
GBS & CSR maintenance



Background

- MSC 96 (May 2016) decided that 12 Class rules (incl. **CSR**) conformed to **GBS** subject to the rectification of **non-conformities** identified by audit carried out by **IMO**.
- **IACS** adopted **URC** in Dec. 2016.
- With that, MSC 98 (June 2017) confirmed that all **non-conformities** were rectified, while follow-up of **observations** remained.
- **IACS** developed **RCP** 2017, too (May 2017).

Background

- **GBS** is the 1st comprehensive intervention of **IMO** in detailed structural rules of Class for BCs & OTs.
- Based on the lessons learned, **IMO** aims to complete amendments to **GBS** Verification (Audit) Guidelines (specifying procedures and acceptance criteria) at MSC 100 (Dec. 2018), which will be effective in Nov. 2019.
- Maintenance of **GBS** and **CSR** continues.

Future developments

- Future **RCPs** will be reviewed annually by **EAG** of **IACS** (7 from ICS, INTERTANKO, INTERCARGO, BIMCO and OCIMF, and 3+1 from **ASEF**) prior to the public reviews to relieve Industry of frustrations.
- **RCPs** may include the consequences of follow-up of **observations** identified.
- **RCPs** are also subject to periodic or ad hoc audit by **IMO**, in principle.

Trouble

- Unlike Class TCs, audit teams consist of only “3-5” auditors from Government including CG and RI, University, Shipowner, Shipbuilder or Consulting Co. (capacity??)
- Audit tended to too much conservatism.
- **URCP** and **RCP** 2017 made by **IACS** were biased by some extreme stakeholders, too.
- BCs & OTs engaged in international trade must be classed by **IACS** members (**GBS**).

RCP2017 issue

- **ASEF** sent 2 comments on **RCP** 2017 to **IACS** as a result of the 1st review. The **RCPs** on which **ASEF** commented are:
 - The region of Full penetration welding around corrugate BHD is expanded; and
 - Continuous skirt plate as support for Hatch cover is not to be accepted.
- **IACS** released the revised **RCP** 2017 for TC review in Oct. 2017.
 - The comment on Full penetration welding region is not accepted by **IACS**.
 - The comment on Hatch cover is accepted.

Needs for follow-up by ASEF

- **GBS, GBS Verification (Audit) Guidelines and CSR produce long-term effects, and too much conservatism should lead to:**
 - discouraging developers and innovators (shipbuilders, manufacturers and shipowners);
 - waste of money since some extreme stakeholders do not necessarily share the interests of the owners of ships & cargoes and consumers; and
 - adverse impact on environmental protection

Action requested of ASEF

- **ASEF** members are kindly invited to:
 - monitor the development of the issue and share information, in particular, about merits and demerits for **ASEF** members; and
 - intervene in the issue in a timely manner:
 - ✓ **ASEF**'s action at **IMO** in cooperation with CESA as well as at **EAG** of **IACS**;
 - ✓ Assist the **IMO** attendants and **EAG** members registered by **ASEF**;
- **ASEF** may nominate experts for auditors.