

2011 Esp Code Imo

This user guide has been developed to consolidate existing IMO maritime security-related material into a companion guide to SOLAS chapter XI-2 and the ISPS Code so as to assist States in promoting maritime security through development of the requisite legal framework, associated administrative practices, procedures and the necessary material, technical and human resources. The intention is to assist SOLAS Contracting Governments in the implementation, verification, compliance with, and enforcement of, the provisions of SOLAS chapter XI-2 and the ISPS Code.

The 2010 FTP Code provides the international requirements for laboratory testing, typeapproval and fire test procedures for products referenced under SOLAS chapter II-2. It comprehensively revises and updates the current Code, adopted by the MSC in 1996. The 2010 FTP Code includes the following: test for non-combustibility; test for smoke and toxicity; test for "A", "B" and "F" class divisions; test for fire door control systems; test for surface flammability (surface materials and primary deck coverings); test for vertically supported textiles and films; test for upholstered furniture; test for bedding components; test for fire-restricting materials for high-speed craft; and test for fire-resisting divisions of high-speed craft. It also includes annexes on Products which may be installed without testing and/or approval and on Fire protection materials and required approval test methods

The Condition Assessment Scheme (CAS) for oil tankers was adopted in 2001 and is applicable to all single-hull tankers of 15 years or older. Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Program of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.--Publisher's description.

The MSC adopted a new Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code). Relevant amendments to SOLAS Chapter XI 1 were also adopted, to make parts I and II of the Code mandatory. Part III of the Code contains related guidance and explanatory material. The Code will require a marine safety investigation to be conducted into every marine casualty involving the total loss of the ship or a death or severe damage to the environment. The Code will also recommend an investigation into other marine casualties and incidents, by the flag state of a ship involved, if it is considered likely that it would provide information that could be used to prevent future accidents. The new regulations expand on SOLAS Regulation I/21, which

requires administrations to conduct an investigation of any casualty occurring to any of its ships when it judges that such an investigation may assist in determining what changes in the present regulations might be desirable.

IBC = International code for the construction and equipment of ships carrying dangerous chemicals in bulk

For the first time, this unique text brings together all private international maritime law conventions alongside expert commentary and analysis. Truly global in approach, the book covers each of the nineteen conventions currently in force, all scrutinised by this internationally-acclaimed author. It also examines important maritime conventions not yet fully ratified, including the topical Rotterdam Rules. This comprehensive resource provides a thorough treatment of both wet and dry shipping treaties, combining breadth of coverage with depth of analysis. In this third volume, the author covers the key conventions dealing with pollution and safety at sea. In particular, the author covers the following instruments:

International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 and Protocol of 1973 International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention) with its Protocol of 2000 (OPRC-HNS Protocol) International Convention for the prevention of pollution from ships (MARPOL) and protocol of 1978 International Convention for the Safety of life at sea, 1974 (SOLAS) Convention on the prevention of marine pollution by dumping of wastes and other matters, 1972 as amended by the protocol of 1996 International Convention for the control and management of ship's ballast water and sediments, 2004 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 Nairobi International Convention on removal of wrecks 18 may 2007 Port state control: the Paris Memorandum of Understanding and the European Directive 2009/16 EC European Traffic Monitoring and Information System International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC 1992) International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992, as amended by its Protocol of 2000 and its Supplementary Protocol of 2003 (the Fund Convention) International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 International Convention on Liability and Compensation for Damage in Connection with Carriage of Hazardous and Noxious Substances by Sea, 1996 This book is an indispensable reference for maritime lawyers, academics and students of maritime law worldwide.

