

標題

甲板上にコンテナを積載する船舶の固縛安全実施基準に関する、シンガポール政府の対応について
(CSS Code Annex 14)

ClassNK

テクニカル インフォメーション

No. TEC-1059
発行日 2015年12月9日

各位

1. 概要

今般、シンガポール政府(MPA)より MSC.1/Circ.1352/Rev.1(CSS Code Annex14)に対する指示が御座いましたので、添付の通りお知らせ致します。
これにより、シンガポール籍の甲板上にコンテナを積載する船舶(以下、コンテナ船)は下記に従い CSS Code Annex 14 Rev.1 を強制適用する必要が御座います。

2. 上記 1.CSS Code Annex14(MSC.1/Circ.1352/Rev.1)の適用

- 2015年1月1日より前に起工した現存コンテナ船は、2016年1月1日以降の最初の SC 検査までに、同コード Sec. 4.4、7.1、7.3、8を適用する。
- 船主は、実行可能な限り Sec. 6 及び 7.2 の関連要件に適合させることが推奨される。上記現存コンテナ船は、少なくとも 2016年1月1日以降の最初の入渠検査時(ただし 2021年1月1日を超えない)に添付 FSC 7.7 内の 4.1 から 4.12 の項目に適合しなければならない。
- 起工日が 2015年1月1日以降のコンテナ船は、CSS Code Annex14 が適用される。

3. 添付 FSC 7.7 内の項目 5.にあります通り、港湾やターミナルオペレータにより異なる要件が実施される場合があることを注意喚起致します。

4. なお、他の旗国主管庁からの MSC.1/Circ.1352/Rev.1(CSS Code Annex14)に対する指示については、以下の ClassNK テクニカル・インフォメーションにてお知らせしております。

- No. TEC-0999 (2014年8月13日付): キプロス
- No. TEC-1021 (2015年2月17日付): セントビンセント及びグレナディーン諸島
- No. TEC-1041 (2015年8月3日付): UK 及びリベリア

追加で上記旗国以外から指示が御座いましたら受領次第、別途 ClassNK テクニカル・インフォメーションでお知らせ致します。

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NOTES:

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なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

[旗国主管庁指示に関するお問い合わせ]

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[技術的内容に関するお問合せ]

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1. Circular No. FSC 7.7



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Date : 28 September 2015

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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

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