices, and statistical data on significant causes of loss of life for bulk carriers and general cargo ships.

.3      **MSC 80/6/6** (Denmark, Norway)

Commenting on the basic principles and the verification process for GBS and advocating a risk-based approach through introduction of the structural reliability analysis concept, including limit state provisions.

.4      **MSC 80/6/7** (Denmark, Norway)

Outlining the basic building blocks of a goal-based standard, distinguishing between the basic principles and the development of rules and regulations for ship design and construction, discussing the "design life" and "risk-based" approach, and requesting the establishment of acceptable risk or safety levels, including definition of a minimum safety level for all ships regardless of age.

.5      **MSC 82/5/1** (Report of the Correspondence Group)

Discussing information on safety levels referring to different ship types and risk categories based on statistical data from different sources and finding that existing data on risk levels for ship types needed to be consolidated according to an agreed systematic process before the data could be interpreted at the IMO level and that, to facilitate this consolidation, clear definitions of risk terminology and ship types were needed.

**Action requested of the Sub-Committee**

3      The Committee is invited to consider the information set out in this document in conjunction with its consideration of document MSC 89/5.

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