

Enhance Surveys for Bulk Carrier and Oil Tankers (Res. A. 744(18)) (ESP Guidelines)

The enhanced survey requirements for bulk carriers and oil tankers has been extended to also cover bulk carriers having double-side skin construction by including a new Part B in Annex A of Res. A. 744(18). The new Part B is primarily based on the IACS United Requirements UR Z 10.5.

Applicable from 1st January 2010

Code of Safety for Special Purpose ships 2008

MSC 84 adopted a revised and updated Code of Safety for Special Purpose Ships (2008 SPS Code, Res. MSC.266(84)). Special purpose ships being such ships as cable laying ships, research vessels, seismic survey ships, and training ships.

The intention with both the original and revised Code is to provide an international standard of safety for special purpose ships that will result in a level of safety for the ships and their personnel equivalent to that required by SOLAS, bearing in mind that the special purpose personnel are neither passengers nor professional seafarers, but with their knowledge about the ship and achieved skills they need not be treated as passengers.

The requirements for SPS ships lie between the SOLAS requirements for passenger ships and cargo ships depending on the number of special purpose personnel.

2008 SPS Code

The original SPS Code was adopted in 1983 (Res. A.534(13)).

The 2008 SPS Code supersedes the previous SPS Code from 13 May 2008 “for special purpose ships certified on or after” that date. However, as the Code is voluntary, it is up to the Administration to decide upon its implementation, and IMO has by purpose not defined the term “new ships” in order to give any Administration discretion to decide the effective date of entry into force. And while the Code apply it to lesser tonnage. It may also apply the Code to ships constructed before 13th May 2008.

The primary intent with the revision is to bring the Code to date with SOLAS, which has been subject to many amendments through the years.