

Subject

Instructions by the Administration of Liberia regarding
Guidance on Providing Safe Working Conditions for the
Securing of Containers on Deck
(CSS Code Annex 14)

ClassNK

Technical Information

No. TEC-1064
Date 8 April 2016

To whom it may concern

1. General

The Administration of Liberia has advised all parties concerned, including ClassNK, about their guidance on the application of MSC.1/Circ. 1352 (CSS Code Annex 14) to Liberian flagged containerships as per the attached MARINE OPERATIONS NOTE 01/2016.

("Containership" means dedicated containerships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck.)

This Technical Information supersedes the previous ClassNK Technical Information No. TEC-1041 dated 3 August 2015.

(Note: The instructions from the Administration of the UK which were described in the aforementioned TEC-1041 dated 3 August 2015 are now announced in ClassNK Technical Information No. TEC-1065 dated 8 April 2016.)

2. The instructions from the other flag administrations regarding the application of MSC.1/Circ. 1352 (CSS Code Annex 14) are available in the category of "Ship Type: Container" on the search page for ClassNK Technical Information.

Please be advised that new ClassNK Technical Information will be issued upon receipt of instructions other than the above.

(To be continued)

NOTES:

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For any questions about the above, please contact:

[For the latest information on instructions issued by each flag state]

NIPPON KAIJI KYOKAI (ClassNK)

External Affairs Department, Administration Center Annex, Head Office

Address: 3-3 Kioi-cho, Chiyoda-ku, Tokyo 102-0094, Japan

Tel.: +81-3-5226-2038

Fax: +81-3-5226-2734

E-mail: xad@classnk.or.jp

[For questions on technical aspects of the TEC]

Hull Department, Administration Center Annex, Head Office

Address: 3-3 Kioi-cho, Chiyoda-ku, Tokyo 102-0094, Japan

Tel.: +81-3-5226-2017 / 2018

Fax: +81-3-5226-2019

E-mail: hld@classnk.or.jp

Attachment:

1. MARINE OPERATIONS NOTE 01/2016



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

8619 Westwood Center Drive
Suite 300
Vienna, Virginia 22182, USA
Tel: +1 703 790 3434
Fax: +1 703 790 5655
Email: technical@lisr.com
Web: www.lisr.com

8 January 2016

MARINE OPERATIONS NOTE 01/2016

Subject: Application of Annex 14 of the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)

Ref: (a): MSC.1/Circ.1352/Rev.1- Annex 14 of the CSS Code (Guidance on Providing Safe Working Conditions for Securing Containers on Deck)
(b): MSC.1/Circ. 1353 - Revised Guidelines for Preparation of the Cargo Securing Manual

Dear Shipowners/Operators and Masters,

Purpose

This Note provides information and guidance to Shipowners, Operators and Masters on the application of the new Annex 14 of the CSS Code for new and existing ships designed and fitted for the carriage of containers on deck.

Background

The new Annex 14 of the CSS Code, relating to the “Guidance on Providing Safe Working Conditions for Securing of Containers on Deck” was introduced to the CSS Code by the Maritime Safety Committee, at its eighty-seventh session and subsequently amended at its ninety-fourth session by MSC.1/Circ.1352/Rev.1.

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.

The Guidelines for the preparation of the Cargo Securing Manual were also revised by reference (b) and expanded to include the safe access for lashing of containers, taking into account the provisions of the CSS Code, as amended.

New container ships

New ships, the keels of which are laid on or after 1 January 2015, shall apply the new Annex 14, including provision of a cargo safe access plan in the Cargo Securing Manual. Concerns in applying Annex 14, should be brought to the attention of this Administration.

Existing container ships

1. Existing ships, the keels of which were laid or which are at a similar stage of construction before 1 January 2015, shall apply Section 4.4 (Training and familiarization), Section 7.1 (Introduction), Section 7.3 (Maintenance); and Section 8 (Specialized Container Safety Design) of new Annex 14 by the first survey related to the Safety Construction Certificate on or after 1 January 2016.

2. Shipowners are encouraged to apply the principles of relevant guidance contained in the new Annex 14, section 6 (Design) and section 7.2 (Operational Procedures), as far as practicable, with the understanding that existing Ships would not be required to be enlarged or undergo other major structural modifications. As minimum existing ships should comply by the first scheduled dry-docking on or after 1 January 2016 as follows:
 - a. section 6.1.3 providing for safe container lashing operations in spaces between containers stows;
 - b. section 6.2.1 providing non-slip surfaces on decks used for movement about the ship and all passageways and stairs, delineating walkways by painted lines or pictorial signs, highlighting protrusions on access ways that may give rise to a trip hazard;
 - c. Section 6.2.2.5 providing toe boards (or kick plates) around the sides of elevated lashing bridges or platforms; and section 6.2.2.6 providing for closing of openings in lashing platforms through which people can fall;
 - d. Section 6.2.3.3 providing for fences and handrails to be highlighted with a contrasting color to the background;
 - e. Section 6.2.3.4 providing for protection of unguarded edges on athwartships cargo securing walkways when the hatch cover is removed;
 - f. Section 6.2.4.13 providing for handholds at the top of the ladder to enable safe access to the platform and section 6.2.4.14 providing for manhole openings that may present a fall hazard to be highlighted in contrasting colour around the rim of the opening; and
 - g. Sections 7.2.1.2 and 7.2.1.3 related to protection of openings necessary for the operation of the ship, which are not protected by fencing.
3. Shipowners, Operators of existing ships are encouraged to include procedures for a cargo safe access plan (CSAP) in accordance with chapter 5 of reference (b) implementing the guidelines in section 4.3 of reference (a) at the next revision of the approved Cargo Securing Manual.

Notwithstanding the provisions detailed above, Shipowners/Operators and Masters are encouraged to contact the competent authorities in ports where their ships are calling to see if any additional requirements have been implemented.

If you have any questions please contact Technical Department at Technical@liscr.com or telephone +1 703 790 3434.
