



MARITIME SAFETY COMMITTEE
84th session
Agenda item 5

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GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS

Need for consequential amendments to IMO instruments

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document presents the view of the Secretariat on the possible need for amendments to IMO instruments following the eventual adoption of the GBS for bulk carriers and oil tankers.
<i>Strategic direction:</i>	10
<i>High-level action:</i>	10.1.1
<i>Planned output:</i>	10.1.1.1
<i>Action to be taken:</i>	Paragraph 10
<i>Related documents:</i>	MSC 82/5/2; MSC 83/28, section 5; and MSC 83/WP.5

1 The Correspondence Group on GBS for oil tankers and bulk carriers established at MSC 82 raised in its report to MSC 83 (MSC 83/5/2) the issue of the necessity for consequential amendments to other IMO instruments, following the eventual adoption of amendments to the SOLAS Convention making the GBS for oil tankers and bulk carriers mandatory.

2 In the course of the discussion within the group, IACS had noted that Tier I of the GBS includes overall requirements of a nature that would imply that other IMO regulations will have to be amended as well, most notably MARPOL. In the same context, Norway had noted that the functional requirements of the GBS relate to existing requirements currently located in different regulatory instruments and that, if a Code is developed, there would probably be a need for multiple references from the SOLAS, MARPOL, STCW and LL Conventions. However, the possible need for amendments to other conventions was not further discussed within the group.

3 MSC 83, when considering the report of the correspondence group, instructed the GBS Working Group to consider the possible need for consequential amendments to other IMO instruments, however, due to time constraints the group was not able to discuss the matter. Consequently, the Committee requested the Secretariat to provide a document on the possible need for amendments to other IMO instruments, in conjunction with the adoption of the GBS for bulk carriers and oil tankers, for consideration at this session.

4 Having agreed to make the GBS for bulk carriers and oil tankers, once finalized, mandatory, MSC 83 noted the draft new SOLAS regulation II-1/3-[10] on goal-based new ship construction standards for bulk carriers and oil tankers and the draft International New Ship Construction Standards for Bulk Carriers and Oil Tankers which would become mandatory upon entry into force of the above new SOLAS regulation.

5 In general, goal-based standards will establish objectives (goals) related to the safety of life at sea and the protection of the environment, and constitute rules for Rules rather than rules for ships, providing a rational and systematic framework for the development of prescriptive and detailed requirements by the Administrations and recognized organizations, so that these requirements meet the ultimate goals defined in the GBS.

6 Therefore, as the existing requirements contained in the relevant IMO instruments are for ships and of a prescriptive nature, any specific amendments to such requirements, regarding GBS which are rules for Rules, would not, at this stage, be appropriate until the need for such amendments becomes evident and the respective requirements which should be amended are identified, following the implementation of GBS.

7 Notwithstanding the above, since the present GBS have been developed specifically for ship construction, existing structural requirements of other IMO instruments should be considered in the light of the GBS. Therefore, to facilitate any discussion on the matter, the Secretariat has identified such structural requirements, as set out in the annex.

Requirements in the LL Convention and the LL Protocol

8 For the requirements in regulation 1 of the 1966 LL Convention and regulation 1(2) of the 1988 LL Protocol (see annex), the Committee may wish to harmonize them with the concept of GBS, ensuring that requirements of a classification society may not be accepted unless they have been found to comply with the requirements and process of GBS.

Other requirements

9 The Committee may wish to consider, at this stage, the possibility of inserting an appropriate footnote to the regulations set out in the annex, referring to the International Goal-based New Ship Construction Standards for Bulk Carriers and Oil Tankers, such as:

“For additional requirements for the structural strength of ships, refer to the International Goal-based New Ship Construction Standards for Bulk Carriers and Oil Tankers, adopted by the Organization by resolution MSC...(…), as may be amended.”

Action requested of the Committee

10 The Committee is invited to consider the above information and decide as appropriate.

ANNEX**SHIP STRUCTURAL REQUIREMENTS IN IMO INSTRUMENTS****1974 SOLAS CONVENTION****Chapter XII – Additional safety measures for bulk carriers*****Regulation 2 (Application)***

Bulk carriers shall comply with the requirements of this chapter in addition to the applicable requirements of other chapters.

Regulation 5 (Structural strength of bulk carriers)

Bulk carriers of 150 m in length and upwards of single side skin construction, designed to carry solid bulk cargoes having a density of 1,000 kg/m³ and above, shall have sufficient strength to withstand flooding of any one cargo hold in all loading and ballast conditions, taking also into account dynamic effects resulting from the presence of water in the hold, and taking into account the recommendations adopted by the Organization.

1966 LOAD LINE CONVENTION**Annex I – Regulations for determining load lines****Chapter I – General*****Regulation 1 (Strength of hull)***

The Administration shall satisfy itself that the general structural strength of the hull is sufficient for the draught corresponding to the freeboard assigned. Ships built and maintained in conformity with the requirements of a classification society recognized by the Administration may be considered to possess adequate strength.

1988 LOAD LINE PROTOCOL**Annex I – Regulations for determining load lines****Chapter I – General*****Regulation 1 (Strength and intact stability of ships)***

(1) The Administration shall satisfy itself that the general structural strength of the hull is sufficient for the draught corresponding to the freeboard assigned.

- (2) A ship which is designed, constructed and maintained in compliance with the appropriate requirements of an organization, including a classification society, which is recognized by the Administration or with applicable national standards of the Administration in accordance with the provisions of regulation 2-1, may be considered to provide an acceptable level of strength. The above provisions shall apply to all structures, equipment and fittings covered by this annex for which standards for strength and construction are not expressly provided.
- (3) Ships shall comply with an intact stability standard acceptable to the Administration.

MARPOL CONVENTION

Annex I (Regulations for the Prevention of Pollution by Oil) does not contain any general structural requirements for oil tankers as such, however regulation 19.8 of chapter 4 in Annex I reads as follows:

“In approving the design and construction of oil tankers to be built in accordance with the provisions of this regulation, Administrations shall have due regard to the general safety aspects, including the need for the maintenance and inspection of wing and double bottom tanks or spaces.”
