第 MSC.525(106)号决议
(2022 年 11 月 10 日通过)

《2011 年国际散货船和油船检验期间加强检验计划规则》(《2011 年加强检验计划规则》)修正案

海上安全委员会，

忆及《国际海事组织公约》关于本委员会职能的第 28(b)条，

注意到第 A.1049(27)号决议，大会以该决议通过了《2011 年国际散货船和油船检验期间加强检验计划规则》(“《2011 年加强检验计划规则》”)，根据《1974 年国际海上人命安全公约》(“本公约”)第 XI-1 章，《2011 年加强检验计划规则》已成为强制性规则，

还注意到关于《2011 年加强检验计划规则》修正程序的本公约第 VIII(b)条和第 XI-1/2 条，

在其第 106 届会议上，**审议了**按本公约第 VIII(b)(i)条提出和分发的《2011 年加强检验计划规则》修正案，

1 按本公约第 VIII(b)(iv)条，**通过**《2011 年加强检验计划规则》修正案，其文本载于本决议附件；

2 按本公约第 VIII(b)(vi)(2)(bb)条，**决定**该修正案应于 2024 年 1 月 1 日被视为获得接受，除非在此日期之前，有三分之一以上的本公约缔约国政府或拥有商船合计吨位数不少于世界商船总吨数 50%的缔约国政府已通知其反对该修正案；

3 **提请**本公约各缔约国政府注意，按本公约第 VIII(b)(vii)(2)条，该修正案在按上述第 2 段获得接受后，应于 2024 年 7 月 1 日生效；

4 **要求**秘书长，按本公约第 VIII(b)(v)条，将本决议及其附件中所载修正案文本的核正无误副本送交本公约所有缔约国政府；

5 **还要求**秘书长将本决议及其附件的副本分发给非本公约缔约国政府的本组织各会员。

附 件

《2011 年国际散货船和油船检验期间加强检验计划规则》(《2011 年加强检验计划规则》)修正案

目 录

1 在“附件 A”，“B 部分”，“3 年度检验”下，现有第 3.6 段后新增以下条目：

“3.7 对船龄超过 20 年且船长为 150 米及以上的散货船双舷侧空舱的检查”

附件 A

散货船检验期间加强检验计划规则

A 部分
单舷侧结构散货船检验期间加强检验计划规则

2 换证检验

2.3 ***处所保护***

2 第 2.3.1 段由以下替换：

“2.3.1 如设有压载舱防腐系统，须检查其状况。对于压载舱(不包括双层底舱)，如发现硬保护涂层处于低于 1.2.11 所定义的“良好”状况，且未换新，或已敷设软涂层或半硬涂层，或从建造之时就未敷设硬保护涂层，则须对所述舱每年进行检查。如验船师认为必要，须进行测厚。如在双层底压载舱内发现硬保护涂层处于此种状况，且未换新，或已敷设软涂层或半硬涂层，或从建造之时就未敷设硬保护涂层，则可对所述舱每年进行检查。如验船师认为必要，或存在大面积腐蚀，须进行测厚。”

4 中间检验

4.2 ***船龄 5 至 10 年的单舷侧散货船***

3 第 4.2.1.2 和 4.2.1.3 段由以下替换：

“4.2.1.2 如在水压载舱内发现硬涂层状况低于“良好”、有腐蚀或其他缺陷，或从建造时起就未敷设硬保护涂层，则检查须扩大至其他同类型的压载舱。

4.2.1.3 如在压载舱(双层底舱除外)内发现硬保护涂层状况低于“良好”，且未换新，或已敷设软涂层或半硬涂层，或从建造时起就未敷设硬保护涂层，则须对所述舱每年进行检查，并在必要时进行测厚。如在双层底压载舱内发现涂层处于此种状况，或已敷设软涂层或半硬涂层，或未敷设硬保护涂层，则可对所述舱每年进行检查。如验船师认为必要，或存在大面积腐蚀，须进行测厚。”

附件 7

状况评估报告(船体总结性报告)

