

RESOLUTION MSC.371(93)  
(adopted on 22 May 2014)  
AMENDMENTS TO THE INTERNATIONAL CODE ON THE  
ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF  
BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)

**RESOLUTION MSC.371(93)**  
**(adopted on 22 May 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 (hereinafter referred to as "the 2011 ESP Code"), which became effective upon entry into force of the associated amendments to regulation XI-1/2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), adopted by resolution MSC.325(90),

HAVING CONSIDERED, at its ninety-third 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 July 2015 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 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 January 2016 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, in conformity with 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 – General

- 1 At the end of paragraph 1.2.6, the following sentence is added:  
  
"For transversely framed bulk carriers, a transverse section includes adjacent frames and their end connections in way of transverse sections."
- 2 In paragraph 1.2.7, the words "structural areas" are inserted between the words "identifiable critical" and "and/or suspect areas".
- 3 At the end of paragraph 1.2.9, the words "a gauged (or measured) thickness between  $t_{net} + 0.5$  mm and  $t_{net}$ " are replaced by the words "a measured thickness between  $t_{ren} + 0.5$ mm and  $t_{ren}$ . Renewal thickness ( $t_{ren}$ ) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out."
- 4 In paragraph 1.2.11 the figure "10" is inserted between the words "hard scale at" and "per cent".
- 5 At the beginning of paragraph 1.2.17, the words "*Special consideration or*" are inserted before the words "*specially considered*".
- 6 The following new paragraph 1.2.18 is added after existing paragraph 1.2.17:  
  
"1.2.18 *Pitting corrosion* is defined as scattered corrosion spots/areas with local material reductions which are greater than the general corrosion in the surrounding area. Pitting intensity is defined in figure 2 of annex 15."
- 7 The following new paragraph 1.3.3 is added after existing paragraph 1.3.2:  
  
"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 weather tight integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification."

## 2 – Renewal survey

8 At the end of paragraph 2.1.1, the following sentence is added:

"When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey."

9 The following new paragraph 2.3.3 is added after existing paragraph 2.3.2:

"2.3.3 For bulk carriers built under IACS Common Structural Rules (CSR), the identified substantial corrosion areas may be:

- .1 protected by coating applied in accordance with the coating manufacturer's requirements and examined at annual intervals to confirm the coating in way is still in good condition; or alternatively
- .2 required to be measured at annual intervals."

## 3 – Annual survey

10 At the end of paragraphs 3.4.1.3, 3.4.2.3 and 3.5, the following sentence is added:

"For bulk carriers built under the IACS Common Structural Rules, the annual thickness gauging may be omitted where a protective coating has been applied in accordance with the coating manufacturer's requirements and is maintained in good condition;"

## 4 – Intermediate survey

11 In the second sentence of paragraph 4.2.1.3, the words "hard protective" are inserted between the words "breakdown of" and "coating".

12 At the end of paragraph 4.2.3.3, the following new sentence and explanatory note are added:

"For bulk carriers built under IACS Common Structural Rules, the identified substantial corrosion areas may be:

- .1 protected by coating applied in accordance with the coating manufacturer's requirements and examined at annual intervals to confirm the coating in way is still in good condition; or alternatively
- .2 required to be measured at annual intervals."

### ***Explanatory note:***

For existing bulk carriers, where owners may elect to coat or recoat cargo holds as noted above, consideration may be given to the extent of the close-up surveys and thickness measurement. Prior to the coating of cargo holds of existing ships, scantlings should be ascertained in the presence of a surveyor."

- 13 The following new paragraph 4.2.3.4 is added after existing paragraph 4.2.3.3:

"4.2.3.4 Where hard protective coating is fitted in cargo holds and is found in GOOD condition, the extent of the close-up surveys and thickness measurements may be specially considered."

## **6 – Documentation on board**

- 14 At the end of paragraph 6.3.2, the following text is added:

"(for CSR bulk carriers, these plans are to include for each structural element both the as-built and renewal thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional properties for hold transverse section in all cargo holds)."

## **Part B**

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

#### **1 – General**

- 15 At the end of paragraph 1.2.6, the following sentence is added:

"For transversely framed bulk carriers, a transverse section includes adjacent frames and their end connections in way of transverse sections."

- 16 At the end of paragraph 1.2.9, the words "a gauged (or measured) thickness between  $t_{net} + 0.5$  mm and  $t_{net}$ " are replaced by the words "a measured thickness between  $t_{ren} + 0.5$ mm and  $t_{ren}$ . Renewal thickness ( $t_{ren}$ ) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out".

- 17 At the beginning of paragraph 1.2.17, the words "*Special consideration or*" are inserted before the words "*specially considered*".

- 18 The following new paragraph 1.3.3 is added after the existing paragraph 1.3.2:

"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 weather tight integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification."

#### **2 – Renewal survey**

- 19 At the end of paragraph 2.1.1, the following sentence is added:

"When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey."

20 The following new paragraph 2.3.3 is added after the existing paragraph 2.3.2:

"2.3.3 For bulk carriers built under IACS Common Structural Rules (CSR), the identified substantial corrosion areas may be:

- .1 protected by coating applied in accordance with the coating manufacturer's requirements and examined at annual intervals to confirm the coating in way is still in good condition; or alternatively
- .2 required to be measured at annual intervals."

