



Workshop on Goal Based Standards (GBS)

Expert discussion on IMO Goal Based Standards (GBS), CSR, Safety Level Approach and their impact on European and National legislation - Summary

Unit B.2.1: Ship Safety

Lisbon / 11 Nov 2014

What did we learn today about the 2 parallel processes?

1. **GBS-CSR (IACS Harmonized Common Structural Rules - H-CSR).**
2. **GBS-SLA (Safety Level Approach).**

Do we have directions or examples outside IMO?

1. **At national level.**
2. **At European level.**

Final words

Goal-Based Standards are an alternative to current regulation:

- Specifying what shall be achieved rather than how

But...it is not so simple!!!

Behind, there is still a lot of work and documentation (and for everybody).

1 - **GBS-CSR** IACS Harmonized Common Structural Rules (H-CSR).

INTERTANKO and **IACS speakers** demonstrated the importance and the benefit of this approach for the Industry.

They also highlighted the need for innovation by ship designers and ship yards to be regulated and carefully monitored.

But the need to keep prescriptive regulations was also stressed notably if designers do not provide innovative solutions. IMO may set and define the minimum required safety level.

These elements confirm the interest of the ongoing “Verification Process” as described by our **Spanish** colleague. With GBS, there is a strong need for an harmonized review and follow-up.

2 - GBS-SLA Safety Level Approach (Safety-level (risk) based).

- **GBS-SLA requires the application of risk-based methods for justification of regulations and rules**
- **Results of discussion so far provide:**
 - no clear model of GBS-SLA
 - demonstrate the need for applying a step-by-step approach limiting discussion to single aspects
- **GBS-SLA is a new structure of IMO framework which has to be agreed by all stakeholders**
- **The development of GBS-SLA is a long-term process (step-by-step)**

Do we have directions or examples outside the IMO framework?

Examples and directions:

Sweden shown a concrete example of implementation of the GBS-Safety Level Approach in a domestic framework which demonstrates that the GBS is reasonable and practicable.

Commission presented a very similar rulemaking process the so-called “new approach”.

Final words:

Could we agree on the basic principles and goals for goal-based standards (GBS)?

Could we agree on the benefits and challenges of Goal Based Standards (GBS)?

Final words:

GBS (CSR or LSA/SLA) are promising processes but are also demanding in term of culture and involvement.

The impact at international, European or national level will be significant.

A lot a work is still to be done but the “safety based” culture is already part of our rule-making culture.



Thank you for your attention!

emsa.europa.eu

 twitter.com/emsa_lisbon

 facebook.com/emsa.lisbon

 **EMSA**
European Maritime Safety Agency