

2011 Esp Code Imo

The IMSBC Code, adopted on 4 December 2008 by resolution MSC.268(85), entered into force on 1 January 2011, from which date it was made mandatory under the provisions of the SOLAS Convention. The present edition incorporates amendment 05-19, which may be applied from 1 January 2020 on a voluntary basis, anticipating its envisaged official entry into force on 1 January 2021. This publication also presents additional information that supplements the IMSBC Code, such as the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code, including BLU Manual) and Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds. The International Maritime Solid Bulk Cargoes Code and supplement is commended to Administrations, shipowners, shippers and masters and all others concerned with the standards to be applied in the safe stowage and shipment of solid bulk cargoes, excluding grain.

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

In Global Maritime Safety & Security Issues and East Asia, Suk Kyoong Kim offers a multi-disciplinary perspective on various issues of maritime safety and security, focusing on East Asia. Ranging from the definitions of maritime safety and security, this book provides insights on a wide range of maritime safety and security regimes and issues.

Innovations and developments in the types of cargoes carried in freight containers have allowed heavy, bulky items which were traditionally loaded directly into the ships' hold to be carried in cargo transport units (CTUs). The IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) gives advice on the safe packing of cargo transport units to those responsible for the packing and securing of the cargo and by those whose task it is to train people to pack such units. This publication outlines theoretical details for packing and securing as well as giving practical measures to ensure the safe packing of cargo onto or into CTUs.

IMDG Code

Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives

How to Do It

IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

Emerging Technology and the Law of the Sea

International Maritime Conventions (Volume 3)

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.

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.

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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.

International Code for Application of Fire Test Procedures, 2010

Department of Defense Dictionary of Military and Associated Terms

2011 ESP Code

Volume III: The IMO and Global Ocean Governance

Solas

Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels

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).

Unconventional Lawmaking in the Law of the Sea explores the ways that actors operating at the international level develop standards of behaviour to regulate varied maritime activities beyond traditional lawmaking. This 'soft law' is now prolific in ocean governance, so it is vital to consider its significance for the law of the sea.

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.

2011 ESP Code

International Maritime Solid Bulk Cargoes Code Incorporating Amendment 05-19 and Supplement GMDSS Manual

International Maritime Dangerous Goods Code, Incorporating Amendment 40-20

Guide to Maritime Security and the ISPS Code

FTP Code

2009 MODU Code

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.

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

Leading experts in the law of the sea assess the impact of emerging technology on ocean governance.

Supersedes previous consolidated edition

Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009

IMO News

The IMLI Treatise On Global Ocean Governance

EU Shipping Law

Maritime English 2009

International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (2016 Edition)

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 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

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 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

BLU Manual

Federal Register

Facetten der Fachsprachenvermittlung Englisch – Hands on ESP Teaching

Procedures for Port State Control 2019

Code of Practice for the Safe Loading and Unloading of Bulk Carriers : Including BLU Manual

BLU Code

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.

Internationale Fachkommunikation verläuft zunehmend auf Englisch. Das erfordert von Nichtmuttersprachlern anwendungsbereite fachbezogene Fremdsprachenkenntnisse und

Sprachfertigkeiten auf hohem Niveau. Die Autoren dieses Bandes diskutieren in 13 deutsch- und englischsprachigen Beiträgen bewährte Ausbildungsmodelle für Fachenglisch an Hochschulen mit einem Fokus auf Mechatronik, Bauingenieurwesen, Immobilienmanagement, Informatik, Physikalischer Technik, Wirtschaft, Maschinenbau, Automobilbau und Maritime English. Darüber hinaus werden Aspekte der Fertigkeitsentwicklung, der Entwicklung von Lernprogrammen, Prüfungsverfahren und e-Learning angesprochen. Kurzum - ein facettenreicher Band von Praktikern für Praktiker.