状况评估报告(船体总结性报告)目录

4 第 8 部分(备忘录)由以下替换：

“第 8 部分 – 备忘录
- 可接受的缺陷
- 未来检验时的关注点，如可疑区域
- 因涂层脱落而扩大年度检验时压载舱的检查”

液舱/货舱防腐系统

5 注 3 下的现有文字由以下替换：

“对于压载舱，如果涂层状况低于“良好”，须在年度检验时对压载舱进行检查。须在状况评估报告(船体总结性报告)目录第 8 部分中予以注明。

附件 9

与单舷侧散货船加强检验计划有关的技术评估导则 – 船体换证检验

参考资料

6 现有第 3 条参考资料(IACS)由以下替换：

“3 国际船级社协会(IACS)第 76 号建议案：船体结构检验、评估和修理导则 – 散货船，2007”。

B 部分

双舷侧结构散货船检验期间加强检查计划规则

2 换证检验

2.3 ***处所保护***

7 第 2.3.1 段由以下替换：

“2.3.1 如设有压载舱防腐系统，须检查其状况。对于压载舱(不包括双层底舱)，如发现硬保护涂层处于低于 1.2.11 所定义的“良好”状态，且未换新，或已敷设软涂层或半硬涂层，或从建造之时就未敷设硬保护涂层，则须对所述舱每年进行检查。如验船师认为必要，须进行测厚。如在双层底压载舱内发现硬保护涂层处于此种状况，且

未换新，或已敷设软涂层或半硬涂层，或从建造之时就未敷设硬保护涂层，则可对所述舱每年进行检查。如验船师认为必要，或存在大面积腐蚀，须进行测厚。”

8 现有第 2.3.3 段后新增第 2.3.4 段如下：

“2.3.4 对于船龄超过 20 年且船长为 150 米及以上的双舷侧散货船，如设有邻接货舱的双舷侧空舱，须检查空舱防腐系统的状况。如发现硬保护涂层处于 1.2.11 所定义的“差”状况，且未换新，或已敷设软涂层或半硬涂层，或从建造之时就未敷设硬保护涂层，则须对所述空舱每年进行检查。如验船师认为必要，须进行测厚。”

3 年度检验

9 现有第 3.6.2 段后新增第 3.7 段如下：

“3.7 对船龄超过 20 年且船长为 150 米及以上的散货船双舷侧空舱的检查

由于换证检验和中间检验的结果而有要求时，须对船龄超过 20 年且船长为 150 米及以上的散货船双舷侧空舱进行检查。如主管机关认为必要，或存在大面积腐蚀，须进行测厚。如测厚结果表明有显著腐蚀，则须按附件 10 的规定扩大测厚范围。该扩大的测厚须在检验完成之前进行。须检查以前检验中确定的可疑区域。以前检验中确定的显著腐蚀区域须进行测厚。对按国际船级社协会共同结构规范建造的散货船，如果已按涂层制造商的要求敷设保护涂层并保持良好状态，年度厚度测量可以省略。”

4 中间检验

4.2 *船龄 5 至 10 年的双舷侧散货船*

4.2.1 压载舱

10 第 4.2.1.2 和 4.2.1.3 段由以下替换：

“4.2.1.2 如在水压载舱内发现硬涂层状况低于“良好”、有腐蚀或其他缺陷，或从建造时起就未敷设硬保护涂层，则检查须扩大至其他同类型的压载舱。

4.2.1.3 如在压载舱(双层底舱除外)内发现硬保护涂层状况低于“良好”，且未换新，或已敷设软涂层或半硬涂层，或从建造时起就未敷设硬保护涂层，则须对所述舱每年进行检查，并在必要时进行测厚。如在双层底压载舱内发现涂层处于此种状况，或已敷设软涂层或半硬涂层，或未敷设硬保护涂层，则可对所述舱每年进行检查。如验船师认为必要，或存在大面积腐蚀，须进行测厚。”

附件 7

状况评估报告(船体总结性报告)