### **3 – Annual survey**

21 At the end of paragraphs 3.4.1.2, 3.4.2.2 and 3.5, the following sentence is added:

"For bulk carriers built under the IACS Common Structural Rules, the annual thickness gauging may be omitted where a protective coating has been applied in accordance with the coating manufacturer's requirements and is maintained in good condition;"

### **4 – Intermediate survey**

22 At the end of paragraph 4.2.3.3, the following new sentence and explanatory note are added:

"For bulk carriers built under IACS Common Structural Rules, the identified substantial corrosion areas may be:

- .1 protected by coating applied in accordance with the coating manufacturer's requirements and examined at annual intervals to confirm the coating in way is still in good condition; or alternatively
- .2 required to be measured at annual intervals."

#### ***Explanatory note:***

For existing bulk carriers, where owners may elect to coat or recoat cargo holds as noted above, consideration may be given to the extent of the close-up surveys and thickness measurement. Prior to the coating of cargo holds of existing ships, scantlings should be ascertained in the presence of a surveyor."

### **6 – Documentation on board**

23 At the end of paragraph 6.3.1.2, the following text is added:

"(for CSR bulk carriers, these plans are to include for each structural element both the as-built and renewal thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional properties for hold transverse section in all cargo holds)."

## 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

#### 1 – General

24 At the end of paragraph 1.2.6, the following sentence is added:

"For transversely framed oil tankers, a transverse section includes adjacent frames and their end connections in way of transverse sections."

25 In paragraph 1.2.7, the words "structural areas" are inserted between the words "identifiable critical" and "and/or suspect areas".

26 At the end of paragraph 1.2.9, the words "a gauged (or measured) thickness between  $t_{net} + 0.5$  mm and  $t_{net}$ " are replaced by the words "a measured thickness between  $t_{ren} + 0.5$ mm and  $t_{ren}$ . Renewal thickness ( $t_{ren}$ ) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out".

27 In the first sentence of paragraph 1.2.10, the word "protective" is inserted between the words "full hard" and "coating".

28 At the beginning of paragraph 1.2.16, the words "*Special consideration or*" are inserted before the words "*specially considered*".

29 At the end of paragraph 1.3.1.5, the words "(combination carriers)" are added.

30 The following new paragraph 1.3.3 is added after existing paragraph 1.3.2:

"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 of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification."

#### 2 – Renewal survey

31 At the end of paragraph 2.1.1, the following sentence is added:

"When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey."

32 The following new paragraph 2.1.6 is added after existing paragraph 2.1.5:

"2.1.6 Concurrent crediting to both intermediate survey and renewal survey for surveys and thickness measurements of spaces should not be acceptable."

33 At the end of paragraph 2.5.2, the words "should have thickness measurements taken." are replaced by the words "are to be examined. Areas of substantial corrosion identified at previous surveys are to have thickness measurements taken".

### **3 – Annual survey**

34 At the end of paragraph 3.5.2, the following sentence is added:

"For oil tankers built under IACS Common Structural Rules, the identified substantial corrosion areas are required to be examined and additional thickness measurements are to be carried out."

### **4 – Intermediate survey**

35 The following new paragraph 4.1.4 is added after existing paragraph 4.1.3 and the existing paragraph 4.1.4 is renumbered as 4.1.5:

"4.1.4 For oil tankers built under IACS Common Structural Rules, the identified substantial corrosion areas are required to be examined and additional thickness measurements are to be carried out."

### **6 – Documentation on board**

36 At the end of paragraph 6.3.2, the following text is added:

"(for CSR ships these plans are to include for each structural element both the as-built and renewal thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional properties for the tank transverse section in all cargo tanks)."

## **Part B**

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

#### **1 – General**

37 At the end of paragraph 1.2.5, the following sentence is added:

"For transversely framed oil tankers, a transverse section includes adjacent frames and their end connections in way of transverse sections."

38 In paragraph 1.2.6, the words "structural areas" are inserted between the words "identifiable critical" and "and/or suspect areas".



39 At the beginning of paragraph 1.2.15, the words "*Special consideration or*" are added before the words "*specially considered*".

40 The following new paragraph 1.3.3 is added after the existing paragraph 1.3.2:

"1.3.3 Where the damage found on 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 weather tight integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification."

## **2 – Renewal survey**

41 At the end of paragraph 2.1.1, the following sentence is added:

"When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey."

42 The following new paragraph 2.1.7 is added after existing paragraph 2.1.6:

"2.1.7 Concurrent crediting to both intermediate survey and renewal survey for surveys and thickness measurements of spaces should not be acceptable."

43 At the end of paragraph 2.5.2, the words "should have thickness measurements taken" are replaced by the words "are to be examined. Areas of substantial corrosion identified at previous surveys are to have thickness measurements taken."

## **6 – Documentation on board**

44 At the end of paragraph 6.3.1, the following text is added:

"(for CSR ships these plans are to include for each structural element both the as-built and renewal thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional properties for hold transverse section in all cargo tanks)."

RESOLUTION MSC.371(93)  
(adopted on 22 May 2014)  
AMENDMENTS TO THE INTERNATIONAL CODE ON THE  
ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF  
BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)