



**IACS**

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**International Association of  
Classification Societies**

**Permanent Secretary**

**IACS**

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## Introduction

### “IACS”

- **11 Classification Societies pool resources to enable their “joint interests” to be administered.**
- **International Association of Classification Societies “IACS”.**



## “IACS Introduction”

- Rules cover 95% of the worlds fleet by tonnage.
- Formed 1968 – 10 Members & 1 Associate.
- ABS, BV, CCS, DNV, GL, KR, LR, NK, RINA, RS + IRS.
- 46,000 Ships in IACS Member Class.
- 6,000 Surveyors working from 1,000 Offices.
- 600,000 Ship Surveys Annually.

## Introduction

### **“IACS”**

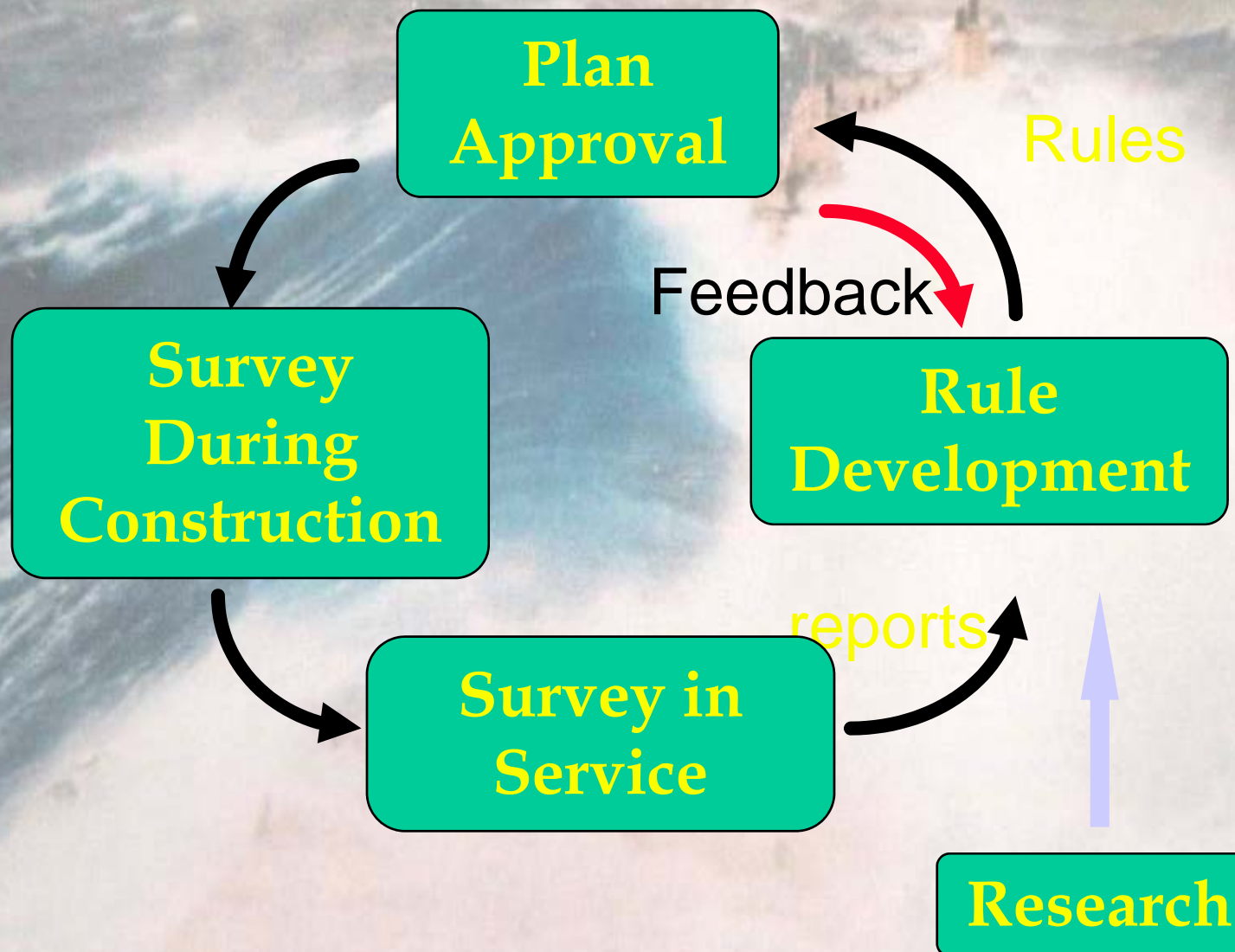
- **The “joint interests” are:**
  - **Setting minimum standards for safety of life and cleaner seas.**
  - **Rules to maintain these standards – Unified Requirements “URs” and Procedural Requirements “PRs”.**
  - **Research and development (£50m p.a.) to progress and enhance safety and cleaner seas**
  - **150+ work tasks (drawing their resources from “Class”) in operation to-day**



