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## **CARGO STOWAGE AND SECURING - Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)**

**Notice to all Ship Owners, Ship Operators, Terminal Operators, Port Authorities, Classification Societies, Masters, Officers and crews of Merchant Ships, and all other parties concerned.**

*This MIN expires 31 August 2013*

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### **Summary**

- This MIN advises industry of a new Annex 14 and three amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) (IMO Resolution A.714(17)) by MSC Circulars.
- The purpose of this MIN is to inform industry to be ready for this and be aware that future guidance will be issued.

### **1. Introduction**

The International Maritime Organization Maritime Safety Committee at its eighty-seventh session approved a new Annex 14 and three amendments, to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code).

### **2. Annex 14**

#### **Guidance on Providing Safe Working Conditions for Securing of Containers on Deck**

- 2.1 A new Annex 14 – “Guidance on Providing Safe Working Conditions for Securing of Containers on Deck” has been introduced by MSC.1/Circ.1352.
- 2.2 The aim of the new Annex 14 is to ensure that persons engaged in carrying out container securing operations on deck have safe working conditions and in particular, safe access, appropriate securing equipment and safe places of work.

### 2.3 All parties concerned shall:

- Apply the Annex 14 in its entirety for containerships, the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015.
- Apply sections 4.4 (Training and familiarisation), 7.1 (Introduction), 7.3 (Maintenance) and section 8 (Specialised container safety design) to existing containerships, the keels of which were laid, or which are at a similar stage of construction before 1 January 2015; and
- Apply the principles of the Guidance contained in section 6 (Design) and 7.2 (Operational procedures) to existing containerships as far as practical.

## 3 Amendments

In addition to the new Annex 14, the Maritime Safety Committee at its eighty-seventh session agreed three amendments to appendices 2, 3 and 4 of the CSS Code. These amended appendices with the MSC Circular number and title, are set out below.

### 3.1 Revised Guidelines for the Preparation of the Cargo Securing Manual

3.1.1 MSC.1/Circ.1353 introduced Revised Guidelines for the Preparation of the Cargo Securing Manual. This Circular supersedes MSC/Circ 745.

3.1.2 These Revised Guidelines are based on the provisions contained in Appendix 2 of the CSS Code but have been expanded to include safe access for lashing of containers. They are intended to provide guidance on the preparation of such Cargo Securing Manuals which are required on all types of ships engaged in the carriage of cargoes other than solid and liquid bulk cargoes.

#### 3.1.3 All parties concerned shall:

- Apply the revised Guidelines in their entirety for containerships, the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015; and
- Apply chapters 1 to 4 of the revised Guidelines to existing containerships, the keels of which were laid or which are at a similar stage of construction before 1 January 2015.

### 3.2 Consideration of the safe stowage and securing of cargo units and vehicles

3.2.1 MSC.1/Circ.1354 introduced amendments to resolution A.533(13). These amendments concern elements to be taken into account when considering the safe stowage and securing of cargo units and vehicles in ships. These elements include safe access and safe places of work provided for those engaged in work connected with cargo stowage and securing.

#### 3.2.2 All parties concerned shall:

- Implement these amendments for containerships the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015.

### 3.3 **Amendments to the Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (Resolution A.581(14))**

3.3.1 MSC.1/Circ.1355 introduced amendments to the above Guidelines for vehicles not exceeding 15 tonnes (GVM).

#### **More Information**

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