

IACS' Role in Support of the International Maritime Community

**CFA 2019 Conference and Trade show
Canada, 16 Sep 2019**

**IACS Secretary General
Robert Ashdown**

Why Classification?

- In the second half of the 18th century, marine insurers, wanted a system for the independent inspection of the hull and equipment of ships presented for insurance cover.
- A system was needed to rate or 'classify' the condition of each ship and in 1760 a Committee was formed for this purpose – and Lloyd's Register was born.
- The condition of the hull was classified A, E, I, O or U, according to the excellence of its construction and its adjudged continuing soundness (or otherwise).
- Equipment (masts and rigging – engines later) was G, M, or B: simply, 'Good', 'Middling' or 'Bad'. In time, G, M and B were replaced by 1, 2 or 3, which is the origin of the well-known expression 'A1', meaning 'first or highest class'.

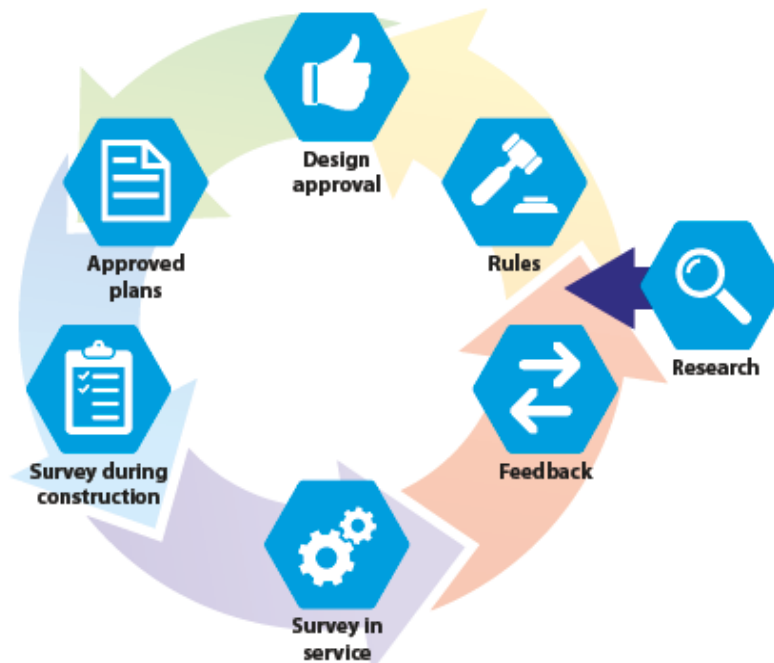
- Today, the objective of ship classification is ...

“to verify the structural strength and integrity of essential parts of the **ship’s hull and its appendages**, and the reliability and function of the **propulsion and steering systems**, power generation and those other features and auxiliary systems which have been built into the ship in order to maintain essential services on board for the purpose of safe operation of a ship.”

So:

- ‘Classification’ is compliance of the design plans and the vessel with the Rules developed and published by the Classification Society.
- Classification notations are now indicative of the specific Rule requirements which have been met and a basic notation for a seagoing vessel might be “+100A1” or “+1A1” etc
- Additional voluntary notations are offered by individual Societies and may be selected by an owner wishing to demonstrate that the vessel conforms to a particular standard that may be in excess of that required for classification.

- Classification Societies verify compliance with their own Rules.
- Classification Societies are the sole interpreter of, and have sole responsibility for, their Rules.
- Classification Societies alone decide as to whether to accept any equivalent arrangements to the provisions in their Rules.



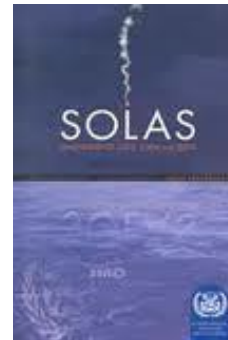
BUT WHAT CLASS DOES NOT DO

- Class surveyors are not permanently on board the vessel.
- Class survey regime does not cover the whole ship.
- Class is not the shipping industry's policeman.

As such, a Class certificate is an attestation that a vessel is in compliance with the Rules that have been developed and published by the Society issuing the classification certificate.