状况评估报告(船体总结性报告)目录

11 第 5 部分(液舱/货舱防腐系统)和第 8 部分(备忘录)由以下替换：

“第 5 部分－液舱/货舱/双舷侧空舱防腐系统：	－ 单独表格指明： － 涂层位置 － 涂层状况(如适用)
第 8 部分－备忘录	－ 可接受的缺陷 － 未来检验时的关注点，如可疑区域 － 因涂层脱落而扩大年度检验时压载舱和双舷侧空舱的检查”

液舱/货舱防腐系统

12 现有标题“液舱/货舱防腐系统”包括下表和文本由以下替换：

“液舱/货舱/双舷侧空舱防腐系统

液舱/货舱/空舱号 [1]	**液舱/货舱/空舱防腐系统 [2]**	**涂层状况 [3]**	**备注**

注：

1 须列出所有压载舱、货舱和双舷侧空舱。

2 C = 涂层

NP = 无保护

3 涂层状况根据以下标准：

“良好” 系指仅有少量点状锈斑。

“尚好” 系指在扶强材的边缘和焊缝的连接处涂层有局部脱落和/或所检验的区域中有超过 20%或更大范围的轻度锈蚀，但小于定义“差”的状况。

“差” 系指在检验的区域中有超过 20%或更大范围的涂层普遍剥落，或有10%或更大范围的涂层产生硬质锈皮。

对于压载舱，如果涂层状况低于“良好”，须在年度检验时对压载舱进行检查。须在状况评估报告(船体总结性报告)目录第 8 部分中予以注明。

对于船龄超过 20 年且船长为 150 米及以上的散货船双舷侧空舱，如果涂层状况为“差”，须在年度检验时对这些空舱进行检查。须在状况评估报告(船体总结性报告)目录第 8 部分中予以注明。”

附件 9

与双弦侧散货船加强检验计划有关的技术评估导则－船体换证检验

参考资料

13 现有参考资料由以下替换：

“1 国际船级社协会(IACS)第 76 号建议案：船体结构检验、评估和修理导则－散货船，2007

2 油船结构合作论坛(TSCF)，双壳油船结构检查和维护指南，1995

3 油船结构合作论坛(TSCF)，油船结构指南手册，1997。”

附件 B

油船检验期间加强检验计划规则

A 部分

双壳油船检验期间加强检验计划规则

1 总则

1.2 *定义*

14 第 1.2.1 段由以下替换：

“1.2.1 *双壳油船*系指主要用于运输散装油类的船舶，其货油舱是船体的组成部分，受双层船壳的保护，该双层船壳覆盖货物区域的全长，包括用于装载压载水的双侧边舱和双层底处所或空舱。”

2 换证检验

2.6 液舱压力试验范围

15 第 2.6.1 段由以下替换：

“2.6.1 在换证检验期时压载舱压力试验的最低要求见 2.6.3 和附件 3。

在换证检验期时货油舱试验的最低要求见 2.6.4 和附件 3。

如果满足下述条件，验船师可接受船员在船长指导下进行的货油舱试验：

.1 船东在试验开始前已提交了液舱试验程序，其中规定了充装高度、已充装液舱和试验舱壁，主管机关已经对该程序进行了审核；

.2 液舱试验在全面或近观检验之前进行；

.3 液舱试验在特别检验窗口期内并于全面或近观检验完成之日前不超过三个月内进行；

.4 液舱试验令人满意，无泄漏、变形或影响液舱结构完整性的显著腐蚀的记录；

.5 令人满意的试验结果记录在船舶的日志中；和

.6 验船师在全面和近观检验时发现液舱和相关结构的内部和外部状况令人满意。”

附件 10

状况评估报告(船体总结性报告)

状况评估报告(船体状况评估报告)目录

16 第 9 部分(备忘录)由以下替换：

“第 9 部分 – 备忘录
- 可接受的缺陷
- 未来检验时的关注点，如可疑区域
- 因涂层脱落而扩大年度检验时压载舱的检查”

液舱防腐系统

17 注 3 下的现有文字由以下替换：

“对于压载舱，如果涂层状况低于“良好”，须在年度检验时对压载舱进行检查。须在状况评估报告(船体总结性报告)目录第 9 部分中予以注明。”

