

COUNCIL
WORKING PARTY ON SHIPBUILDING


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.

Contact: Structural Policy Division, Mr. Danny Scorpecci. tel: +33 1 45 24 94 33;
fax: +33 1 44 30 62 57; e- mail: danny.scorpecci@oecd.org

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| IACS | Common Structural Rules for Oil Tankers and Bulk Carriers |
| SAFER SHIPPING |  <p data-bbox="802 891 1054 999">Dr. Kirsi Tikka ABS on behalf of IACS</p> <p data-bbox="1091 1019 1295 1046">IACS Common Structural Rules 1</p> |


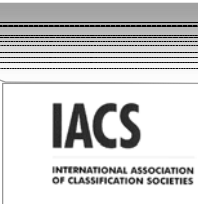
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| IACS | Common Structural Rules for Oil Tankers and Bulk Carriers |
| SAFER SHIPPING | <ul data-bbox="564 1305 1139 1664" style="list-style-type: none">✓ Eliminate competition with regard to structural requirements✓ Ship's structure will be at least as safe and robust as required by the old rules✓ Increased transparency of requirements✓ Ready alignment with IMO's Goal-Based Standards  <p data-bbox="1091 1839 1295 1861">IACS Common Structural Rules 2</p> |

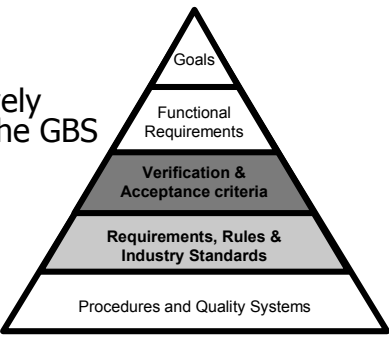
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| IACS | Objectives of IACS Common Structural Rules |
| <p>SAFER SHIPPING</p> | <p>Eliminate competition on steel weight for tankers of 150 m in length or greater and for bulk carriers of 90 meters in length or greater</p>  <p>IACS Common Structural Rules 3</p> |

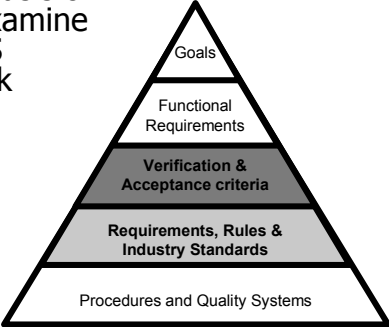
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| IACS | Objectives of IACS Common Structural Rules |
| <p>SAFER SHIPPING</p> | <p>Ships meeting these new standards will be at least as robust as would have been required by any of the existing Rules</p> <ul style="list-style-type: none"> ✓ Design 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 <p>IACS Common Structural Rules 4</p> |


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| <p>IACS</p> | <p align="center">Objectives of IACS Common Structural Rules</p> |
| <p>SAFER SHIPPING</p> | <ul style="list-style-type: none"> ✓ 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 <div data-bbox="890 622 1283 1003" style="text-align: right;"> </div> <p align="right">IACS Common Structural Rules 5</p> |


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| <p>IACS</p> | <p align="center">Objectives of IACS Common Structural Rules</p> |
| <p>SAFER SHIPPING</p> | <p>Increased transparency of the requirements and industry feedback on the Rules</p> <div data-bbox="579 1422 1251 1796" style="text-align: center; border: 1px solid black; padding: 10px;"> <p>中国船舶工业行业协会文件 Chinese Association of National Shipbuilding Industries</p> <p>The Shipbuilders' Association of Japan</p> <p>THE KOREA SHIPBUILDERS' ASSOCIATION</p> </div> <p align="right">IACS Common Structural Rules 6</p> |

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| IACS | <h2>Objectives of IACS Common Structural Rules</h2> |
| <p>SAFER SHIPPING</p> | <p>Uniformity of interpretation and application</p> |
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| |  <p style="text-align: right; font-size: small;">IACS Common Structural Rules 7</p> |


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| IACS | <h2>Objectives of IACS Common Structural Rules</h2> |
| <p>SAFER SHIPPING</p> | <p>Ready alignment with the IMO Goal Based Standards</p> |
| | <ul style="list-style-type: none"> ✓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 |
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| IACS | IACS CSR and IMO Goal Based Standards |
| SAFER SHIPPING | <p>Development in two parallel tracks</p> <ul style="list-style-type: none"> ✓ 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 <div style="text-align: right;">  </div> <p style="text-align: right; font-size: small;">IACS Common Structural Rules 9</p> |

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| IACS | IACS CSR and IMO Performance Standard for Protective Coatings |
| SAFER SHIPPING | <ul style="list-style-type: none"> ✓ 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 <div style="text-align: center;">  </div> <p style="text-align: right; font-size: small;">IACS Common Structural Rules 10</p> |

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| <p>IACS</p> | <p>IACS CSR and IMO Performance Standard for Protective Coatings</p> |
| <p>SAFER SHIPPING</p> | <p>IMO PSPC for all ballast spaces and double-side skin spaces on bulk carriers</p> <ul style="list-style-type: none"> ✓Target useful coating life of 15 years ✓Coating application ✓Inspection ✓Documentation ✓Verification  <p style="text-align: right;"><small>IACS Common Structural Rules 11</small></p> |

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| <p>IACS</p> | <p>IACS CSR and IMO Performance Standard for Protective Coatings</p> |
| <p>SAFER SHIPPING</p> | <p>IACS Procedural Requirement on Application of IMO PSPC under IACS Common Structural Rules for Bulk Carriers and Oil Tankers</p> <ul style="list-style-type: none"> ✓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 <p style="text-align: right;"><small>IACS Common Structural Rules 12</small></p> |

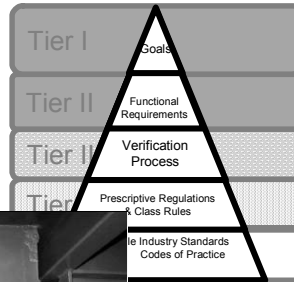
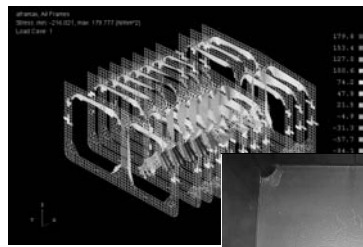
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| IACS | IACS CSR – Future development |
| SAFER SHIPPING | <p>Harmonization of the two rule sets</p> <ul style="list-style-type: none">✓ Uniform technical approach✓ Alignment with IMO GBS✓ Schedule 5 years from implementation <div data-bbox="609 674 1219 1021"></div> <p data-bbox="1082 1021 1295 1046">IACS Common Structural Rules 13</p> |

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| IACS | IACS CSR – Related work |
| SAFER SHIPPING | <p>URZ23 on Hull Survey for New Construction</p> <div data-bbox="624 1341 1233 1796"></div> <p data-bbox="1082 1839 1295 1861">IACS Common Structural Rules 14</p> |

IACS

IACS Common Structural Rules for Oil Tankers and Bulk Carriers

The adoption of the Common Structural Rules marks “one of the most significant steps in the development of maritime rules”



SAFER SHIPPING

IACS Common Structural Rules 15