

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リベリア主管庁の対応について
(CSS Code Annex14)

ClassNK

テクニカル インフォメーション

No. TEC-1083
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各位

1. 概要

先の ClassNK テクニカル・インフォメーション No.TEC-1064(2016 年 4 月 8 日付)にて、甲板上にコンテナを積載する船舶(以下、コンテナ船)に対する MSC.1/Circ.1352/Rev.1(CSS Code Annex14)適用に関しまして、リベリア主管庁指示をお知らせしておりましたが、この度、添付 MARINE OPERATIONS NOTE 04/2016 の通り、標記コードに関する指示の差し替えがございましたので、お知らせ致します。

なお、本テクニカル・インフォメーション発行により、2016 年 4 月 8 日付発行の ClassNK テクニカル・インフォメーション No.TEC-1064 を絶版と致します。

2. 添付 MARINE OPERATIONS NOTE 04/2016 の「Existing container ships」において、ClassNK テクニカル・インフォメーション No.TEC-1064 に添付しておりました MARINE OPERATIONS NOTE 01/2016 から以下の通り変更がなされております。

- 2015 年 1 月 1 日より前に起工した現存コンテナ船について、2016 年 1 月 1 日以降の最初の SC 検査までに、同コードの Section 4.4、7.1、7.3 及び 8 の要件を適用することが「要求」されておりましたが、同要求が「推奨」に変更されました(Section 1.参照)。
- 現存コンテナ船に対する要件の適用に懸念事項があれば同主管庁へ通知する旨の指示が追加されました(Section 3.参照)。

3. なお、他の旗国主管庁からの MSC.1/Circ.1352/Rev.1(CSS Code Annex14)に対する指示等に関しましては、ClassNK テクニカル・インフォメーションの検索ページにて、カテゴリー一覧より船種として「コンテナ」を指定して頂くことをご確認頂けます。

上記以外の指示、見解を受領した場合は、都度 ClassNK テクニカル・インフォメーションにてお知らせ致します。

(次頁に続く)

NOTES:

- ClassNK テクニカル・インフォメーションは、あくまで最新情報の提供のみを目的として発行しています。
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- バックナンバーは ClassNK インターネット・ホームページ(URL: www.classnk.or.jp)においてご覧いただけます。

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]

一般財団法人 日本海事協会 (ClassNK)

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[技術的内容に関するお問い合わせ]

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添付:

1. MARINE OPERATIONS NOTE 04/2016



THE REPUBLIC OF LIBERIA

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13 July 2016

MARINE OPERATIONS NOTE 04/2016

(This Marine Operations Note supersedes 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. Shipowners of existing ships, the keels of which were laid or which are at a similar stage of construction before 1 January 2015, are encouraged to 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. Concerns in applying the above should be brought to the attention of this Administration.
4. 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.

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