附件 12

与油船加强检验计划有关的技术评估导则

参考资料

18 现有参考资料由以下替换：

“1 国际船级社协会(IACS)第 96 号建议案：双壳油船－船体结构检验、评估和修理导则，2019

2 油船结构合作论坛(TSCF)，双壳油船结构检查和维护指南，1995

3 油船结构合作论坛(TSCF)，油船结构指南手册，1997。”

B 部分

除双壳油船外的油船检验期间加强检验计划规则

1 总则

1.2 ***定义***

19 第 1.2.1 段由以下替换：

“1.2.1 *油船*系指主要用于运输散装油类的船舶，其货油舱是船体的组成部分，船型包括例如兼装船(矿砂/油船等)等，但不包括采用非船体组成部分的独立液舱载运油类的船舶，例如沥青船。”

2 换证检验

2.6 ***液舱压力试验范围***

20 第 2.6.1 段由以下替换：

“2.6.1 在换证检验期时压载舱压力试验的最低要求见 2.6.3 和附件 3。

在换证检验期时货油舱试验的最低要求见 2.6.4 和附件 3。

如果满足下述条件，验船师可接受船员在船长指导下进行的货油舱试验：

.1 船东在试验开始前已提交了液舱试验程序，其中规定了充装高度、已充装液舱和试验舱壁，主管机关已经对该程序进行了审核；

.2 液舱试验在全面或近观检验之前进行；

.3 液舱试验在特别检验窗口期内并于全面或近观检验完成之日前不超过三个月内进行；

.4 液舱试验令人满意，无泄漏、变形或影响液舱结构完整性的显著腐蚀的记录；

.5 令人满意的试验结果记录在船舶的日志中；和

.6 验船师在全面和近观检验时发现液舱和相关结构的内部和外部状况令人满意。”

附件 9

状况评估报告(船体总结性报告)

状况评估报告(船体状况评估报告)目录

21 第 9 部分(备忘录)由以下替换：

“第 9 部分 – 备忘录
- 可接受的缺陷
- 未来检验时的关注点，如可疑区域
- 因涂层脱落而扩大年度检验时压载舱的检查”

液舱防腐系统

22 注 3 下的现有文字由以下替换：

“对于压载舱，如果涂层状况低于“良好”，须在年度检验时对压载舱进行检查。须在状况评估报告(船体总结性报告)目录第 9 部分中予以注明。”

RESOLUTION MSC.525(106)
(adopted on 10 November 2022)

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"), which has become mandatory under chapter XI-1 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

NOTING ALSO article VIII(b) and regulation XI-1/2 of the Convention concerning the procedure for amending the 2011 ESP Code,

HAVING CONSIDERED, at its 106th 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 said amendments shall be deemed to have been accepted on 1 January 2024, 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 the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2024, 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)

Contents

1 Under "Annex A", "Part B", "3 Annual survey", a new item is added after existing paragraph 3.6, as follows:

"3.7 Examination of double-side skin void spaces for bulk carriers exceeding 20 years of age and of 150 m in length and upwards"

ANNEX A

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

Part A

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

2 Renewal survey

2.3 *Space protection*

2 Paragraph 2.3.1 is replaced by the following:

"2.3.1 Where provided, the condition of the corrosion prevention system of ballast tanks shall be examined. For ballast tanks, excluding double-bottom tanks, where a hard protective coating is found to be in less than GOOD condition as defined in 1.2.11, 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."

4 Intermediate survey

4.2 *Single-side skin bulk carriers 5 to 10 years of age*

3 Paragraphs 4.2.1.2 and 4.2.1.3 are replaced by the following:

"4.2.1.2 Where a hard coating is found to be in less than GOOD condition, corrosion or other defects are found in water ballast tanks, or where hard protective coating was not applied from the time of construction, the examination shall be extended to other ballast tanks of the same type.

