

RESOLUTION MSC.381(94)
(adopted on 21 November 2014)

**AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME
OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS
AND OIL TANKERS, 2011 (2011 ESP CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution A.1049(27), by which the Assembly adopted the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 ("the 2011 ESP Code"), will become effective upon entry into force of the associated amendments to chapter XI-1 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

HAVING CONSIDERED, at its ninety-fourth session, amendments to the 2011 ESP Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the 2011 ESP Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2016 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified to the Secretary-General of the Organization their objections to the amendments;

3 INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2016 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)

ANNEX A

CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS

Part A

CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS HAVING SINGLE-SIDE SKIN CONSTRUCTION

- 1 Paragraph 1.3.3 is replaced by the following:

"1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."
- 2 The text in paragraph 5.3.2.3 is replaced by the following:

"3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;"
- 3 The following new paragraph 5.5 is added after the existing paragraph 5.4:

"5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as "Rescue and emergency response equipment" then the equipment should be suitable for the configuration of the space being surveyed."
- 4 The existing paragraphs 5.5 and 5.6 are renumbered, respectively.
- 5 In the table of contents, a new reference to paragraph "5.5 Rescue and emergency response equipment" is added after reference to paragraph 5.4 and the existing reference to paragraph numbers 5.5 and 5.6 are renumbered accordingly.
- 6 In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.
- 7 The following new paragraph 6.1.3 is added after the existing paragraph 6.1.2:

"6.1.3 For bulk carriers subject to SOLAS regulation II-1/3-10, the owner should arrange the updating of the Ship Construction File (SCF) throughout the ship's life whenever a modification of the documentation included in the SCF has taken place. Documented procedures for updating the SCF should be included within the Safety Management System."

8 The existing text under paragraph 6.3 is numbered as paragraph 6.3.1 and the following new paragraph 6.3.2 is added at the end of paragraph 6.3:

"6.3.2 For bulk carriers subject to SOLAS regulation II-1/3-10, the Ship Construction File (SCF), limited to the items to be retained on board, should be available on board."

9 The existing text under paragraph 6.4 is numbered as paragraph 6.4.1 and the following new paragraphs 6.4.2 and 6.4.3 are added at the end of paragraph 6.4:

"6.4.2 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify that the update of the Ship Construction File (SCF) has been done whenever a modification of the documentation included in the SCF has taken place.

6.4.3 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify any addition and/or renewal of materials used for the construction of the hull structure are documented within the Ship Construction File list of materials."

Annex 7 Condition evaluation report

10 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:

..."

Annex 14 Procedural requirements for thickness measurement

11 Section 1 is replaced by the following:

"1 General

Thickness measurements required in the context of hull structural surveys, if not carried out by the recognized organization acting on behalf of the Administration, should be witnessed by a surveyor of the recognized organization. The attendance of the surveyor should be recorded. This also applies to thickness measurements taken during voyages."

Part B

CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS HAVING DOUBLE-SIDE SKIN CONSTRUCTION

12 Paragraph 1.3.3 is replaced by the following:

"1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair

to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."

- 13 The text in paragraph 5.3.2.3 is replaced by the following:

"3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;"
- 14 The following new paragraph 5.5 is added after the existing paragraph 5.4:

"5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as "Rescue and emergency response equipment" then the equipment should be suitable for the configuration of the space being surveyed."
- 15 The existing paragraphs 5.5 and 5.6 are renumbered, respectively.
- 16 In the table of contents, a new reference to paragraph "5.5 Rescue and emergency response equipment" is added after reference to paragraph 5.4 and the existing reference to paragraph numbers 5.5 and 5.6 are renumbered accordingly.
- 17 In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.
- 18 The following new paragraph 6.1.3 is added after the existing paragraph 6.1.2:

"6.1.3 For bulk carriers subject to SOLAS regulation II-1/3-10, the Owner should arrange the updating of the Ship Construction File (SCF) throughout the ship's life whenever a modification of the documentation included in the SCF has taken place. Documented procedures for updating the SCF should be included within the Safety Management System."
- 19 The existing text under paragraph 6.3 is numbered as paragraph 6.3.1 and the following new paragraph 6.3.2 is added at the end of paragraph 6.3:

"6.3.2 For bulk carriers subject to SOLAS regulation II-1/3-10, the Ship Construction File (SCF), limited to the items to be retained on board, should be available on board."
- 20 The existing text under paragraph 6.4 is numbered as paragraph 6.4.1 and the following new paragraphs 6.4.2 and 6.4.3 are added at the end of paragraph 6.4:

"6.4.2 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify that the update of the Ship Construction File (SCF) has been done whenever a modification of the documentation included in the SCF has taken place.

6.4.3 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify any addition and/or renewal of materials used for the construction of the hull structure are documented within the Ship Construction File list of materials."

Annex 7 Condition evaluation report

- 21 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:

..."

Annex 12 Procedural requirements for thickness measurement

- 22 Section 1 is replaced by the following:

"1 General

Thickness measurements required in the context of hull structural surveys, if not carried out by the recognized organization acting on behalf of the Administration, should be witnessed by a surveyor of the recognized organization. The attendance of the surveyor should be recorded. This also applies to thickness measurements taken during voyages."

ANNEX B

**CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS
DURING SURVEYS OF OIL TANKERS**

Part A

**CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS
DURING SURVEYS OF DOUBLE-HULL OIL TANKERS**

- 23 Paragraph 1.3.3 is replaced by the following:

"1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."

- 24 The text in paragraph 2.6.1 is replaced by the following new text:

"2.6.1 The minimum requirements for ballast tank pressure testing at the renewal survey are given in 2.6.3 and in annex 3.

The minimum requirements for cargo tank testing at the renewal survey are given in 2.6.4 and annex 3.

Cargo tank testing carried out by the vessel's crew under the direction of the master may be accepted by the surveyor provided the following conditions are complied with:

- .1 the tank testing procedure has been submitted by the owner and reviewed by the Administration or recognized organization prior to the testing being carried out;
- .2 there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank;
- .3 the tank testing has been satisfactorily carried out within special survey window not more than 3 months prior to the date of the survey on which the overall or close up survey is completed;
- .4 the satisfactory results of the testing is recorded in the vessel's logbook; and
- .5 the internal and external condition of the tanks and associated structure are found satisfactory by the surveyor at the time of the overall and close up survey."

25 The text in paragraph 5.3.2.3 is replaced by the following:

"3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;"

26 The following new paragraph 5.5 is added after the existing paragraph 5.4:

"5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as "Rescue and emergency response equipment" then the equipment should be suitable for the configuration of the space being surveyed."

27 The existing paragraphs 5.5 and 5.6 are renumbered, respectively.

28 In the table of contents, a new reference to paragraph "5.5 Rescue and emergency response equipment" is added after reference to paragraph 5.4 and the existing reference to paragraph numbers 5.5 and 5.6 are renumbered accordingly.

29 In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.

30 The following new paragraph 6.1.3 is added after the existing paragraph 6.1.2:

"6.1.3 For oil tankers subject to SOLAS regulation II-1/3-10, the Owner should arrange the updating of the Ship Construction File (SCF) throughout the ship's life whenever a modification of the documentation included in the SCF has taken place. Documented procedures for updating the SCF should be included within the Safety Management System."

31 The existing text under paragraph 6.3 is numbered as paragraph 6.3.1 and the following new paragraph 6.3.2 is added at the end of paragraph 6.3:

"6.3.2 For oil tankers subject to SOLAS regulation II-1/3-10, the Ship Construction File (SCF), limited to the items to be retained on board, should be available on board."

32 The existing text under paragraph 6.4 is numbered as paragraph 6.4.1 and the following new paragraphs 6.4.2 and 6.4.3 are added at the end of paragraph 6.4:

"6.4.2 For oil tankers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify that the update of the Ship Construction File (SCF) has been done whenever a modification of the documentation included in the SCF has taken place.

6.4.3 For oil tankers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify any addition and/or renewal of materials used for the construction of the hull structure are documented within the Ship Construction File list of materials."

