საქართველოს
ეკონომიკისა და მდგრადი
განვითარების სამინისტრო

სსიპ საზღვაო ტრანსპორტის
სააგენტო

MINISTRY OF ECONOMY
AND SUSTAINABLE
DEVELOPMENT OF GEORGIA

LEPL MARITIME TRANSPORT
AGENCY

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To: All Owners, Managers and Representatives of Ships under the
Georgian Flag, Masters and Officers, Recognized Organizations
and Georgia flag state inspectors

Subject: The International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers

Reference:

- **International Convention for the Safety of Life at Sea (SOLAS), as amended;**
- **IMO Resolution MSC.287 (87)- International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers, adopted on 20 May 2010;**
- **IMO MSC.1/Circ.1394/Rev.2, generic guidelines for developing IMO goal-based standards, adopted on 8 July 2019;**
- **IMO Resolution MSC.454(100), revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers, adopted on 7 December 2018;**
- **Maritime Code of Georgia;**

1. **Purpose:**

1.1 The purpose of this circular is to inform all MTA recognized organizations (RO's) regarding the international goal-based ship construction standards for bulk carriers and oil tankers.

1.2 The International Goal-based Ship Construction Standards (hereinafter referred as "GBS") for Bulk Carriers and Oil Tankers describe the goals and establish the functional requirements that the rules for the design and construction of bulk carriers and oil tankers of an organization recognized by the Administration, or the national rules of an Administration, shall conform to, as defined in SOLAS regulations II-1/2.28 and II-1/3-10. Additionally, the Standards establish that the above mentioned rules shall be verified as conforming to the goals and functional requirements.

2. Introduction:

2.1 GBS are high-level standards and procedures that are to be met through regulations, rules and standards for ships. GBS are comprised of at least one goal, functional requirement(s) associated with that goal, and verification of conformity that rules/regulations meet the functional requirements including goals. In order to meet the goals and functional requirements, recognized organizations (ROs) shall develop rules and regulations accordingly. These detailed requirements become a part of a GBS framework when they have been verified, by independent auditors and/or appropriate IMO organs, as conforming to the GBS.

2.2 International goal-based ship construction standards ensure that ships are constructed in such a manner that, if properly maintained, they remain safe for their entire economic life. The construction standards consist of the Goals (Tier I), Functional Requirements (Tier II), and Rules for the Verification of Conformity (Tier III).

3. The basic principles of IMO goal-based standards/regulations are:

3.1 Broad, over-arching safety, environmental and/or security standards that ships are required to meet during their lifecycle.
3.2 The required level to be achieved by the requirements applied by classification societies and other recognized organizations, Administrations and IMO.
3.3 Clear, demonstrable, verifiable, long-standing, implementable and achievable, irrespective of ship design and technology.
3.4 Specific enough in order not to be open to differing interpretations.
3.5 The above basic principles were developed to be applicable to all goal-based standards developed by IMO and not only to ship construction standards, in recognition that, in the future, IMO may develop goal-based standards for other safety areas, e.g. machinery, equipment, fire-protection, etc., as well as security and environment protection related areas, and that all goal-based standards developed by IMO should follow the same basic principles. The latest IMO instruments using the GBS approach are the Polar Code, IGF Code and Goal-Based Ship Construction Standards for Bulk Carriers and Oil Tankers.

4. Standards – Goals:

4.1 Tier I – goals are as defined in SOLAS regulation II-1/3-10, Ships shall be designed and constructed to be safe and environmentally friendly, with environmentally acceptable construction materials, to minimize the risk of pollution to the marine environment.

5. **Standards - function requirement:**

5.1 Tier II – function requirement, the ships shall be designed to have ultimate strength, suitable safety margins, protection against corrosion, watertight and weather tight integrity. Additionally, a survey plan shall be carried out for the construction process. The specified design life shall not be less than 25 years.

6. Standards - verification of conformity:

6.1 Tier III – verification of compliance provides the instruments necessary for demonstrating and verifying that the associated rules and regulations for ships comply with the goals and functional requirements. The verification process should be transparent and result in a consistent outcome irrespective of the evaluator.
6.2 The verification process should be focused on the rule/regulations relevant to safety and environmental friendliness.
6.3 Verification of compliance should establish the method and criteria to be applied during the verification process, and should consider the following elements:

- identification of the functional requirement(s) that are being addressed by the rules/regulations;
- extent to which the rules/regulations cover the functional requirements and contribute towards meeting the goal(s);
- rule commentary;
- technical documentation, including, mechanism of how the rules/regulations meet the functional requirements (operational, technical, design, etc.), explanation, including technical background information, of the way the rule/regulation was formulated/drafted; and methodology used to derive the rule/regulation along with supporting rationale/justification;
- quality assurance procedures applied throughout rule/regulation development process;
- methods for obtaining feedback on the effectiveness of the rules/regulations and continuous improvement.

6.4 Verification of compliance should:

- be based on techniques varying from first principle models to historic data;
- be based on analyses using proven, lately established technology;
- be based on defined clear qualitative and quantitative criteria with a preference of quantitative values;
- check whether currently known modes and cases of failure are covered;
- The developer of the rules/regulations under consideration is responsible for performing the analysis required to prove that the rules/regulations comply with the functional requirements the rules/regulations intend to cover.

7. **Monitoring / verification:**

7.1 The verification under the GBS Standards shall be provided by the MTA recognized organizations (ROs), only the IACS members and take into account IMO Resolution MSC.454 (100), adopted 7 December 2018.

8. Contact Details:

8.1 Recognized Organizations, Ship owner, Ship Operator or Management Company of a ship flying the Georgian flag. You may contact MTA for additional consultation and assistance.

LEPL- Maritime Transport Agency of Georgia
Ships Registry and Flag Control Department
Tel: +995 (422) 274925
E-mail: fsi@mta.gov.ge
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Attachments:

IMO Resolution MSC.287 (87)- Adoption of the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers;
IMO MSC.1/Circ.1394/Rev.2, generic guidelines for developing IMO goal-based standards;
IMO Resolution MSC.454(100), revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers;

Director SIGNED/SEALED ELECTRONICALLY Tamar Ioseliani