標題

ばら積貨物船におけるバラストタンク及び空所に対する定期的検査時の内部検査実施について

ClassNK
テクニカル
インフォメーション

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各位

IMO 総会決議 A.1049(27)（2011 ESP コード）には、ばら積貨物船及びタンカーに対する強化検査プログラム(Enhanced Survey Programme)に関する要件が規定されております。

同決議には、バラストタンクに対する塗装状態の基準が規定されており、塗装状態が基準を下回る場合には毎年の内部検査が要求されております。

これまで、ばら積貨物船とタンカーでは異なる基準が適用されておりましたが、今般、ばら積貨物船に対してもタンカーと同等の基準を適用するよう ESP コードの改正が決議 MSC.525(106)として採択されました。

概要は下記となります。

1. 適用日：
   2024 年 7 月 1 日以降に開始される検査に対して適用されます。

2. 検査内容：
   船級検査において下記区画に対して、毎年の内部検査の実施が必要となります。

   (1) ばら積み貨物船*
   (a) 塗装の状態が"優良(Good)"でなく（"良好(Fair)"または"不良(Poor)"と評価されており）、かつ塗装補修されていない二重底タンクを除くバラストタンク又は、
   (b) 建造当時より塗装が省略されている二重底タンクを除くバラストタンク

   (2) 建造後 20 年を超える長さが 150m 以上の二重船側ばら積み貨物船*の貨物倉に隣接する空所
   (a) 塗装の状態が"不良(Poor)"であり、かつ塗装補修されていない空所又は、
   (b) 建造当時より塗装が省略されている空所

   *「ばら積貨物船」とは、次の(a)から(c)に掲げる船舶が該当します。
   (a) 貨物区画にトップサイドタンク及びビルジホッパタンクを有する一層甲板船で乾貨物のばら積運送を主に行うために建造又は改造された貨物船
   (b) 貨物区画に 2 列の縦通隔壁及び二重底を有する一層甲板船でセンター貨物倉にのみ鉱石を積載して運送するよう建造又は改造された鉱石運搬船

（次頁に続く）

(c) 前(a)又は(b)と同様の構造を有するばら積貨物兼鉱石兼油タンカー及び鉱石兼油タンカー

3. 皆様のより円滑な検査準備のため、バラストタンクの塗装状態の判定が容易に確認できるよう、弊会のインターネット情報サービス NK-SHIPS を改修し、塗装の状態が優良未満であり、上述の検査の適用対象となるバラストタンクを有する船舶については、下記内容の Note(Class)が表示されます。定期的検査を申請いただく際は、NK-SHIPS よりバラストタンクの塗装状態の判定及び Note(Class)をご確認いただき、内部検査の準備をお願いいたします。

記載例:
"WBT(S) recorded to be in fair or poor coating condition require an annual internal examination after 1 July 2024, except double bottom tanks."

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. 決議 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)**

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:<br>- location of coating<br>- condition of coating (if applicable) |
| Part 8 – Memoranda | - Acceptable defects<br>- Any points of attention for future surveys, e.g. for suspect areas<br>- 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: