

Amendments to ESP Code (2024)

Relevant for ship owners, managers and Surveyors

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The 106th Session of the Maritime Safety Committee Was Held From 2 to 11 November 2022, The Latest Amendment on the ESP Code Has Been Adopted on Nov. 2022 and Will Be Entered into Force on 01. July.2024.

Introduction

The International code on the enhanced programmed of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code) establishes a survey standard for the regular and safe survey of the cargo and ballast areas of oil tankers and bulk carriers.



Summary of the 2024 amendment

The 2011 ESP Code became mandatory under SOLAS regulation XI-1/2. Parts A and B of annex A of the Code provide the requirements for bulk carriers with single-side skin and double-side skin construction, respectively. Parts A and B of annex B of the Code provide the requirements for oil tankers with double-hull and single-hull construction, respectively.

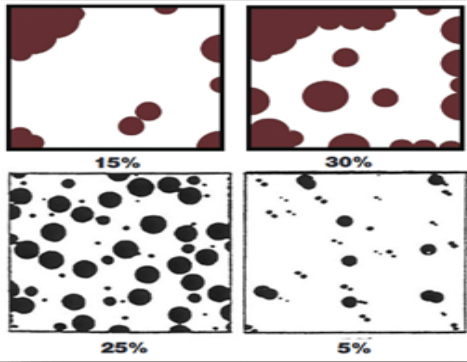
For ballast tanks for bulk carriers and oil tankers and double-side skin void spaces bounding cargo holds for bulk carriers exceeding 20 years of age and of 150 m in length and upwards, where provided, , excluding double-bottom tanks, where a hard protective coating is found to be in less than GOOD condition, and it is not renewed, or where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the tanks in

question shall be examined at annual intervals. Thickness measurements shall be carried out as deemed necessary by the surveyor. When such breakdown of hard protective coating is found in water ballast double-bottom tanks and it is not renewed, where a soft or semi-hard coating has been applied or where a hard protective coating has not been applied from the time of construction, the tanks in question may be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurement shall be carried out.

What are the coating conditions?

Coating conditions are defined as follows:

- (1) **GOOD** condition with only minor spot rusting
- (2) **FAIR** condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20 % or more of areas under consideration, but less than as defined for POOR condition
- (3) **POOR** condition with general breakdown of coating over 20 % or more, or hard scale at 10 % or more, of areas under consideration



Tank Testing Requirement

In addition, the amendment related to the tank testing of single and double hull oil tankers have also been applied in this code. In such a way that the mentioned test must be done during the renewal survey window.



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

- (1) A tank testing procedure, specifying fill heights, tanks being filled and bulkheads being tested, has been submitted by the owner and reviewed by the Administration prior to the testing being carried out;
- (2) The tank testing is carried out prior to the overall survey or close-up survey;
- (3) The tank testing is carried out within the special survey window and not more than three months prior to the date on which the overall or close-up survey is completed;
- (4) The tank testing has been satisfactorily carried out and there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank;
- (5) The satisfactory results of the testing are recorded in the vessel's logbook; and
- (6) 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.

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End. /

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