The Assembly, at its twenty-sixth session (23 November to 2 December 2009), adopted by resolution A.1023(26) the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code), which had been developed following a thorough revision of the 1989 MODU Code adopted by resolution A.649(16). In adopting the 2009 MODU Code, the Assembly recalled in particular that, since the adoption of the 1989 MODU Code, the Organization had adopted a significant number of amendments to many of the regulations of the International Convention for the Safety of Life at Sea, 1974 (SOLAS) referenced in the Code, and also that the International Civil Aviation Organization (ICAO) had adopted amendments to the Convention on International Civil Aviation which impacted on the provisions for helicopter facilities as contained in the Code. The 2009 MODU Code provides an international standard for MODUs of new construction which will facilitate their international movement and operation and ensure a level of safety for such units and for personnel on board, equivalent to that required by the 1974 SOLAS Convention and the Protocol of 1988 relating to the International Convention on Load Lines, 1966, for conventional ships engaged on international voyages. The 2009 MODU Code supersedes the 1989 MODU Code for mobile offshore drilling units, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2012. For MODUs constructed before that date, the provisions of the 1989 MODU Code still apply.

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 or 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.

Global Maritime Safety & Security Issues and East Asia

International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk

International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011

Global Maritime Distress and Safety System Supplement

Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011

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

an erratum is available at

<http://www.imo.org/Publications/Documents/Supplements%20and%20CDs/English/IA275E.pdf>

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.

World Economic Situation and Prospects 2020

Unconventional Lawmaking in the Law of the Sea Condition Assessment Scheme International Safety Management Code Ballast Water Management

A Guide to the Collision Avoidance Rules is the essential reference to the safe operation of all vessels at sea. Published continuously since 1965, this respected and expert guide is the classic text for all who need to practically and legally understand and comply with 'The Rules'. This seventh edition includes the full text of the International Regulations for Preventing Collisions at Sea, with practical discussion of the implications of the rules included alongside all updates seen over the years, including the most recent amendments which came into force in December 2007. The books sets out the 'COLREGs' with clear explanation of their meaning, and gives detailed examples of how the rules have been used in practice by seafarers, as well as excerpts from court judgments to illustrate how they have been interpreted in practice. Written for seagoing engineers, navigating officers, senior crew, cadets and those in training, plus ship operators, marine lawyers and anyone concerned with the safe operation of shipping, this is an essential reference at sea and on shore. Includes the full text of the International Regulations for Preventing Collisions at Sea, updated in line with the December 2007 amendments to the rules. Contains practical advice on how the regulations should be interpreted and collisions avoided, with insightful discussion of the implications of key phrases and Court interpretations. Covers important maneuvering information, with diagrams covering stopping distances, turning circles of ships of various type and size, and a color section with examples of ships' lights.

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 1982 United Nations Convention on the Law of the Sea (UNCLOS) remains the cornerstone of global ocean governance. However, it lacks effective provisions or mechanisms to ensure that all ocean space and related problems are dealt with holistically. With seemingly no opportunity for revision due to the Conventions burdensome amendment provisions, complementary mechanisms dealing with such aspects of global ocean governance including maritime transport, fisheries, and marine environmental sustainability, have been developed under the

aegis of the United Nations and other relevant international organizations. This approach is inherently fragmented and unable to achieve sustainable global ocean governance. In light of the Sustainable Development Goals (SDGs), particularly Goal 14, the IMLI Treatise proposes a new paradigm on the basis of integrated and cross-sectoral approach in order to realise a more effective and sustainable governance regime for the oceans. The volume examines how the IMO, with 171 Member States and 3 Associated Members, has and continues to promote the goals of safe, secure, sound, and efficient shipping on clean oceans. It studies the interface and interaction between UNCLOS and IMO instruments and how IMOs safety, security, and environmental protection conventions have contributed to global ocean governance, including the peaceful order of the polar regions.

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.

Consolidated Text of the International Convention for the Safety of Life at Sea, 1974, and Its Protocol of 1988, Articles, Annexes and Certificates, Incorporating All Amendments in Effect from 1 January 2020

Protection of the Marine Environment

IMSBC Code

OSV Chemical Code

Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers

International Code on Intact Stability, 2008

This is the United Nations definitive report on the state of the world economy, providing global and regional economic outlook for 2020 and 2021. Produced by the Department of Economic and Social Affairs, the five United Nations regional commissions, the United Nations Conference on Trade and Development, with contributions from the UN World Tourism Organization and other intergovernmental agencies.

Resolution A.744(18) as Amended

IBC Code

Guidelines for Ships Operating in Polar Waters

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A Guide to the Collision Avoidance Rules

ISM Code and Revised Guidelines on the Implementation of the ISM Code by Administrations