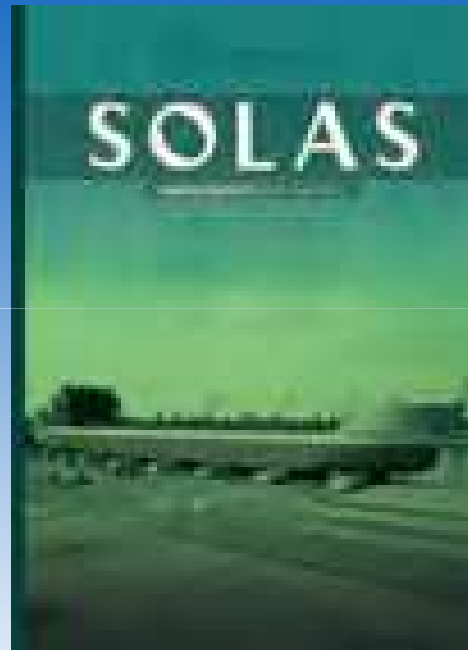


Swedish national GBS

Erik Eklund

Deputy Civil Aviation and Maritime Director

Why?





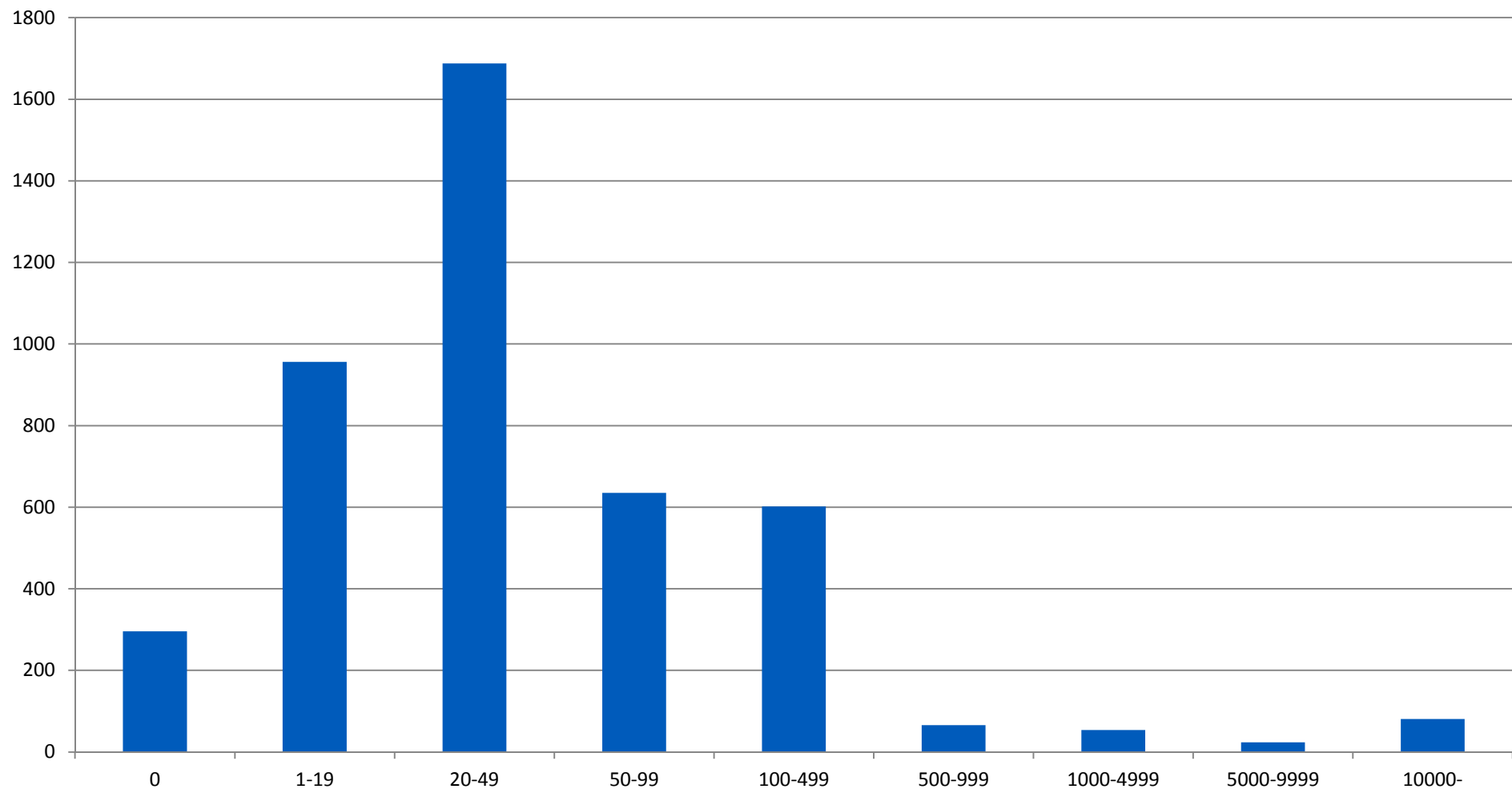
Goals

