



Technical Information

Code: **TI-21-04**

Date: **07.04.2021**

Iranian Classification Society

Subject: Implementation of the Amendments to the 2011 ESP Code by MSC.461(101)

The International Maritime Organization (IMO) adopted Resolution A.1049(27) Guidelines on the Enhanced Programme of Inspection During Surveys of Bulk Carrier and Oil Tankers on 30th November, 2011, which took effect on 1st January 2014. Since then, IMO adopted the 2019 amendments to 2011 ESP Code by the MSC.461(101) Resolution, which came into force on 1st January 2021.

Entry into force Dates:

These amendments entered into force from **1st January 2021**.

Application:

The amendments to Code is applicable to a series of ship types, i.e.: oil tankers, bulk carriers, ore carriers, self-unloading bulk carriers and chemical tankers having ESP notation.

Purpose:

The ESP Code has been developed to provide a consistent survey standard for the regular and safe survey of the cargo and ballast areas of oil tankers and bulk carriers. The intention of the Code is to ensure that an appropriate level of review of plans and documents is conducted and consistency in application is attained. Such review of survey reports, survey programmed and planning documents should be carried out at the managerial level of the Administration or organization recognized by the Administration.

Main point:

In addition to numerous editorial revisions providing consistent terminology, the more substantive amendments are:

- ✓ Revision of text used in Code to ensure its mandatory nature
- ✓ Revision of the figures used in Code
- ✓ Clarify the responsibilities and working arrangements where the ESP Code requires at least two exclusive surveyors to attend on board at the same time to perform the required survey;
- ✓ Additional definitions in Part A to provide consistency between different part of the Code
- ✓ New requirements of the rescue and emergency response equipment
- ✓ New requirements of the number and locations of thickness measurements
- ✓ New requirements of the acceptance criteria for corrosion
- ✓ specify conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey

Descriptions:

The code contained with two annexes which Annex A of the Code provide the requirements for bulk carriers with single-side skin and double-side skin construction respectively and Annex B of the Code provide the requirements for oil tankers with double-hull and non-double-hull construction respectively, as below full description:

Annex A) Application for Bulk Carrier of Annex A of the ESP Code, Part A & Part B: single-side & double- side skin construction:

- The Code shall apply to all self-propelled bulk carriers of 500 GT and above, being single-side skin as well as a double-side skin, bulk carriers.
- The Code shall apply to surveys of hull structure and piping systems in way of cargo holds, cofferdams, pipe tunnels, void spaces, fuel oil tanks, within the cargo length area and all ballast tanks.
- The Code contains the minimum extent of examination, thickness measurements and tank testing. The survey shall be extended when substantial corrosion and/or structural defects are found and include additional close-up survey when necessary.
- Ships subject to compliance with regulation XII/6.1 of the SOLAS Convention should be subject to the additional thickness measurement guidance contained in Annex 11 of resolution MSC.461 (101).
- Ships subject to compliance with resolution MSC.168 (79) shall be subject to the additional thickness measurement guidance contained in Annex 15 of resolution MSC.461 (101).
- For bulk carriers with hybrid cargo hold arrangements, e.g. with some cargo holds of single-side skin and others of double-side skin, the requirements of Part A of Annex A of resolution MSC.461(101) shall apply to cargo holds of single-side skin and associated wing spaces; meanwhile the requirements of Part B of annex A of the present Resolution shall apply to cargo holds of double-side skin.
- The surveys shall be carried out during the surveys prescribed by regulation I/10 of the SOLAS Convention, unless expressly provided otherwise in this Code.

Annex B) Application for Oil Tanker of Annex B of the ESP Code, Part A & Part B: double-hull & other than double-hull oil tankers

- The Code shall apply to all self-propelled oil tankers of 500 GT and above, being double - hull, or oil tankers other than double-hull oil tankers, as defined in 1.2.1 of Part A of Annex B of resolution MSC.461(101).
- The Code shall apply to surveys of hull structure and piping systems in way of cargo tanks, pump-rooms, cofferdams, pipe tunnels, void spaces within the cargo area and all ballast tanks.
- The Code contains the minimum extent of examination, thickness measurements and tank testing. The survey shall be extended when substantial corrosion and/or structural defects are found and include additional close-up survey when necessary.
- The surveys shall be carried out during the surveys prescribed by regulation I/10 of the SOLAS Convention, unless expressly provided otherwise in the Code

Note for Owner/Manager:

- ❖ As part of the ESP requirements, a survey planning questionnaire and survey programme is required to be prepared by the owners/managers prior to the special survey for the ships having ESP notation or the intermediate survey for ships with the age of 10 years or above and submitted to ICS for review and approval.
- ❖ Owners/managers shall use latest version template of survey programme form (ICS22F153) / survey planning questionnaire form (ICS22F142).
- ❖ ICS surveyors help owners/managers to prepare the ESP survey programme, the programme audit job should be done prior survey start in principle, and signature on the programme.
- ❖ The ESP survey shall be conducted after the programme confirmation and signature.

For any questions about this Technical Information, please contact:
Iranian Classification Society (ICS)
Convention & Legislation Department
Phone: +98-21-42186210
Fax: +98-21-88837744
E-Mail: cld@ics.org.ir

Disclaimer:

Although all possible efforts have been made to ensure correctness and completeness of the contents contained in this information service, the Iranian Classification Society is not responsible for any errors or omissions made herein, nor held liable for any actions taken by any party as a result of information retrieved from this information service.