

Application of Common Structural Rules for Bulk Carriers and Oil Tankers to GBS Ships

Amended Rules

Rules for the Survey and Construction of Steel Ships Part A

Reason for Amendment

At the 87th Session of its Maritime Safety Committee (MSC87) held in May 2010, the IMO adopted a new set of standards for bulk carriers and oil tankers (hereinafter referred to as “ships”) called “Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (GBS)” and an amendment to SOLAS, which added Chapter II-1 Regulation 3-10, to make compliance with the GBS mandatory. The GBS applies to ships of 150 m in length and above:

1. for which the building contract is placed on or after 1 July 2016;
2. in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017; or
3. the delivery of which is on or after 1 July 2020.

In order to comply with the GBS, ships are required to be designed and built according to classification society rules, etc. which have passed GBS verification audits carried out by the IMO. In this context, it is necessary ships to be built according to IACS’ Common Structural Rules for Bulk Carriers and Oil Tankers (CSR BC&OT) in order for them to comply with structural requirements of the GBS.

The CSR BC&OT specifies that its requirements apply to ships contracted on or after 1 July 2015. However, ships whose delivery dates are on or after 1 July 2020 are also de facto required to comply with the CSR BC&OT regardless of the date of when their building contract are placed because such ships are subject to the GBS.

Therefore, relevant requirements were amended to clarify that the CSR BC&OT applies to ships subject to the GBS.

Outline of Amendment

Specified requirements stating that GBS ships were to comply with Part CSR-B&T (“Common Structural Rules for Bulk Carriers and Oil Tankers”) of the Rules for the Survey and Construction of Steel Ships.