COMMON STRUCTURAL RULES FOR OIL TANKERS AND BULK CARRIERS

[Presentation by the International Association of Classification Societies (IACS)]

This document prepared by Dr. Kirsi Tikka, ABS, on behalf of IACS, will be presented at the third session of the Workshop with non-member economies on shipbuilding policies to be held on 18-19 December 2006.

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### Common Structural Rules for Oil Tankers and Bulk Carriers

#### Dr. Kirsi Tikka
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on behalf of IACS

| Eliminate competition with regard to structural requirements |
| Ship’s structure will be at least as safe and robust as required by the old rules |
| Increased transparency of requirements |
| Ready alignment with IMO’s Goal-Based Standards |
Objectives of IACS Common Structural Rules

Eliminate competition on steel weight for tankers of 150 m in length or greater and for bulk carriers of 90 meters in length or greater

Ships meeting these new standards will be at least as robust as would have been required by any of the existing Rules

- Design life 25 years in the North Atlantic
- Criteria for Ultimate Hull Girder Strength
- Net scantling concept with a direct linkage between new construction requirements and in-service allowable wastage requirements
## Objectives of IACS Common Structural Rules

- Design changes are required to comply with CSR
- Yards need to deal with only one set of class Rules
- CSR is not intended to stifle innovation

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## Objectives of IACS Common Structural Rules

Increased transparency of the requirements and industry feedback on the Rules

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Chinese Association of National Shipbuilding Industries

The Shipbuilders' Association of Japan

THE KOREA SHIPBUILDERS' ASSOCIATION
Objectives of IACS Common Structural Rules

Uniformity of interpretation and application

Ready alignment with the IMO Goal Based Standards

- The CSR were developed keeping in mind the development of the Goal Based Standards at IMO
- IACS participates actively in the development of the GBS
IACS CSR and IMO Goal Based Standards

Development in two parallel tracks

- Short term – deterministic approach for oil tankers and bulk carriers
- The CSR will be the basis of the Pilot Project to examine and evaluate the GBS verification framework
- Long term – safety level approach for all ships

IACS CSR and IMO Performance Standard for Protective Coatings

- IMO PSPC applies as a condition of class to CSR ships contracted for construction from 8 Dec 2006
- IMO implementation for all ships contracted from 1 July 2008
### IACS CSR and IMO Performance Standard for Protective Coatings

#### IMO PSPC for all ballast spaces and double-side skin spaces on bulk carriers

- Target useful coating life of 15 years
- Coating application
- Inspection
- Documentation
- Verification

#### IACS Procedural Requirement on Application of IMO PSPC under IACS Common Structural Rules for Bulk Carriers and Oil Tankers

- Procedure for coating system approval
- Procedure for assessment of coating inspectors’ qualifications
- Procedure for inspection agreement
- Procedure for verification application
- Procedure for review of Coating Technical File
### IACS CSR – Future development

- Harmonization of the two rule sets
  - Uniform technical approach
  - Alignment with IMO GBS
  - Schedule 5 years from implementation

### IACS CSR – Related work

- URZ23 on Hull Survey for New Construction
The adoption of the Common Structural Rules marks “one of the most significant steps in the development of maritime rules.”