4.2.1.3 In ballast tanks other than 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 was

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

ANNEX 7

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

4 Part 8 (Memoranda) is replaced by the following:

"Part 8 – Memoranda
- Acceptable defects
- Any points of attention for future surveys, e.g. for suspect areas
- Examination of ballast tanks at annual surveys due to coating breakdown"

Tank/hold corrosion prevention system

5 The existing text of the paragraph after note no. 3 is replaced by the following:

"For ballast tanks, if coating condition less than GOOD is given, tanks shall be examined at annual surveys. This shall be noted in part 8 of the Contents of condition evaluation report (executive hull summary report)."

ANNEX 9

GUIDELINES FOR TECHNICAL ASSESSMENT IN CONJUNCTION WITH THE PLANNING OF ENHANCED SURVEYS FOR SINGLE-SIDE SKIN BULK CARRIERS – RENEWAL SURVEY HULL

References

6 The existing reference no. 3 (IACS) is replaced by the following:

"3 IACS Recommendation 76, Guidelines for Surveys, Assessment and Repair of Hull Structure – Bulk Carriers, 2007".

Part B

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

2 Renewal survey

2.3 *Space protection*

7 Paragraph 2.3.1 is replaced by the following:

"2.3.1 Where provided, the condition of the corrosion prevention system of ballast tanks shall be examined. For ballast tanks, excluding double-bottom tanks, where a hard protective coating is found to be in less than GOOD condition as defined

in 1.2.11, 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."

8 A new paragraph 2.3.4 is added after existing paragraph 2.3.3, as follows:

"2.3.4 For 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, the condition of the corrosion prevention system of void spaces shall be examined. Where a hard protective coating is found to be in POOR condition as defined in 1.2.11, 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 void spaces in question shall be examined at annual intervals. Thickness measurements shall be carried out as deemed necessary by the surveyor."

3 Annual survey

9 A new paragraph 3.7 is added after existing paragraph 3.6.2, as follows:

"**3.7 *Examination of double-side skin void spaces for bulk carriers exceeding 20 years of age and of 150 m in length and upwards***

Examination of double-side skin void spaces, for bulk carriers exceeding 20 years of age and of 150 m in length and upwards, shall be carried out when required as a consequence of the results of the renewal survey and intermediate survey. When considered necessary by the Administration, or when extensive corrosion exists, thickness measurements shall be carried out. If the results of these thickness measurements indicate that substantial corrosion is found, the extent of thickness measurements shall be increased in accordance with annex 10. These extended thickness measurements shall be carried out before the survey is credited as completed. Suspect areas identified at previous surveys shall be examined. Areas of substantial corrosion identified at previous surveys shall have thickness measurements taken. 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

4.2 Double-side skin bulk carriers 5 to 10 years of age

4.2.1 *Ballast tanks*

10 Paragraphs 4.2.1.2 and 4.2.1.3 are replaced by the following:

"4.2.1.2 Where a hard coating is found to be in less than GOOD condition, corrosion or other defects are found in water ballast tanks or where hard protective coating was not applied from the time of construction, the examination shall be extended to other ballast tanks of the same type.

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

ANNEX 7

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

11 Parts 5 (Tank/hold corrosion prevention system) and 8 (Memoranda) are replaced by the following:

"Part 5 – Tank/hold/double-side skin void space corrosion prevention system	- Separate form indicating: - location of coating - condition of coating (if applicable)
Part 8 – Memoranda	- Acceptable defects - Any points of attention for future surveys, e.g. for suspect areas - Examination of ballast tanks and double-side skin void spaces at annual surveys due to coating breakdown"

Tank/hold corrosion prevention system

12 The chapeau of "Tank/hold corrosion prevention system", including the table and the text underneath, is replaced by the following:

"Tank/hold/double-side skin void space corrosion prevention system

Tank/hold/void Nos.[1]	**Tank/hold/void corrosion prevention system[2]**	**Coating condition[3]**	**Remarks**

Notes:

1 All ballast tanks, cargo holds and double-side skin void spaces shall be listed.
2 C = Coating
NP = No protection
3 Coating condition according to the following standard:

GOOD condition with only minor spot rusting.

