

# **Subject: SOLAS 74 - Amendments IMO Code of Safe Practice for Cargo Stowage and Securing (CSS Code)- Amendments**

1. This Bulletin is issued to draw the attention of shipowners carrying **Deck Cargoes** covered by the CSS Code to the recent adoption of attached Resolution **MSC.42 (64)**, which will amend the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) and its 1990/1991 amendments.

This amendment will come into force on **1 July 1996** and will affect Regulations VI/2, VI/5, VII/5 and VII/6 of SOLAS and will make mandatory certain parts of the IMO CSS Code which thus far has been recommendatory. These concern cargo information (Sub-chapter 1.9) and the requirements for an approved **Cargo Securing Manual** for the loading, stowage and securing of **cargo units, including containers**. This applies to securing of cargo units on open or closed decks of ships **other** than cellular container ships and ships specifically designed and fitted for the purpose of carrying containers.

2. It should be further noted that paragraph 1.6.2 of the CSS Code, gives provisions for calculation methods used for cargo securing arrangements detailed in the cargo Securing Manual. Recently amended this paragraph, now includes reference to a new Annex 13. (Methods to assess the efficiency of securing arrangements for non-standardized cargo.)

3. Once the above new amendments to SOLAS are in effect, Canadian vessels on International voyages may be expected to carry on board where applicable, approved Cargo Securing Manuals and to make these available for inspection, on request by Port States.

It is recommended that where appropriate for the type of ship, the nature of the voyages, and weather to be encountered, shipowners consider providing their respective vessels with a Cargo Securing Manual, in addition to following the recommendations outlined in the Deck Cargo Safety Code (TP 2072).

The **information** contained in the Cargo Securing Manual should include the following items as appropriate:

1. details of fixed securing arrangements and their locations (pad-eye, eyebolts, elephant-feet, etc.) ;
2. location and stowage of portable securing gear;
3. details of portable securing gear including an inventory of items provided and their strengths;
4. examples of correct application of portable securing gear on various cargo units, vehicles and other entities carried on the ship;
5. indication of the variation of transverse, longitudinal and vertical accelerations to be expected in various positions on board the ship.

Comments on the application of the Code may be made to the Marine Regulatory Directorate.

Relevant copies of IMO documents are attached. The IMO CSS Code may be purchased from:

## **Publication Section - IMO**

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Resolution MSC.42 (64)  
adopted on 9 December 1994

Adoption of Amendments to the International Convention for The Safety of Life at Sea, 1974

The Maritime Safety Committee.

Recalling Article 28 (b) of the Convention on the Intentional Maritime Organization concerning the functions of the Committee,

Recalling Further article VIII (b) of the Intentional Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I,

Having Considered, at its sixty-fourth session, amendments to the Convention proposed and circulated in accordance with article VIII (b) (i) thereof,

1. Adopts, in accordance with article VIII (b) (iv) of the Convention, the amendments to the Convention. 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 amendments set out in the Annex shall be deemed to have been accepted on 1 January 1996 unless, prior to this 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 fifty per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. Invites Contracting Governments to note that, in accordance with article VIII (b) (vii) (2) of the Convention, the amendment set out in the Annex shall enter into force on 1 July 1996 upon their acceptance in accordance with paragraph 2 above;
4. Request the Secretary-General, in conformity with 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. Further Request the Secretary-General to transmit copies of the resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

Annex

Amendments to the International Convention for the Safety of Life at Sea. 1974

## **Regulation VI/2 - Cargo information**

**1** Add the following sentence after the last sentence of regulation VI/2. 1:

"For the purpose of this regulation the cargo information required in subchapter 1.9 of the Code of Safe Practice for Cargo Stowage and Securing, adopted by the Organization by resolution A.714 (17), as may be amended, shall be provided. Any such amendment to subchapter 1.9 shall be adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter 1."

## **Regulation VI/5 - Stowage and securing**

**2** Add the following new paragraph 6 to regulation VI/5:

"6 Cargo units, including containers, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to the guidelines developed by the Organization."

## **Regulation VII/5 - Documents**

**3** Add the following new paragraph 6 to regulation V1115:

"6 Cargo transport units, including freight containers, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to the guidelines developed by the Organization."

## **Regulation VII/6 - Stowage requirements**

**4** Amend regulation VII/6. 1 to read:

"Dangerous goods shall be loaded, stowed and secured safely and appropriately in accordance with the nature of the goods. Incompatible goods shall be segregated from one another."

MSC 65/12

Draft MSC Circular  
Draft Amendments to the CSS Code

**1** The Maritime Safety Committee, at its sixty-fifth session (9 to 17 May 1995), adopted, in accordance with operative paragraph 3 of Assembly resolution A.714 (17), the annexed amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code).

**2** Member Governments are invited to bring the amendments to the attention of shipowners, shipmasters and crews and all others concerned

MSC 65/12

Draft Amendments to the Code of Safe Practice  
For Cargo Stowage and Securing (CSS CODE)

## **Chapter 1**

Replace the existing paragraph 1.6.2 by the following paragraph:

" 1.6.2 The cargo securing arrangements detailed in the ship's Cargo Securing Manual, if provided, should be based on the forces expected to affect the cargo carried by the ship, calculated in accordance with **the method described in Annex 13 or with** a method accepted by the Administration or approved by a classification society acceptable to the Administration. "

## **Annex 5**

Add the following new paragraph 4 and renumber the existing paragraphs 4 to 9 accordingly:

### **"4 Cargo Stowed In Open Containers, On Platforms Or Platform Based Containers**

4.1 While the stowage and securing of open containers, ISO platform or platform based containers (flatracks) on a container ship or a ship fitted or adapted for the carriage of containers, should follow the information for that system, the stowage and securing of the cargo in such containers, should be carried out in accordance with the IMO/ILO Guidelines for Packing Cargo in Freight Containers or Vehicles.

4.2 When heavy cargo items are carried on ISO platform or platform based containers (flatracks) the provisions of this Annex should be followed. Additionally, the following items should be taken into account:

**.1 The ISO standard platform, etc., used should be of a suitable type with regard to strength and MSL of the securing points.**

**.2 The weight of the heavy cargo item should be properly distributed**

**.3 Where deemed necessary the heavy cargo item (s) carried on ISO standard platform or platform based containers, etc., should not only be secured to the platform (s) or platform based containers, etc., but also to neighboring platform (s), etc., or to securing points located at fixed structure of the ship. The elasticity of the last mentioned lashings should be sufficiently in line with the overall elasticity of the stowage block underneath the heavy cargo item (s) in order to avoid overloading those lashings. "**

**Replace the existing paragraph 10 by the following new paragraph 11:**

**"11 Securing Calculation**

**11.1 Where necessary, the securing arrangements for heavy cargo items should be verified by an appropriate calculation in accordance with Annex 13 to the Code. "**