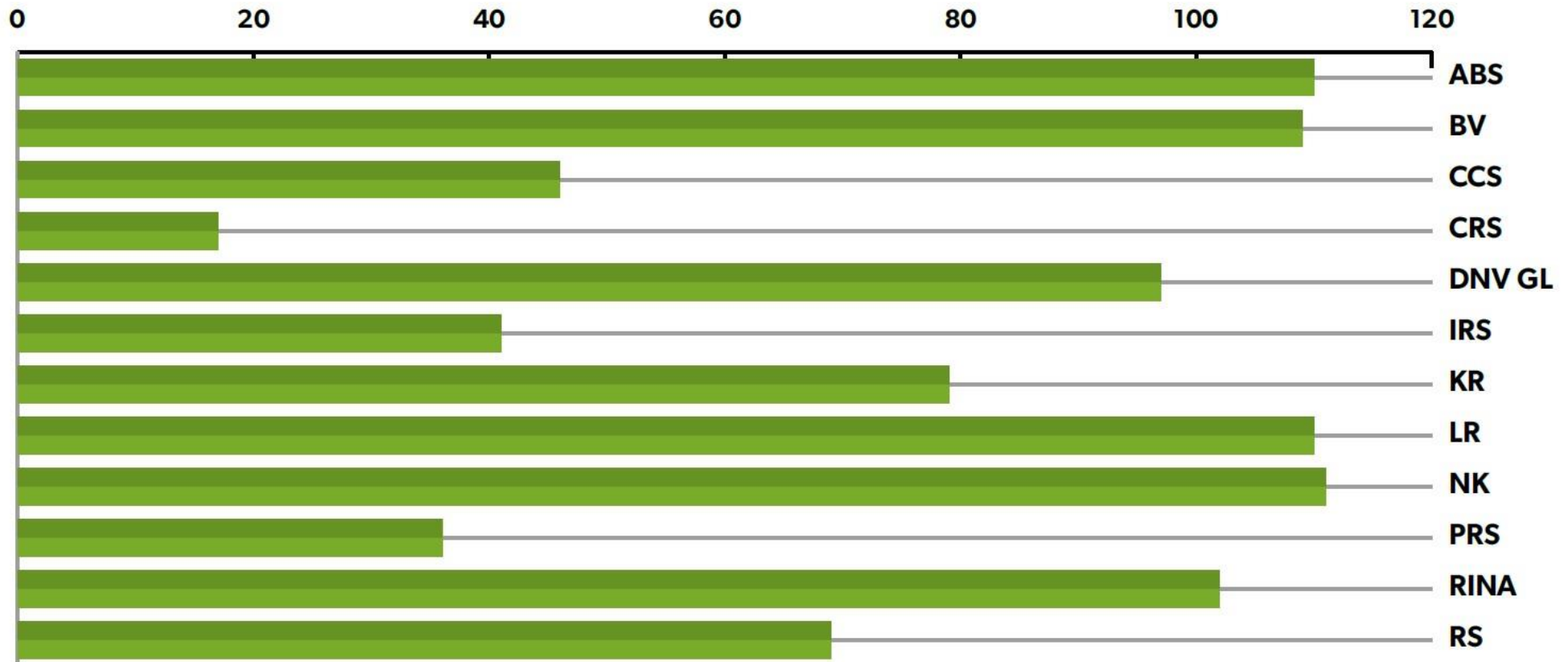
Further, Classification Societies are not guarantors of safety of life or property at sea or the seaworthiness of a vessel because the Classification Society has no control over how a vessel is manned, operated and maintained between the periodical surveys which it conducts.

- Vast majority of flag States have delegated their statutory activities to authorised 'Recognized Organizations' (ROs)
- Compliance with IMO conventions
- Plan approval
- Technical surveys of vessels
- Issuance of statutory certificates
- Use of Recognized Organizations to conduct surveys and issue certificates on behalf of Administrations can be found in all principle IMO Conventions (except the STCW Convention).





Number of recognising flag authorities*



*Number of recognising flag authorities means number of RO agreements with Flags, with general or standing authorization to act on their behalf for any statutory certificate.