A previous winner of the Comité Maritime International's Albert Lilar Prize for the best shipping law book worldwide, EU Shipping Law is the foremost reference work for professionals in this area. This third edition has been completely revised to include developments in the competition/antitrust regime, new safety and environmental rules, and rules governing security and ports. It includes detailed commentary and analysis of almost every aspect of EU law as it affects shipping. an erratum is available at <http://www.imo.org/Publications/Documents/Supplements%2>

0and%20CDs/English/IA275E.pdf

This present Code has been developed for the design, construction and operation of offshore support vessels (OSVs) which transport hazardous and noxious liquid substances in bulk for the servicing and resupplying of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the seabed. The basic philosophy of the present Code is to apply standards contained in the Code and the International Code of the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and in the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) to the extent that is practicable and reasonable taking into account the unique design features and service characteristics of OSVs.

The 2011 ESP Code provides requirements for an enhanced programme of inspections during surveys of single-hull and of double-hull bulk carriers and single-hull and double-hull oil tankers, in accordance with the provision of SOLAS regulation XI-1/2 and in line with the IACS UR Z10 series. It provides, in particular, special requirements for: (1) Renewal, annual and intermediate surveys; (2) Preparation for surveys; (3) Documentation on board; (4) Procedures for thickness measurements; (5) Reporting and evaluation of surveys

The 2020 edition of the 2011 ESP Code provides requirements for an enhanced programme of inspections during surveys of single-hull and of double-hull bulk carriers and single-hull and double-hull oil tankers, in accordance with the provision of SOLAS regulation XI-1/2 and in line with the IACS UR Z10 series. It provides, in particular, special requirements for: (1) Renewal, annual and intermediate surveys; (2) Preparation for surveys; (3) Documentation on board; (4) Procedures for thickness measurements; (5) Reporting and evaluation of surveys

The Code on noise levels on board ships has been developed to provide international standards for protection against noise under the provisions of regulation II-1/3-12 of the SOLAS Convention. The Code, adopted by resolution MSC.337(91), recognizes the need to establish mandatory noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships, and enters into force on 1 July 2014. The Code applies to new ships of a gross tonnage of 1,600 and above. The specific provisions relating to potentially hazardous noise levels, mitigation and personal protective gear contained in the Code may be applied to existing ships of a gross tonnage of 1,600 and above, as far as reasonable and practical, to the satisfaction of the Administration. The Code may be applied to new ships of a gross tonnage of less than 1,600 as far as reasonable and practical, to the satisfaction of the Administration. The Code includes: a format for noise survey reports; guidance on the inclusion of noise issues in safety management systems; - suggested methods of attenuating noise; and - a simplified procedure for determining noise exposure. These regulations, recommendations and advice are intended to provide Administrations with the tools to promote "hearing saving" environments on board ships. Although legally treated as a mandatory instrument under the SOLAS Convention, certain provisions of the Code remain recommendatory or informative.

Port state control (PSC) involves the inspection of foreign ships in national port areas to verify that the condition and operation of a ship and its equipment comply with the

requirements of international regulations. While IMO has always acknowledged that enforcement of global maritime standards is the responsibility of flag states, the organisation nevertheless recognises that exercising the right to carry out Psc makes an important contribution to ensuring those standards are implemented consistently on ships of different nationalities.

Supersedes previous consolidated edition

The Guidelines became mandatory in 1996, under SOLAS regulation XI/2, which requires that bulk carriers and oil tankers be subject to an enhanced programme of inspections in accordance with the Guidelines. Since their adoption, the Guidelines have been frequently updated and brought in line with regulatory and technological developments as well as with current practice, in particular with the relevant IACS Unified Requirements

This publication covers all of the relevant guidelines in full, providing guidance to shippers carrying hazardous and noxious materials. The guidelines have been developed in accordance with the provisions set forth in regulation 11(2) of Annex II to MARPOL 73/78 and in recognition of the need for standards which provide an alternative to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk for these types of vessels.--Publisher's description.

This publication contains the amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974 and to its 1988 Protocol that were adopted by the Maritime Safety Committee (MSC) in 2010 and 2011. Resolution MSC.290(87) was adopted in May 2010 by the MSC at its eighty-seventh session and contains amendments to SOLAS chapter II-1, regulation 2 in Part A which adds a new definition and also adds, in Part A-1, a new regulation 3-10 on Goal-based ship construction standards for bulk carriers and oil tankers. These amendments were accepted on 1 July 2011 and entered into force on 1 January 2012.