Annex 9 Condition evaluation report

33 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:

..."

34 Note 3 to table 2 (Transverse section modulus of hull girder) is replaced by the following:

"3 This section applies to ships constructed before 1 July 2002: Section moduli of transverse sections of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age in accordance with the provisions of paragraph 2.2.1.2 of annex 12, and found to meet the criteria required by the Administration or the recognized organization and that Z_{act} is not less than Z_{mc} (defined in note 2 below) as specified in appendix 2 to annex 12, as shown in the following table.

Describe the criteria for acceptance of the minimum section moduli of the ship's hull girder for ships in service required by the Administration or the recognized organization."

Annex 12 Criteria for longitudinal strength of hull girder for oil tankers

35 Paragraph 2.2.1.2 is replaced by the following:

"2 for ships constructed before 1 July 2002, the actual section moduli (Z_{act}) of the transverse section of the ship's hull girder calculated in accordance with the requirements of 2.1.2.2 should meet the criteria for minimum section modulus for ships in service required by the Administration or recognized organization, provided that in no case Z_{act} should be less than the diminution limit of the minimum section modulus (Z_{mc}) as specified in appendix 2."

Part B

CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL TANKERS OTHER THAN DOUBLE-HULL OIL TANKERS

- 36 Paragraph 1.3.3 is replaced by the following:
- "1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."
- 37 The text in paragraph 2.6.1 is replaced by the following new text:
- "2.6.1 The minimum requirements for ballast tank pressure testing at the renewal survey are given in 2.6.3 and in annex 3.
- The minimum requirements for cargo tank testing at the renewal survey are given in 2.6.4 and annex 3.
- Cargo tank testing carried out by the vessel's crew under the direction of the master may be accepted by the surveyor provided the following conditions are complied with:
- .1 the tank testing procedure has been submitted by the owner and reviewed by the Administration or recognized organization prior to the testing being carried out;
 - .2 there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank;
 - .3 the tank testing has been satisfactorily carried out within special survey window not more than 3 months prior to the date of the survey on which the overall or close up survey is completed;
 - .4 the satisfactory results of the testing is recorded in the vessel's logbook; and
 - .5 the internal and external condition of the tanks and associated structure are found satisfactory by the surveyor at the time of the overall and close up survey."
- 38 The text in paragraph 5.3.2.3 is replaced by the following:
- "3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;"
- 39 The following new paragraph 5.5 is added after the existing paragraph 5.4:
- "5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as "Rescue and emergency response equipment" then the equipment should be suitable for the configuration of the space being surveyed."

40 The existing paragraphs 5.5 and 5.6 are renumbered, respectively.

41 In the table of contents, a new reference to paragraph "5.5 Rescue and emergency response equipment" is added after reference to paragraph 5.4 and the existing reference to paragraph numbers 5.5 and 5.6 are renumbered accordingly.

42 In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.

Annex 9 Condition evaluation report

43 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:
...	

44 Note 3 to table 2 (Transverse section modulus of hull girder) is replaced by the following:

"3 This section applies to ships constructed before 1 July 2002: Section moduli of transverse sections of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age in accordance with the provisions of paragraph 2.2.1.2 of annex 12, and found to meet the criteria required by the Administration or the recognized organization and that Z_{act} is not less than Z_{mc} (defined in note 2 below) as specified in appendix 2 to annex 12, as shown in the following table.

Describe the criteria for acceptance of the minimum section moduli of the ship's hull girder for ships in service required by the Administration or the recognized organization."

Annex 12 Criteria for longitudinal strength of hull girder for oil tankers

45 Paragraph 2.2.1.2 is replaced by the following:

".2 for ships constructed before 1 July 2002, the actual section moduli (Z_{act}) of the transverse section of the ship's hull girder calculated in accordance with the requirements of 2.1.2.2 should meet the criteria for minimum section modulus for ships in service required by the Administration or recognized organization, provided that in no case Z_{act} should be less than the diminution limit of the minimum section modulus (Z_{mc}) as specified in appendix 2."