Classification Societies, when acting as ROs:

- verify compliance with statutory instruments (not just hull and machinery items; but LSA, fire-fighting, navigation equipment etc)
- are responsible and accountable to the Administration for the work they carry out on its behalf;
- cannot interpret these regulations alone, nor, without permission, use professional judgement to accept equivalent solutions;
- have responsibilities as defined in Agreements with the Administration.

VISION

To be a trusted partner of regulators with respect to the development of maritime regulations and to maintain classification as the primary mechanism for practical self-regulation of the maritime industry.

IACS MISSION

To establish, review, promote and develop minimum technical requirements in relation to the design, construction, maintenance and survey of ships and other marine related facilities, and;

To assist international regulatory bodies and standard organisations to develop, implement and interpret statutory regulations and industry standards in ship design, construction and maintenance with a view to improving safety at sea and prevention of marine pollution.

IACS and its Members' key values:

1. Leadership
2. Technical Knowledge
3. Quality Performance
4. Transparency



1862



BUREAU
VERITAS

1828



中国船级社

1956



1949



* Merged in 2013



1975



1960



1760

ClassNK

1919



1936



1861



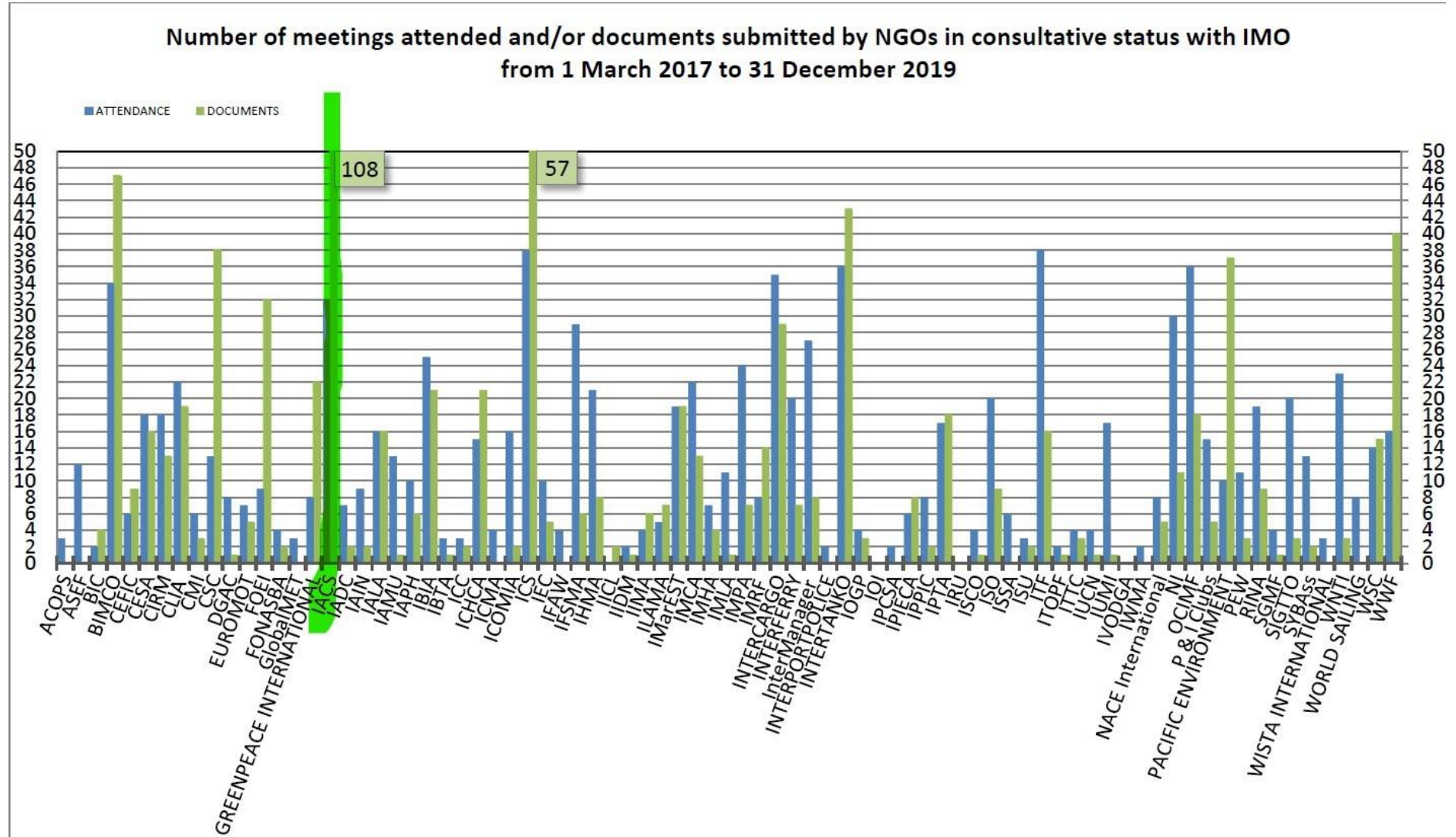
1913

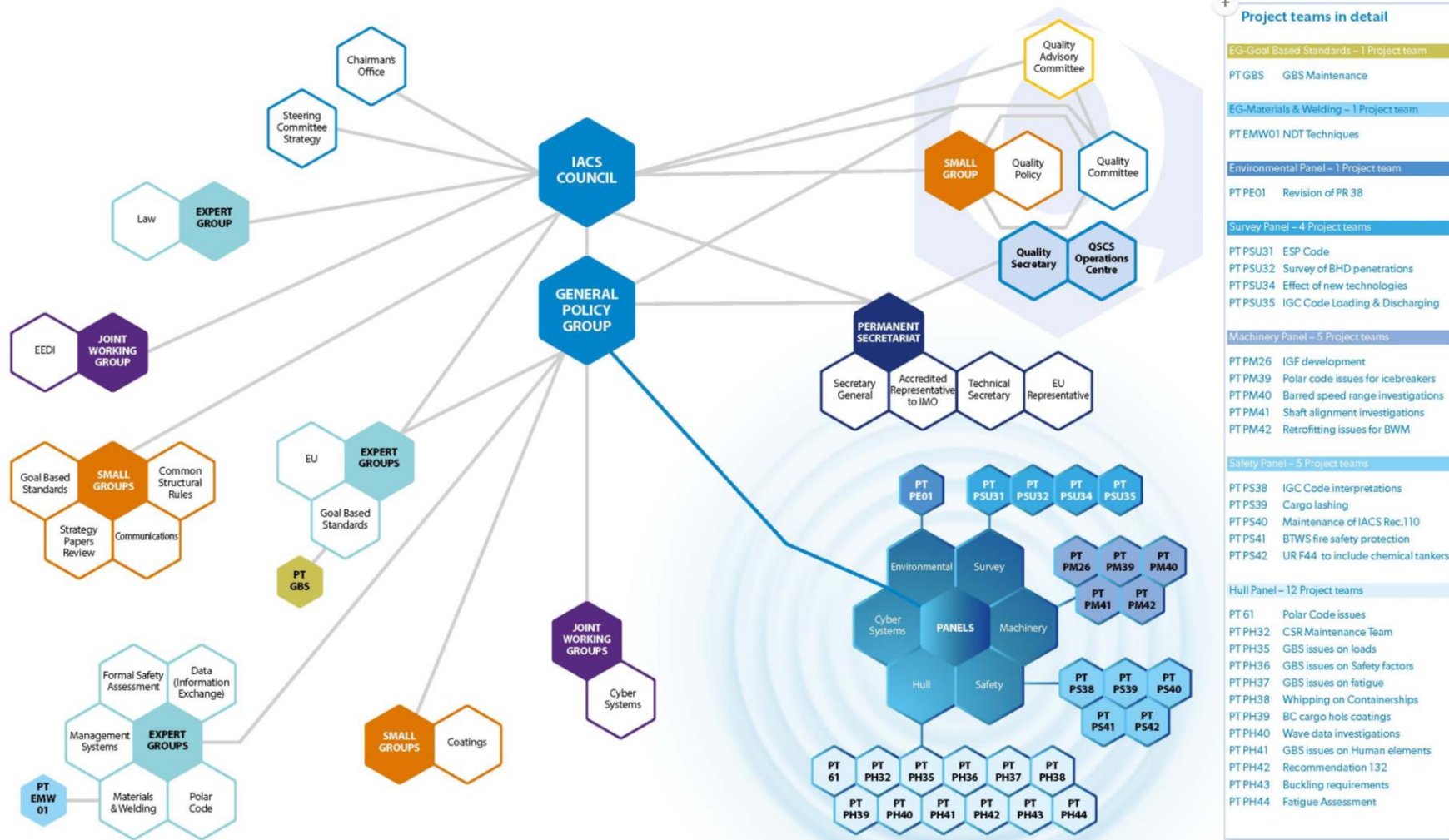
- IACS is not involved in the operational and commercial activities of its Members, including appraisal, approval surveying and testing of vessels and equipment and the issuing of classification and statutory certificates where authorised.
- IACS is a technical organisation and not a political entity.
- IACS is “the principal technical advisor to the IMO” (MoA signed December 2016)