# IACS

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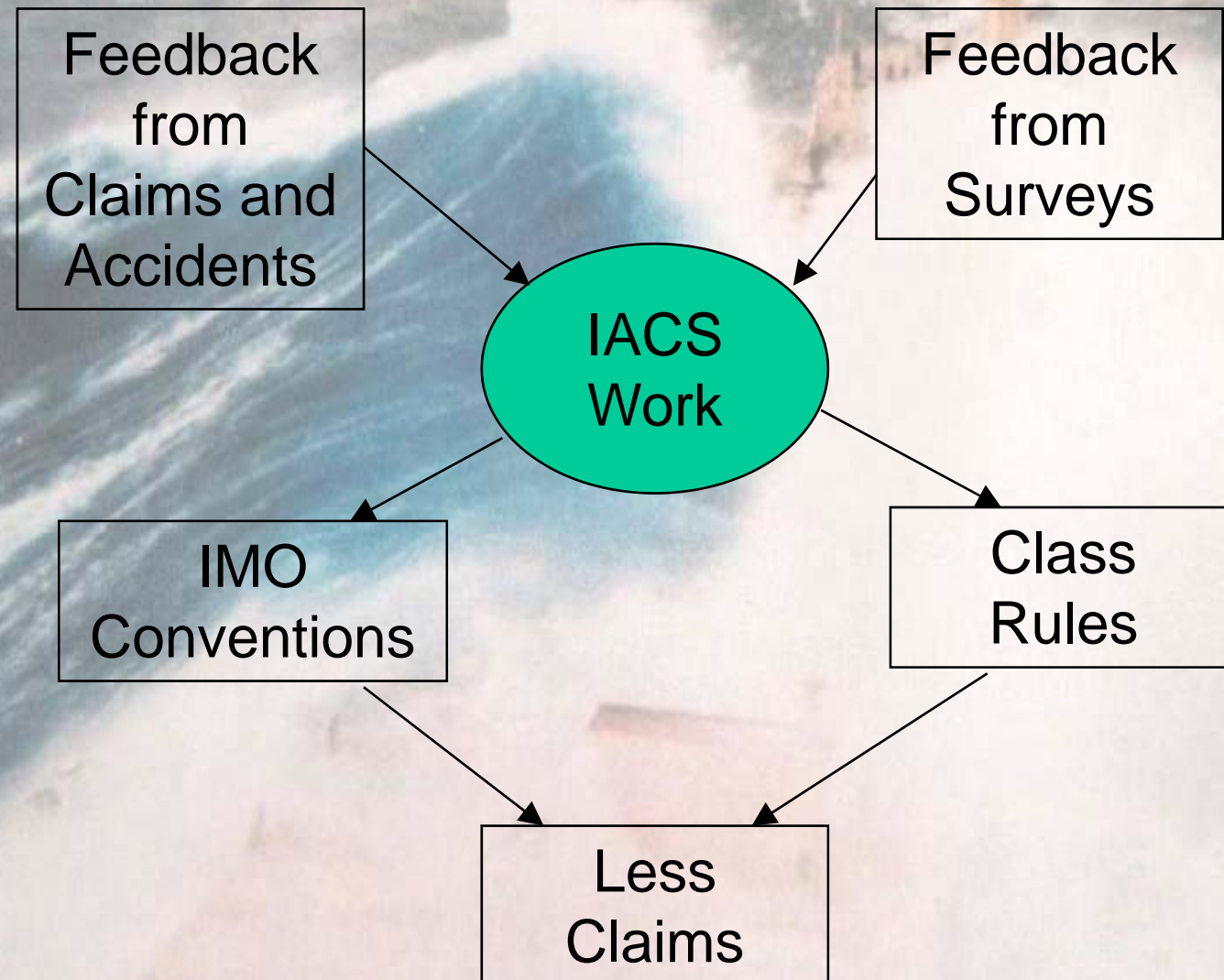
## “IACS Overview”