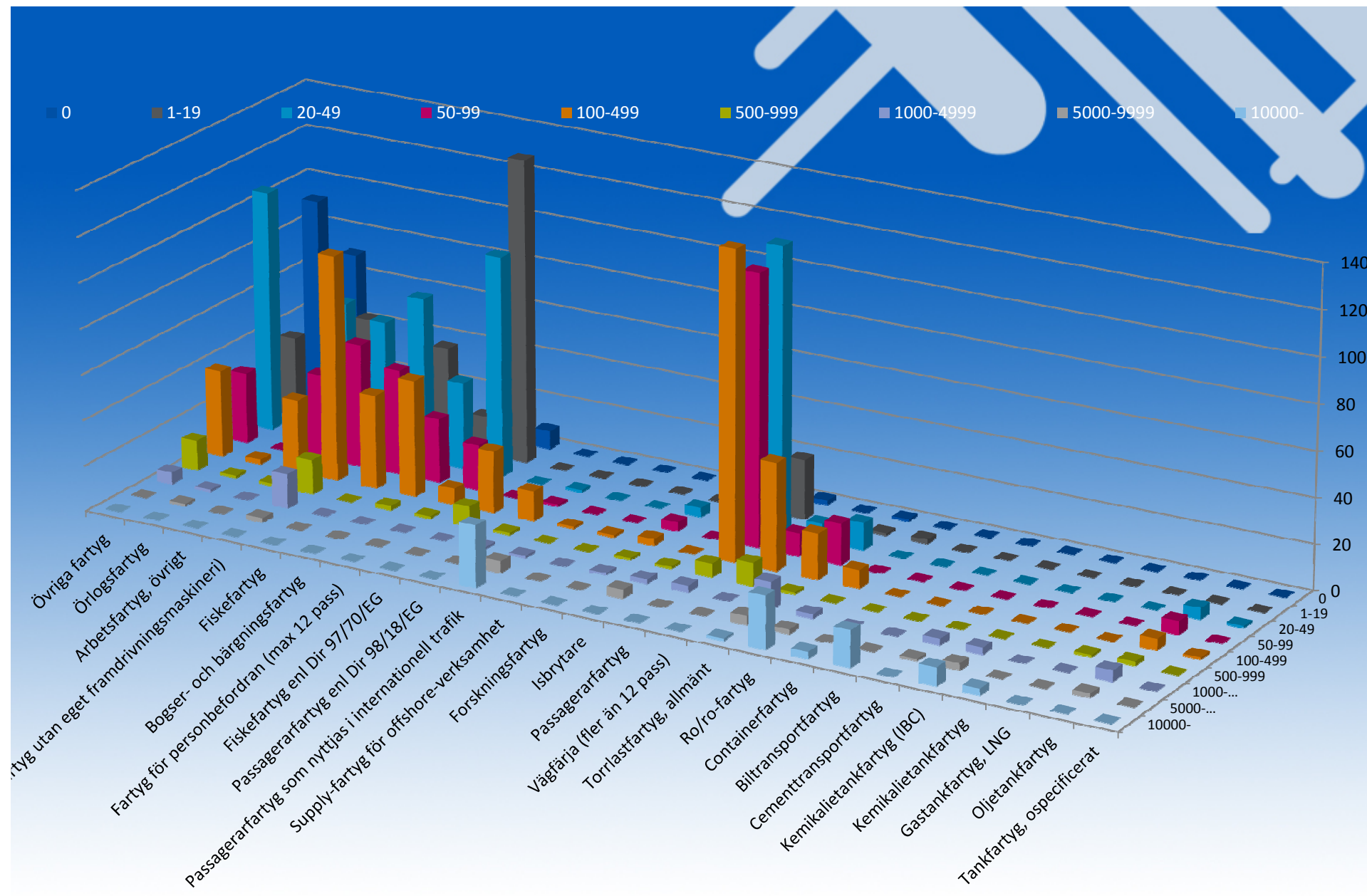
This project should develop modern national rules and an efficient oversight system for Swedish flagged ships who is not covered by international rules/conventions (IMO/EU etc)