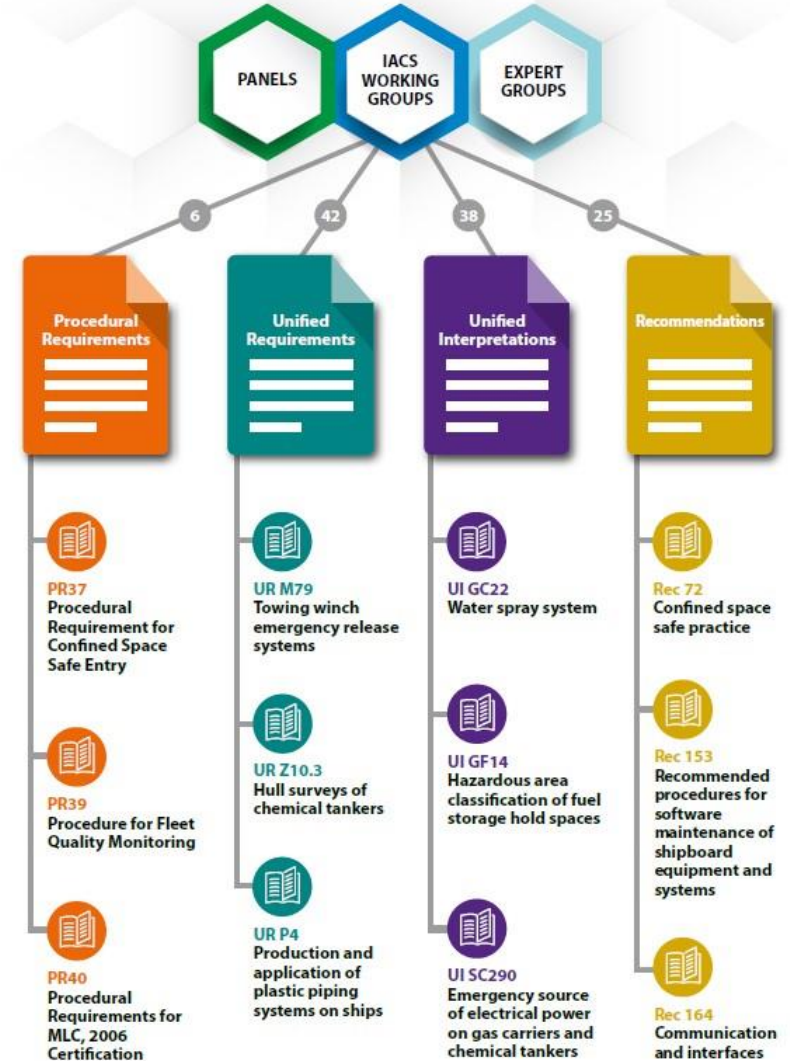
Submissions to IMO in 2018

- [SDC5](#) - 6
- [PPR5](#) - 1
- [SSE5](#) - 7
- [MEPC72](#) - 5
- [MSC99](#) - 5
- [CCC5](#) - 13
- [III5](#) - 1
- [MEPC73](#) - 4
- [MSC100](#) - 5