# IACS

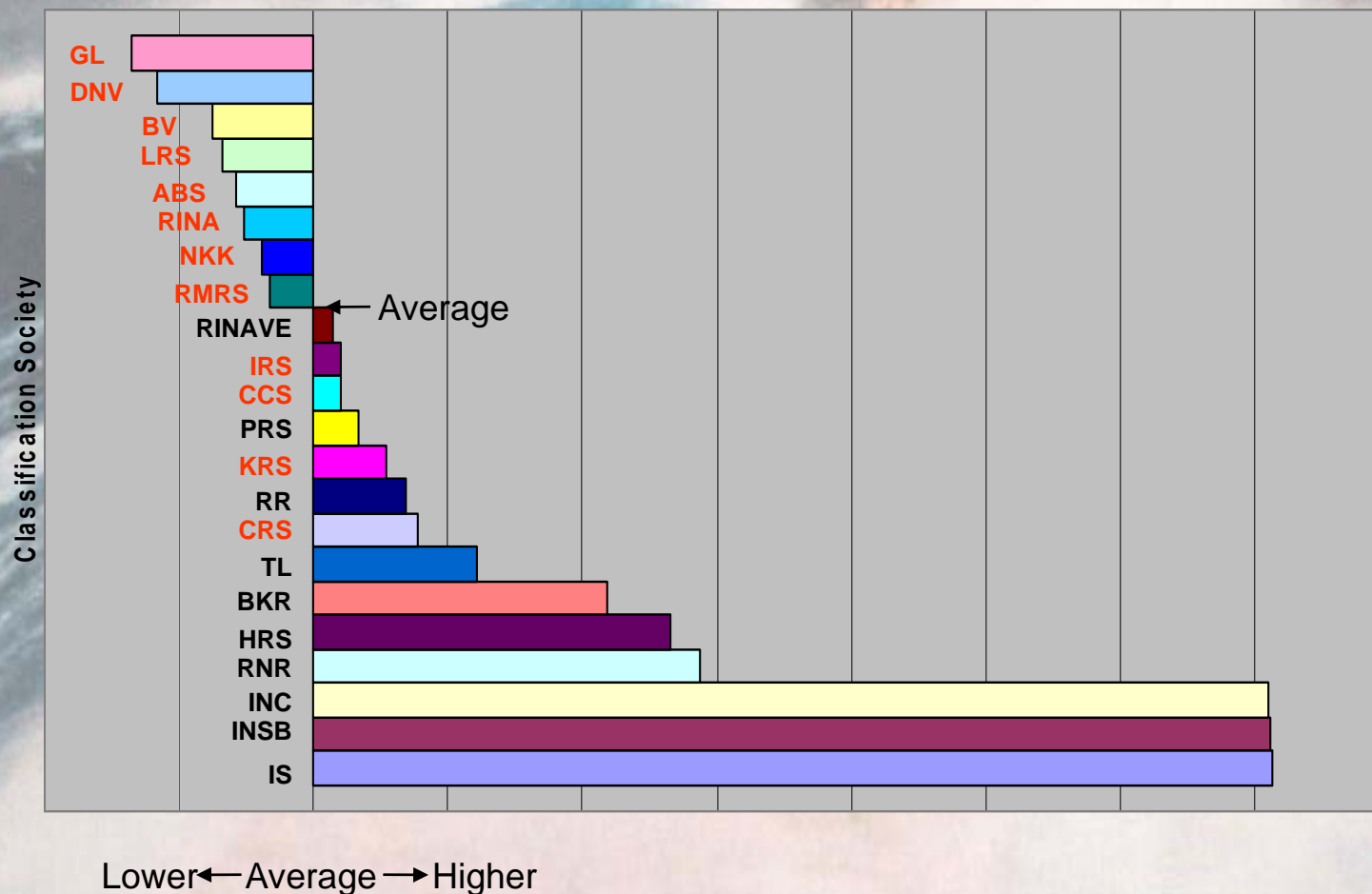
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## “IACS Overview”



## Graph of IACS Performance & PSC Detentions

Three Year Port State Detention Performance Level Per  
Classification Society





## IACS / Insurers

- **Joint Hull new Clauses and American AIHC and Norwegian Marine Insurance Plan all include Classification requirements.**
- **The class certificate underpins the standards of structure and machinery, which underwriters rely on.**
- **Can underwriters be more proactive with Class for their benefit? – Yes.**



# IACS

## IACS / Insurers

- Raising the safety bar.
- Lowering the risk bar.

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The image features a blue vertical bar on the left side. The top of this bar contains the IACS logo in white. The bottom of the bar contains the text 'SAFER SHIPPING' in white. The background of the slide is a photograph of a large ship, likely a container ship, navigating through very rough, white-capped waves. The ship is seen from a distance, moving towards the right side of the frame. The sky is overcast and grey.

