

Industrias del petróleo y del gas natural. Requisitos específicos para estructuras marítimas. Parte 9: Gestión de la integridad estructural (ISO 19901-9:2019) (Ratificada por la Asociación Española de Normalización en octubre de 2019.)

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Petroleum and natural gas industries - Specific requirements for offshore structures - Part 9: Structural integrity management (ISO 19901-9:2019) (Endorsed by Asociación Española de Normalización in October of 2019.)

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für Konstruktionen (ISO 19901-9:2019)

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European foreword

This document (EN ISO 19901-9:2019) has been prepared by Technical Committee ISO/TC 67 "Materials, equipment and offshore structures for petroleum, petrochemical and natural gas industries" in collaboration with Technical Committee CEN/TC 12 "Materials, equipment and offshore structures for petroleum, petrochemical and natural gas industries" the secretariat of which is held by NEN.

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Endorsement notice

The text of ISO 19901-9:2019 has been approved by CEN as EN ISO 19901-9:2019 without any modification.

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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A list of all parts in the ISO 19901 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Structural integrity management (SIM) is the implementation of engineering, inspection, maintenance, monitoring and remediation activities required to demonstrate the fitness-for-service of a structure for its intended application throughout its total service life and prevent/mitigate severe or catastrophic health, safety, environmental, or structural events. The SIM process provides a proactive approach to monitor, evaluate and assess structural condition and establish a procedure to validate the fitness-for-service of an offshore structure.

The purpose of SIM is to provide a process for demonstrating the integrity of the structure throughout its intended total service life. Approaches to dealing with SIM vary depending upon field life, the type of structure and the sophistication of regional infrastructure where the structure is located. In turn, these factors can influence the philosophical approach to the specification of SIM which can vary from one involving emphasis on the use of monitoring equipment to one with a preference for the extensive use of inspections. Additionally, design decisions on safety factors, design margins, corrosion protection, component redundancy and system reliabilities will influence the SIM strategy and program.

SIM process choices are made in the design (e.g. selection of materials, condition monitoring systems, new or proven technology, robustness of design, redundancy, and fabrication/installation methods) that will influence SIM activities during the operations phase. Implementation of a SIM process can benefit significantly from design decisions, such as providing access for inspection and maintenance.

A SIM process is used to develop an inspection scope, program and frequency that, when executed, provides information on the condition of the structure, which can be used to understand present and emerging risk from operating the topsides, and provide information for determining the ongoing strategy for mitigating that risk. A well-implemented SIM process will maintain the structure's fitness-for-service for the operational life of the platform and through the decommissioning process.

Initial SIM development begins early as part of the structure's new design or reuse, ideally during the structure's concept and select stages. Most of the initial SIM data, strategies and program philosophies will be generated during the design by the project team and ultimately handed over to the structure's operating team. Once commissioned, the effective operation of the structure is contingent on the provided SIM philosophy and design documentation from the project team. These deliverables (e.g. design documents, drawings, computer models) are most useful to the operating team when they are complete, up-to-date (i.e. reflect as commissioned installation), organized, in a usable format and readily accessible. To provide sustainable SIM, the project team and operating team work collaboratively during the project in defining the necessary SIM deliverables.

The platform operating team is responsible for validating that the design data are comprehensive and complete. In addition, the operating team is responsible for demonstrating that the SIM strategies conform to the operator's risk criteria, regional regulations and that the SIM strategies are workable based on location infrastructure and capabilities. National and regional regulations can require SIM documentation in a form suitable for verification or for review by a regulator.

ISO 19904-1^[5] is applicable to the integrity management (IM) of hull, moorings and marine systems of existing floating offshore structures. However, this document is applicable to the structural integrity management of the topsides structural components of floating facilities.

ISO 19905-1^[6] is applicable to the IM of the legs, primary hull structure, spudcans, jacking-systems and marine systems of existing mobile jack-up offshore structures and for setting the limit states. However, this document is applicable to the structural integrity management of permanently located jack-ups.