- The [output from IACS](#) work is often the development and adoption of IACS resolutions:
- Procedural Requirements ([PRs](#));
- Unified Requirements ([URs](#))
- Unified Interpretations ([UIs](#)).
- * IACS also publishes Recommendations ([Recs](#))



[IACS Procedural Requirements \(PRs\)](#)

- PRs are adopted on matters of procedure to be followed by Members and, sometimes , by the IACS Permanent Secretariat.
- PRs have been developed on such issues as: Transfer of class (TOCA), Training and qualifications of survey and plan approval staff

[IACS Unified Requirements \(URs\)](#)

- URs are on matters related to Classification Rules and practices.
- URs are minimum requirements. Members can set more stringent requirements.

[IACS Unified Interpretations \(UIs\)](#)

- UIs are adopted on matters arising from implementing the provisions of statutory (IMO) instruments.
- UIs often address 'vague expressions', especially 'to the satisfaction of the Administration'.
- UIs are submitted to IMO for consideration

[IACS Recommendations \(Recs\)](#)

- IACS also publishes Recommendations and guidelines related to adopted Resolutions that not only deal with matters of class but also offer some advice to the marine industry.

- [IACS Green Book](#) contains all currently in force IACS Resolutions and Recs. The annex to the Green Book contains all adopted IACS resolutions and their future entry into force dates.
- The [IACS Blue Book](#) contains all IACS publications and historical data. The IACS Blue Book is updated and published once a year only.

Publications

Submit

- Download Blue Book >
- Download Green Book >
- Procedural Requirements >
- Common Structural Rules >
- Unified Requirements >
- Unified Interpretations >
- Recommendations >
- TC Forum >



IACS produces a range of documentation to help promote consistency throughout the member societies. This area provides access to technical resolutions produced by IACS.

Download Green Book

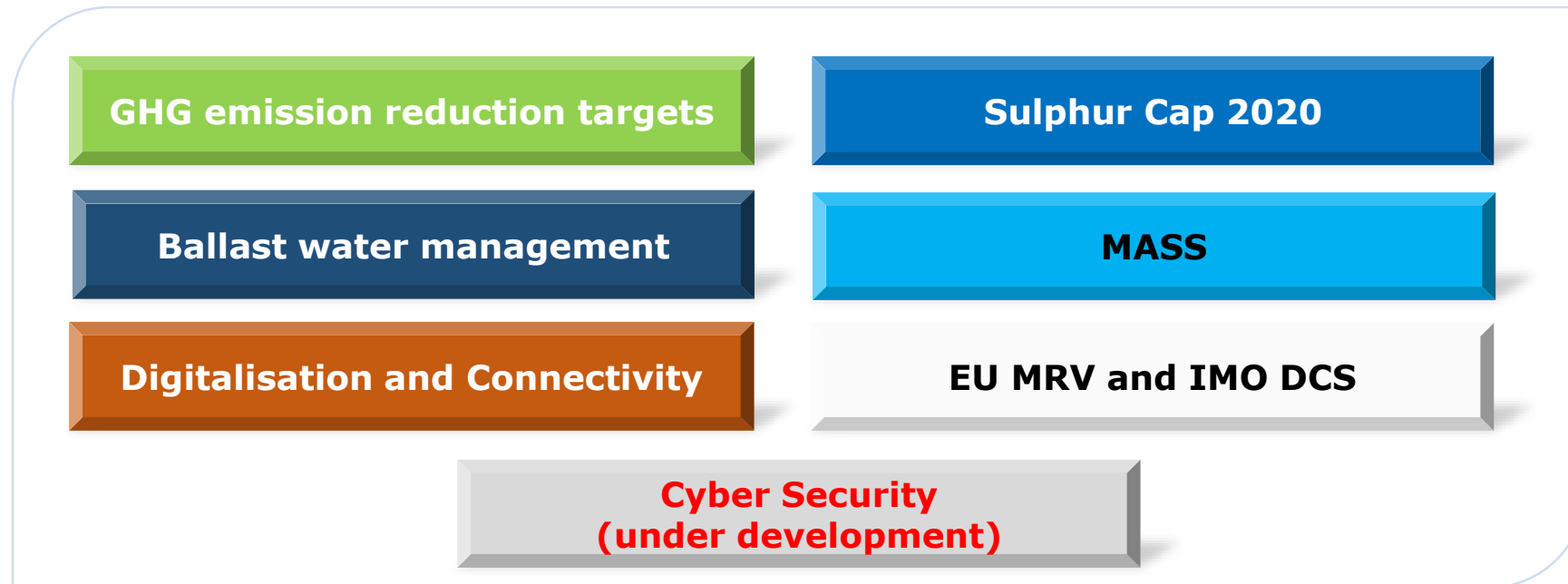
Download 2019 Blue Book
Size: 668Mb | Filetype: ZIP

