

Subject

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

ClassNK

Technical Information

No. TEC-1059
Date 9 December 2015

To whom it may concern

1. General

The administration of Singapore (MPA) has advised relevant parties, including ClassNK, on their instructions regarding IMO MSC.1/Circ.1352 (CSS Code Annex 14) in MPA Surveys Circular No. 2 of 2015 (MPA ref: FSC 7.7), as per attached.

According to these instructions, Annex 14 Rev.1 of the CSS Code is to be applied as a mandatory requirement to Singapore flagged containerships as follows.

(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.)

2. Application of the CSS Code, Annex 14 (MSC.1/Circ.1352) for the above Administration

- Existing containerships with a date of keel laying prior to 1 January 2015 are subject to the provisions of sections 4.4, 7.1, 7.3, and 8 in Annex 14 by the first survey relating to the ship's safety construction certification on or after 1 January 2016.
- Ship owners are encouraged to apply the relevant provisions of section 6 and 7.2 of Annex 14 as far as practicable. As a minimum, existing container ships shall comply with items 4.1-4.12 in FSC 7.7, at their first scheduled dry-docking survey on or after 1 January 2016, but not later than 1 January 2021.
- For containerships with a date of keel laying or which are at a similar stage of construction on or after 1 January 2015, Annex 14 of the CSS Code shall be applied in its entirety.

3. Please note that differing requirements might be implemented by port and terminal operators as per attached paragraph 5 in FSC 7.7.

4. Instructions from other flag states regarding the implementation of IMO MSC.1/Circ.1352 (CSS Code Annex 14) were announced in the following ClassNK Technical Information;

- No. TEC-0999 dated 13 August 2014: Cyprus
- No. TEC-1021 dated 17 February 2015: St. Vincent and the Grenadines
- No. TEC-1041 dated 3 August 2015: U.K. and Liberia

Please be advised that new ClassNK Technical Information circulars will be issued upon receipt of instructions from flag states 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]

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[For questions on technical aspects of the TEC]

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Attachment:

1. Circular No. FSC 7.7



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Our Ref : FSC 7.7

Date : 28 September 2015

AMERICAN BUREAU OF SHIPPING
BUREAU VERITAS
CHINA CLASSIFICATION SOCIETY
DNV-GL
KOREAN REGISTER OF SHIPPING
LLOYD'S REGISTER
NIPPON KAIJI KYOKAI
REGISTRO ITALIANO NAVALE

SURVEYS CIRCULAR NO. 2 OF 2015
APPLICATION OF ANNEX 14 OF THE CODE OF SAFE PRACTICE FOR CARGO
STOWAGE AND SECURING (CSS CODE)

We refer to the new Annex 14 of the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), relating to the "*Guidance on Providing Safe Working Conditions for Securing of Containers on Deck*" 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.

2. Member Governments were invited to apply sections 4.4 (Training and familiarization), 7.1 (Introduction), 7.3 (Maintenance) and section 8 (Specialized container safety design) to existing containerships. Member Governments were also invited to apply the principles of the guidance contained in sections 6 (Design) and 7.2 (Operational procedures), to existing containerships as far as practical, with the understanding that existing ships would not be required to be enlarged or undergo other major structural modifications.

3. Bearing in mind the aim of the new Annex 14 of CSS Code 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. Existing containerships shall apply sections 4.4 (Training and familiarization), 7.1 (Introduction), 7.3 (Maintenance) and section 8 (Specialized container safety design) by the first survey relating to the ship's safety construction certification on or after 1 January 2016.

4. Ship owners are encouraged to apply the relevant provisions of section 6 (Design) and 7.2 (Operational procedures) as far as practicable. As a minimum, existing container ships the keels of which were laid or which are at a similar stage of construction before 1 January 2015 shall comply with the following requirements, at their first scheduled dry-docking survey on or after 1 January 2016, but not later than 1 January 2021.

- .1 A platform with fencing to prevent workers falling off it are to be provided, to allow container securing operations performed in outer positions to be accomplished safely.
- .2 The space provided between the containers stows for workers to carry out lashing operations are to provide:
 - .1 a firm and level working surface;
 - .2 a working area, excluding lashings in place, to provide a clear sight of twist lock handles and allow for the manipulation of lashing gear;
 - .3 sufficient spaces to permit the lashing gear and other equipment to be stowed without causing a tripping hazard;
 - .4 sufficient spaces between the fixing points of the lashing bars on deck, or on the hatch covers, to tighten the turnbuckles;
 - .5 access in the form of ladders on hatch coamings;
 - .6 safe access to lashing platforms;
 - .7 protective fencing on lashing platforms; and
 - .8 adequate lighting to carry out the work safely.
- .3 All relevant deck surfaces used for movement about the ship and all passageways and stairs are to have non-slip surfaces.
- .4 Walkways on deck are to be delineated by painted lines or otherwise marked by pictorial signs, where necessary for safety.
- .5 All protrusions in access ways, such as cleats, ribs and brackets that may give rise to a trip hazard are to be highlighted in a contrasting colour.
- .6 Toe boards (or kick plates) are to be provided around the sides of elevated lashing bridges and platforms to prevent securing equipment from falling and injuring people.
- .7 Any openings in the lashing positions through which people can fall are to be possible to be closed.
- .8 Fences and handrails are to be highlighted with a contrasting colour to the background, where possible.
- .9 Athwartships cargo securing walkways are to be protected by adequate fencing if an unguarded edge exists when the hatch cover is removed.
- .10 Handholds are to be provided at the top of the ladder to enable safe access to the platform to be gained.
- .11 Manhole openings that may present a fall hazard are to be highlighted in contrasting colour around the rim of the opening.
- .12 The maximum length of a lashing rod are to be sufficient to reach the bottom corner fitting of a container on top of two high cube containers and be used in accordance with the instructions provided by the manufacturers.

5. Notwithstanding the above compliance, ROs are requested to inform shipowners that differing requirements could have been implemented by port and terminal operators. Shipowners should be advised to enquire with the competent authorities of the ports which their ships are calling on any additional requirements.

6. For container ships the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015, Annex 14 of the CSS Code shall be applied in its entirety.

Calvin Lee

For Director of Marine
Maritime and Port Authority of Singapore