The new rules should:

- develop a sound base for a long-term and sustainable development of shipping
- thru a change to Goal Based regulation
- together with Swedish goals, achieve better and more simplified regulation

Ship sizes in Swedish register





Project time line

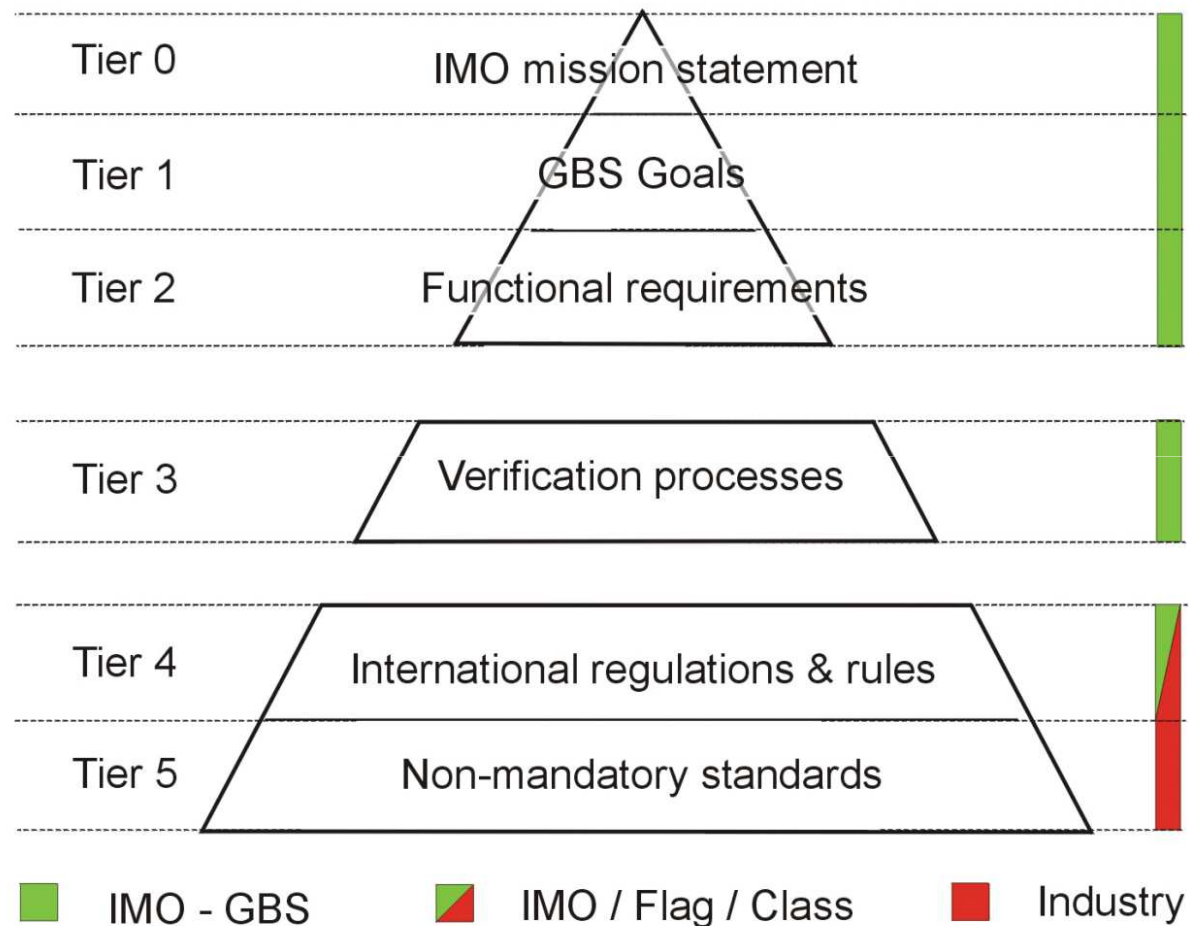
Part 1 aug 2013 – feb 2014

- Inventory
- Studies and proposals:
 - Change in act and ordinance
 - New structure of the regulation
 - New oversight system

Part 2 mar 2014 – nov 2014

- Goal and functional requirements
- Description of new oversight method
- Plans for change of IT-systems
- Proposals for more risk based oversight
- Feasibility study

IMO - GBS



Functions

- Functions on all levels
 - Focus on what should be achieved not how
 - Less connection to technical development makes them stable over time
 - Alternative design will be easier to accommodate
 - easier to communicate the level of safety.
- Ships above 24m can chose GBS or existing technical standards
- Ships below 24m will have fully goal/functional regulation
 - Many different existing type of vessels and technical standards
 - Case by case verification

Example – Intact stability

General about intact stability

The ship should be constructed and able to bring cargo with enough intact stability for all conditions it's intended to be used in

Intact stability enough

- Intact stability enough means that the ship with large margin against capsize or ingress of water can take cargo, maneuver, operate and in surten cases be able to tow or lift at sea inside in the area indented under the worst weather and wave conditions that possible can appear. If intact stability enough i any case will give limitations, these need to be available to the captain and not allowed to exceed

