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THÔNG BÁO KỸ THUẬT TÀU BIỂN
TECHNICAL INFORMATION ON SEA-GOING SHIPS

Ngày 06 tháng 9 năm 2024
Số thông báo: 14TI/24TB

Nội dung: Nghị quyết MSC.525(106) sửa đổi Bộ luật quốc tế về chương trình kiểm tra nâng cao trong quá trình kiểm tra tàu chở hàng rời và tàu chở dầu năm 2011 (Bộ luật ESP 2011) bao gồm các yêu cầu về kiểm tra áp dụng cho các tàu mới và tàu hiện có từ ngày 01 tháng 7 năm 2024.

Kính gửi:

- Các Chủ tàu/ Công ty quản lý tàu biển;
- Các Chi cục đăng kiểm tàu biển.

Sửa đổi Bộ luật ESP 2011 bao gồm các yêu cầu về kiểm tra áp dụng cho các tàu mới và tàu hiện có từ ngày 01 tháng 7 năm 2024.

Sửa đổi này đã được IMO công bố bằng Nghị quyết MSC.525(106) cũng sẽ có hiệu lực vào ngày 01 tháng 7 năm 2024.

Sửa đổi Bộ luật ESP 2011 có nội dung chính như sau:

- Đối với tất cả các tàu chở hàng rời, tiêu chuẩn kiểm tra đối với tình trạng lớp sơn phủ kết dãn sẽ tương tự như các tiêu chuẩn hiện đang áp dụng cho tàu chở dầu (ngghiêm ngặt hơn). Điều này có nghĩa là tình trạng lớp phủ được đánh giá là “thấp hơn TỐT” (tức là “TRUNG BÌNH” hoặc “KÉM”) thì các kết dãn này sẽ phải được kiểm tra trong các đợt kiểm tra hàng năm.
- Đối với các tàu chở hàng rời dài từ 150m trở lên, có kết cấu mạn kép, yêu cầu mới sẽ được áp dụng để kiểm tra và ghi nhận tình trạng lớp sơn phủ của các không gian này trên các tàu có tuổi từ 20 năm trở lên (tức là thường ở đợt kiểm tra định kỳ lần thứ 4 trở lên). Nếu lớp sơn phủ được đánh giá là “KÉM”, các không gian mạn kép sẽ phải được kiểm tra lại tại mỗi đợt kiểm tra hàng năm tiếp theo.

- Định nghĩa về “tàu chở dầu” và “tàu chở dầu vỏ kép” sẽ được thay đổi để chỉ bao gồm các tàu chở dầu trong các kết liên vỏ và không bao gồm các tàu chở dầu trong các kết độc lập (ví dụ: tàu chở nhựa đường).
- Những thay đổi đối với yêu cầu thử áp lực kết hàng đối với tàu chở dầu khi việc thử này được thực hiện bởi thuyền viên có thể được chấp nhận bởi Đăng kiểm viên (ĐKV), với các điều kiện sau đây phải được tuân thủ:
 - Quy trình, áp lực và các vách biên thử, đã được Chủ tàu đệ trình và được Chính quyền hành chính xem xét trước khi tiến hành thử;
 - Việc thử áp lực được thực hiện trước khi kiểm tra chung hoặc kiểm tra tiếp cận;
 - Việc thử áp lực được thực hiện trong phạm vi cửa sổ kiểm tra định kỳ và không quá ba tháng trước ngày hoàn thành kiểm tra chung hoặc kiểm tra tiếp cận;
 - Việc thử áp lực đã được thực hiện thỏa mãn và không có khiếm khuyết về rò rỉ, biến dạng hoặc ăn mòn đáng kể có thể ảnh hưởng đến kết cấu của kết;
 - Các kết quả thử thỏa mãn phải được ghi nhận lại trong nhật ký của tàu; và
 - Tình trạng bên trong, bên ngoài và các kết cấu liên quan của kết được ĐKV đánh giá là đạt yêu cầu tại thời điểm kiểm tra chung và kiểm tra tiếp cận.

Cục Đăng kiểm Việt Nam xin thông báo để các Quý đơn vị lưu ý thực hiện.

Thông báo kỹ thuật này được nêu trong mục: *Thông báo/ Thông báo kỹ thuật tàu biển* tại trang web của Cục ĐKV: <http://www.vr.org.vn>.

Nếu Quý Đơn vị cần thêm thông tin, đề nghị liên hệ:

Cục Đăng kiểm Việt Nam

Phòng Tàu biển

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Xin gửi đến các Quý Đơn vị lời chào trân trọng./.

Tài liệu gửi kèm:

1. Nghị quyết MSC.525(106)

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)

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 SUMMARY 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)."

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)