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# **IACS Recent Initiatives**

**COMMON STRUCTURAL RULES**

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# IACS

## IACS - Common Rules

- More robust
- Fit for purpose
- Easier inspection and maintenance

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## UK P&I Club Study

### Ship Failure

**54% result in a cargo claim**

- **Structural**
- **Mechanical**
- **Equipment**

**“Dramatic reduction on ship failure claims is one of the success stories of recent years”**



## UK P&I Club Study

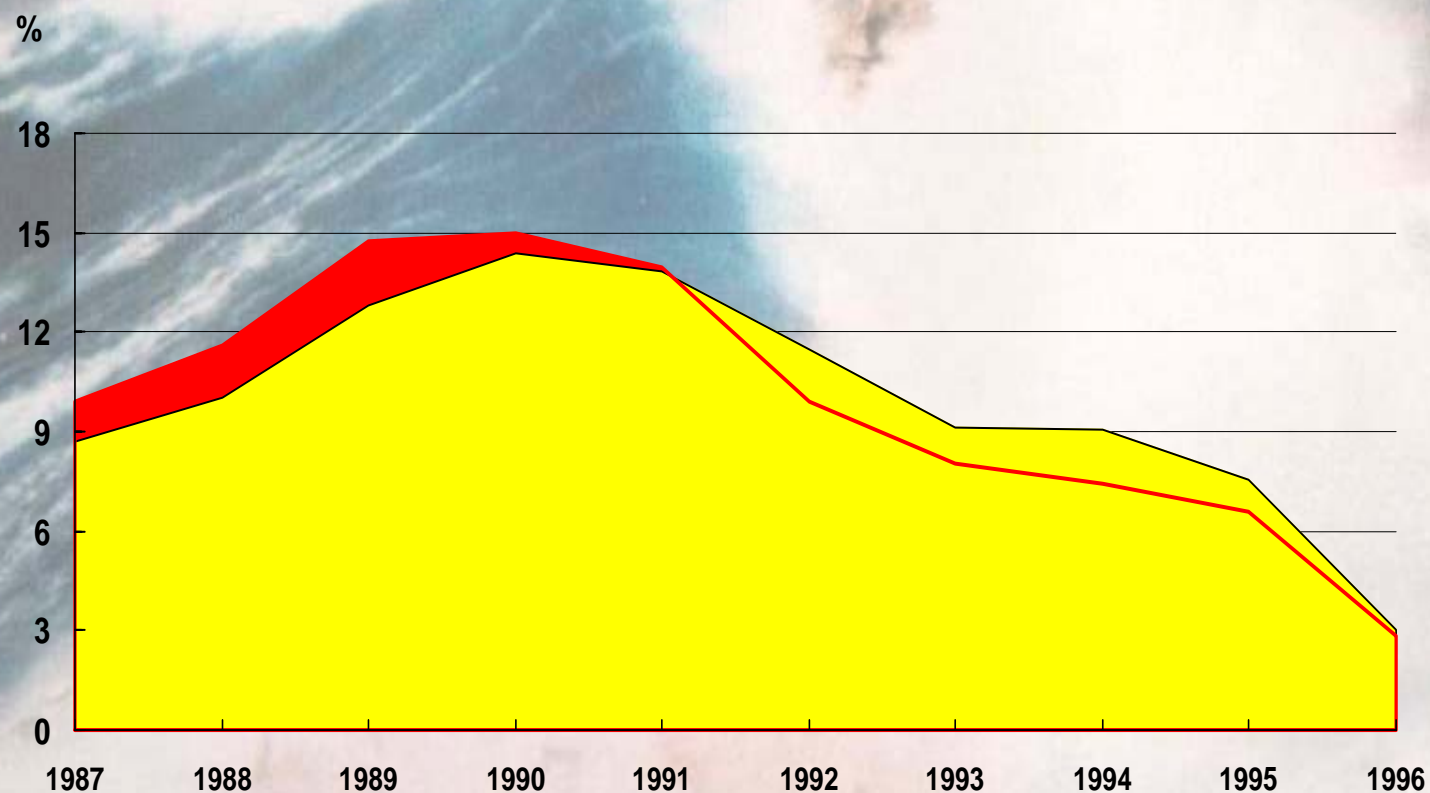
### Cargo Underwriting

- “Open” Policies include Classification requirements

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## UK P&I Club Study

### Ship Failure – Frequency/Value



■ All Major Claim Trend ■ Ship Failure Frequency Trend

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## The Result

- The safety/risk chain includes insurers
- Insurance is a significant cost for shipowners
- Insurance should reward quality – this will reduce claims
- Penalize Flags with bad Port State Detention records
- Reward IACS classed ships

## The Future

### TOTAL SHIP SAFETY (3)

#### The role of insurers

- Help IACS reduce risk by providing claims statistics to enable better priorities for work/research
- Recognise in premium ratings the contributions of better Flags and IACS Societies



## Bad Flags – Bad Ships

- IACS Equals Good flags
- IACS + Good flag = Less risky ships
- 55 other Class Societies
- 40% of worlds fleet by number classed outside IACS

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**Bad Shipowner / Operator**

**Even Worse!**



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