Resolution MSC.291(87) was also adopted by the MSC at its eighty-seventh session and adds a new regulation 3-11 to chapter II-1 in Part A-1 on Corrosion protection of cargo oil tanks of crude oil tankers. This resolution also amends, in Part A, chapter II-2, regulation 1 "Application" and Part B, regulation 4 Probability of ignition. These amendments were accepted on 1 July 2011 and entered into force on 1 January 2012. Resolution MSC.308(88) was adopted in December 2010 by the MSC at its eighty-eighth session and contains amendments to chapters II-1 and II-2 and adds new regulations to chapter V "Safety of navigation". Further amendments were made to the appendix certificates. These amendments will enter into force on 1 July 2012 pending their acceptance on 1 January 2012. Resolution MSC.309(88) was also adopted by the MSC at its eighty-eighth session and contains amendments to the 1988 Protocol and modifications and additions to the appendix to the Annex to the 1974 SOLAS Convention. These amendments modify the safety certificate forms for passenger and cargo ships. These amendments will enter into force on 1 July 2012 pending their acceptance on 1 January 2012. Resolution MSC.317(89) was adopted in May 2011 by the MSC at its eighty-ninth session and contains an amendment to chapter III, Life-saving appliances and arrangements, regulation 1 which adds a new paragraph on lifeboat on-load release mechanisms. These amendments will enter into force on 1 January 2013, pending their acceptance on 1 July 2012.

The purpose of the IGC Code is to provide an international standard for the safe carriage by sea of liquefied gases (and other substances listed in the Code) in bulk. To minimize risks to the ships, their crews and the environment, prescribes the design and constructional standards of such ships and the equipment they should carry. The 1993 edition incorporates amendments adopted in 1992 by resolution MSC.30(61).

BLU Code including BLU Manual contains the Code of Practice for the Safe Loading and

Unloading of Bulk Carriers, incorporating all amendments up to and including 2010, and the Manual on loading and unloading of solid bulk cargoes for terminal representatives, incorporating all amendments up to and including 2010. Also presented is Additional considerations for the safe loading of bulk carriers (MSC.1/Circ.1357).

The purpose of this Code is to provide an international standard for the safe carriage, by sea in bulk, of liquefied gases and certain other substances that are listed in chapter 19. Through consideration of the products carried, it prescribes the design and construction standards of the ships involved and the equipment they should carry to minimize the risk to the ship, its crew and the environment.

The International Maritime Dangerous Goods Code is the standard guide to all aspects of handling dangerous goods and marine pollutants in sea transport. The Code lays down basic principles: detailed recommendations for individual substances, materials and articles, and a number of recommendations for good operational practice, including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action. The Code has undergone many changes over the years, in both format and content, in order to keep up with the rapid expansion of the shipping industry. Amendment 40-20 includes revisions to various sections of the Code and to transport requirements for specific substances. It is mandatory as from 1 June 2022 but may be applied by Administrations in whole or in part on a voluntary basis from 1 January 2021

Cargo management, especially in the maritime sphere, plays a vital role in the transfer of goods between seller and buyer. However, despite over 90% of the world's international trade being conducted by sea, often very little is known about this subject by either party. This unique text provides a clear and comprehensive introduction to the principal elements involved in the management of marine cargo and the carriage of goods by sea. Not only does it analyse key theories and debates in the maritime freight sector, it is equally instructive on practice and logistics. Furthermore, the book provides a thorough guide to the roles and responsibilities of all parties involved in this dynamic industry. This second edition has been fully revised and updated to incorporate the very latest changes in cargo management legislation and procedures, including: Offshore oil & gas supply management The revised INCOTERMS 2010 Tramp shipping and spot cargo trading Project cargo management Dry and liquid bulk cargo management The IMDG Code and the marine carriage of dangerous and hazardous goods Cabotage Salvage Risk management and best practice This is an essential guide for shipping professionals, academics and students of marine logistics, and international trade.

