



AD HOC COUNCIL WORKING GROUP ON  
THE ORGANIZATION'S STRATEGIC  
PLAN  
7th session  
Agenda item 5

CWGSP 7/5/Corr.1  
26 September 2007  
ENGLISH ONLY

## ANALYSIS OF DATA MEASURED AGAINST THE PERFORMANCE INDICATORS

### Note by the Secretariat

#### Corrigendum

1 As decided by the Working Group, the following changes are made to document CWGSP 7/5.

2 In annex 1, the section relating to Indicator 18 (pages 14 and 15) is replaced by the following:

**“Indicator 18: Goal-based standards**

*Definition: Progress towards development of the goal-based standards concept.*

Following the decision of the Maritime Safety Committee (MSC) at its eighty-first session (May 2006) to split the work on goal-based new ship construction standards into two items to be dealt with separately but in parallel, substantial progress was made at MSC 82 (November/December 2006).

Regarding GBS for bulk carriers and oil tankers, the MSC confirmed their five-tier structure: goals (Tier I), functional requirements (Tier II), verification of compliance (Tier III), technical procedures and guidelines, classification rules and industry standards (Tier IV) and codes of practice and safety and quality systems for shipbuilding, ship operation, maintenance, training, manning, etc. (Tier V), with IMO's work consisting of developing Tiers I, II and III.

Tier I goals and Tier II functional requirements, including a new requirement on human element considerations, have been agreed with the proviso that they might need to be adjusted following completion of Tier III (verification of compliance).

Concerning Tier III, MSC 82 approved a pilot project using the IACS Common Structural Rules (CSR), with the objective of conducting a trial application of the GBS Tier III evaluation process for oil tankers and bulk carriers in order to validate the Tier III verification framework, identify shortcomings and make proposals for improvement. The Pilot Panel has completed its work and its report (MSC 83/5/1) will be considered at MSC 83 (October 2007).

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A correspondence group was established to monitor the pilot project; disseminate information on its progress; and develop draft SOLAS amendments for the incorporation of GBS for oil tankers and bulk carriers in chapter II-1 of the SOLAS Convention, including provisions concerning a Ship Construction File (SCF), which was finalized at MSC 82. The report of the group (MSC 83/5/2) will be considered at MSC 83.

With regard to the safety level approach, MSC 82 agreed on a list of items to be included in a provisional long-term work plan for the development of GBS based on the safety level approach, and established a second correspondence group to progress work on determining the current safety level in a holistic high-level manner, divided by ship types, in order to develop Tier I goals. The report of the group (MSC 83/5/3) will be considered at MSC 83.”

- 3 In annex 2, the text of paragraph 23 (page 12) is replaced by the following:

“23 Significant progress is being made within the MSC on the development of GBS, a work programme item that is now being dealt with through two separate but parallel streams. Progress towards the attainment of this strategic direction is summarized in the section of annex 1 to this document dealing with performance indicator No.18 and further progress, including on the outcome of the pilot project on Tier III verification using the IACS Common Structural Rules, is expected from MSC 83. As this strategic direction is necessarily finite, the time taken to adopt related SOLAS amendments may eventually be compared to cycle time (PI No.16), as an indication of the Organization’s performance in developing, not a treaty instrument, but a discrete package of regulatory measures.”

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