FAIR condition with local breakdown of coating 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.

POOR condition with general breakdown of coating over 20% or more of areas or hard scale at 10% or more of areas under consideration.

For ballast tanks, if coating condition less than GOOD is given, tanks shall be examined at annual surveys. This shall be noted in part 8 of the Contents of condition evaluation report (executive hull summary report).

For double-side skin void spaces on bulk carriers exceeding 20 years of age and of 150 m in length and upwards, if coating condition POOR is given, those void spaces shall be examined at annual surveys. This shall be noted in part 8 of the Contents of condition evaluation report (executive hull summary report)."

ANNEX 9

GUIDELINES FOR TECHNICAL ASSESSMENT IN CONJUNCTION WITH PLANNING FOR ENHANCED SURVEYS OF DOUBLE-SIDE SKIN BULK CARRIERS – RENEWAL SURVEY HULL

References

13 The existing references are replaced by the following:

"1 IACS, Recommendation 76: Guidelines for Surveys, Assessment and Repair of Hull Structure – Bulk Carriers, 2007

2 TSCF, Guidelines for the Inspection and Maintenance of Double Hull Tanker Structures, 1995

3 TSCF, Guidelines Manual for Tanker Structures, 1997"

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

1.2 *Definitions*

14 Paragraph 1.2.1 is replaced by the following:

"1.2.1 *Double-hull oil tanker* is a ship which is constructed primarily for the carriage of oil in bulk, has cargo tanks forming an integral part of the ship's hull and is protected by a double-hull which extends for the entire length of the cargo area, consisting of double sides and double-bottom spaces for the carriage of water ballast or void spaces."

2 Renewal survey

2.6 *Extent of tank pressure testing*

15 Paragraph 2.6.1 is replaced by the following:

"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 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."

ANNEX 10

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

16 Part 9 (Memoranda) is replaced by the following:

"Part 9 – Memoranda
- Acceptable defects
- Any points of attention for future surveys, e.g. for suspect areas
- Examination of ballast tanks at annual surveys due to coating breakdown"

Tank corrosion prevention system

17 The existing text of the paragraph after note 3 is replaced by the following:

"For ballast tanks, if coating condition less than GOOD is given, tanks shall be examined at annual surveys. This shall be noted in part 9 of the Contents of condition evaluation report (executive hull summary report)."

ANNEX 12

GUIDELINES FOR TECHNICAL ASSESSMENT IN CONJUNCTION WITH THE PLANNING OF ENHANCED SURVEYS FOR OIL TANKERS

References

18 The existing references are replaced by the following:

"1 IACS, Recommendation 96: Double Hull Oil Tankers – Guidelines for Surveys, Assessment and Repair of Hull Structures, 2019.

2 TSCF, Guidelines for the Inspection and Maintenance of Double Hull Tanker Structures, 1995.

3 TSCF, Guidelines Manual for Tanker Structures, 1997."

Part B

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

1 General

1.2 *Definitions*

19 Paragraph 1.2.1 is replaced by the following:

"1.2.1 *Oil tanker* is a ship which is constructed primarily to carry oil in bulk in cargo tanks forming an integral part of the ship's hull, including ship types such as combination carriers (ore/oil ships, etc.) but excluding ships carrying oil in independent tanks which are not part of the ship's hull, such as asphalt carriers."

2 Renewal Survey

2.6 *Extent of tank pressure testing*

20 Paragraph 2.6.1 is replaced by the following:

"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 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."

ANNEX 9

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUYMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

21 Part 9 (Memoranda) is replaced by the following:

"Part 9 – Memoranda
- Acceptable defects
- Any points of attention for future surveys, e.g. for suspect areas
- Examination of ballast tanks at annual surveys due to coating breakdown"

Tank corrosion prevention system

22 The existing text of the paragraph after note no. 3 is replaced by the following:

"For ballast tanks, if coating condition less than GOOD is given, tanks shall be examined at annual surveys. This shall be noted in part 9 of the Contents of condition evaluation report (executive hull summary report)."