The IACS Green Book contains all currently in force IACS Resolutions and Recommendations. The annex to the Green Book contains all adopted IACS resolutions and their future entry into force dates. The Green Book is updated when an IACS new or revised Resolution or Recommendation is uploaded on the IACS website. Namely, the IACS Green Book is revised at the end of each working day.

The IACS Blue Book contains the IACS Green Book as well as previous revisions of IACS publications and historical data. The IACS Blue Book is updated and published once a year only.

- IACS “Position Papers” are issued and reviewed regularly by IACS on key topics for the Industry. These position papers provide background to the subject matter, IACS position on the subject and summary of actions that IACS has taken. (<http://www.iacs.org.uk/about/iacs-position-papers/>)

Current IACS high level position papers





Safer and Cleaner Shipping

News & IMO Submissions

July 23 2019

IACS PARTICIPATION AT CCC 6

In demonstrating its ongoing commitment to support the work of the International Maritime Organization (IMO), IACS will attend the next meeting of the IMO's Sub-Committee on Carriage of Cargoes and Containers (CCC 6) that will meet from 9 to 13 September 2019.

[Read Article](#)

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Safer and Cleaner Shipping

Dedicated to safe ships and clean seas, IACS makes a unique contribution to maritime safety and regulation through technical support, compliance verification and research and development. More than 90% of the world's cargo carrying tonnage is covered by the classification design, construction and through-life compliance Rules and standards set by the twelve Member Societies of IACS.

- [EAG Meeting](#) - External Advisory Group provides support for the maintenance process of CSR.
- [Industry Spring Technical Meeting](#)- To discuss technical work that should be taken forward on a joint industry basis
- [IACS Chair visits](#) to Industry associations.
- [Round table Meeting](#).
- [Tripartite Meeting](#)- Tripartite is a meeting platform on which issues of mutual interest to the international maritime industry (ship owners, shipbuilders and classification societies) are discussed.
- [Industry winter meeting](#) with IACS Council Members.

IACS Publications specifically related to ro-ro passenger vessels:

Unified requirements

- [UR S8](#) - Bow Doors and Inner Doors
- [UR S9](#) - Side Shell Doors and Stern Doors
- [UR Z24](#) - Survey Requirements for Shell and Inner Doors of Ro-Ro Ships

Unified Interpretations

- [UI SC42](#) & [UI SC43](#) - Precaution against ignition of explosive petrol and air mixture in closed vehicle spaces, closed ro-ro spaces and special category spaces
- [UI SC156](#) - Doors in watertight bulkheads of cargo ships and passenger ships

- [UI SC220](#) - Special requirements for ro-ro passenger ships
- [UI SC243](#) - Access to controls for closing of ventilation of vehicle, special category and ro-ro spaces

During MSC 101, the Maritime Safety Committee unanimously agreed to include an item on "Measures to improve domestic ferry safety" in the provisional agenda for MSC 102;

- IACS contributed to a previous IMO initiative on domestic ferry safety and assisted in the [development and finalisation of Guidelines on the safe operation of coastal and inter-island passenger ships not engaged in international voyages](#)
- IACS will be looking forward to contribute to work on domestic ferry safety.

Q&A

THANK
YOU