2011 ESP Code

The guidance in this manual is intended to complement the BLU Code by providing guidance on good practice, regardless of ship size, terminal capacity or cargo quantity, as well as assist terminal representatives to understand the key issues to be dealt with at the interface between the ship and the terminal. It also aims to assist relevant ships' personnel to understand the issues involved from the terminal's perspective.--Publisher's description.

www.owaysonline.com Chief Mate Orals - F 3 - Randhawa

Ships operating in the Arctic and Antarctic environments are exposed to a number of unique risks. Poor weather conditions and the relative lack of good charts, communication systems and other navigational aids pose challenges for mariners. The remoteness of the areas makes rescue or clean-up operations difficult and costly. Cold temperatures may reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suction. When ice is present, it can impose additional loads on the hull, propulsion system and appendages. The Guidelines for ships operating in polar waters aim at mitigating the additional risk imposed on shipping in the harsh environmental and climatic conditions that exist in polar waters. This publication should be of interest to maritime administrations, ship manufacturers, shipping companies, cruise and tour operators, education

institutes and others concerned with the safe operation of ships in polar waters.

The International Maritime Dangerous Goods Code relates to the safe carriage of dangerous goods by sea, but does not include all details of procedures for packing of dangerous goods or actions to take in the event of an emergency or accident involving personnel who handle goods at sea. These aspects are covered by the publications that are associated with the IMDG Code, which are included in this Supplement

The International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) applies to craft for which the keels are laid, or which are at a similar stage of construction, on or after 1 July 2002. The application of the both HSC Codes is mandatory under chapter X of the SOLAS Convention. This edition incorporates amendments that were adopted in 2004 and 2006.--Publisher's description.

The Code of Safe Practice for Ships carrying Timber Deck Cargoes, 2011 (2011 TDC Code) was adopted by resolution A.1048(27) at the twenty-seventh session of IMO's Assembly in November 2011. This Code revises and updates the previous Code adopted in 1991 by resolution A.715(17). The 2011 TDC Code is non-mandatory and applies to all ships of 24 m or more in length carrying a timber deck cargo. The Code aims to ensure that stowage and cargo securing arrangements for timber deck cargoes enable a safe yet rational securing of the cargo so that it is satisfactorily prevented from shifting. 2011 TDC Code also includes alternative design principles, taking into account the acceleration forces cargo may be subjected to throughout the voyage.

This publication provides guidance to port State control officers (PSCOs) on the conduct of inspections of foreign ships, in order to promote consistency in the way inspections are carried out worldwide, and to harmonize the criteria for deciding on deficiencies found on board relating to the ship, its equipment or its crew, as well as the application of procedures.

The International Code on Intact Stability 2008 (2008 IS Code), presents mandatory and recommendatory stability criteria and other measures for ensuring the safe operation of ships, to minimize the risk to such ships, to the personnel on board and to the environment. The 2008 IS Code took effect on 1 July 2010. The 2008 IS Code features: a full update of the previous IS Code; criteria based on the best state-of-the-art concepts available at the time they were developed, taking into account sound design and engineering principles and experience gained from operating ships; influences on intact stability such as the dead ship condition, wind on ships with large windage area, rolling characteristics and severe seas. This publication also presents Explanatory Notes to the 2008 IS Code, intended to provide administrations and the shipping industry with specific guidance to assist in the uniform interpretation and application of the intact stability requirements of the 2008 IS Code.

This publication provides useful practical information to Governments, particularly those of developing countries, administrations, shipowners, port state control authorities, environmental agencies and other stakeholders on the implications of ratifying, implementing and enforcing the Ballast Water Management Convention. The aim is to encourage the further ratification and proper implementation and enforcement of the Convention. However, it should be noted that, the legal purposes, the authentic text of the Convention should always be consulted

[Copyright: de3458e2e06c109278fc3c64a6d2f48b](https://www.maritime-legal.com/copyright-de3458e2e06c109278fc3c64a6d2f48b)