Base documentation

- Area of use
 - Max Pass
 - Type of cargo
 - Max deadweight
 - Type of operation other than transportation (cranes, towing, fishing etc)
 - Time until rescue (critical system in emergency)
- Risk analysis
 - Identifying possible exposition of risk
 - Critical moments
- Rules used
- Limitations (wind/wave height/placing of cargo)
- Verification description

Oversight system, certificates

- First time survey
 - Establish a base document
 - How the functional regulations have been verified
 - Certificate
 - a proof of verification as long no major changes, no time limits
- Continuous surveys
 - Self declaration (all ship below 15m and pleasure crafts)
 - Direct reporting in STAs IT-system

New oversight system

	Base Document	STA/RO 1.st survey issue certificate	STA/RO peridical survey	Exteneded self- assesment	Simplified self- assement
Passengership (D-E)	X	X	1/5 year	1/5 year	3/5 year
Passengership (A-C)	X	X	5/5 year	-	-
Cargo ship <15m	X	-	-	2/5 year	3/5 year
Cargo ship 15m-	X	X	1/5 year	1/5 year	3/5 year
Pleasure craft 24m-	X	X	-	1/5 year	-

Other areas of interest for GBS

- Manning
 - Can we implement goal and functional regulation for manning?
 - A separate project has just started
- Training and experience?

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Death rate in different traffic areas - 5 year "gliding" average

