

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キプロス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-0999
発行日 2014年8月13日

各位

先の ClassNK テクニカル・インフォメーション No. TEC-0995(2014年8月1日付)にて各旗国主管庁からの MSC.1/Circ.1352(CSS Code Annex14)に対する指示についてお知らせしておりますが、この度キプロス政府から本件について通知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、キプロス籍船の場合は下記に従い CSS Code Annex 14 を強制適用する必要が御座います。

- 2015年1月1日以降起工するコンテナ船は、Annex 14 を適用する。
- 2015年1月1日より前に起工した現存コンテナ船は、Annex 14 の Section 4.4、7.1、7.3 及び 8 を適用する。さらに、
- 現存コンテナ船は、Annex 14 の Section 6 及び 7.2 について実行可能な範囲で適用する。特に以下の規定については、2015年1月1日以降の最初の検査までに適合する必要がある。
 - 1 ラッシングプラットフォームが設けられていない船舶は、設置しなければならない。-(6.1.2)
 - 2 全ての作業に使用される甲板と通路及び階段の表面は、滑らないものとしなければならない。-(6.2.1.2)
 - 3 ラッシングブリッジ及びプラットフォームの周囲には、つま先板を設けなければならない。-(6.2.2.5)
 - 4 ラッシングブリッジ及びプラットフォームには、Annex 14 の通り十分な柵を設けなければならない。-(6.2.3)
 - 5 恒久的な障害物を乗り越えるのに適切な通路・梯子配置としなければならない。-(6.2.4.8)
 - 6 背高コンテナ(9'6")の固縛時に使用される、ターンバックルを含むラッシングロッドの長さは、延長器具を必要とすることがないように設計されなければならない。- 新しいラッシングロッド及び延長器具の承認は、本船の登録された船級協会又は、他の IACS メンバーの船級協会によって行われなければならない。-(6.3.3.5)

上記旗国以外からの指示につきましては、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。

[旗国政府指示に関する情報]

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[個船ベースの適用に関するお問合せ]

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添付:

1. Circular No.15/2014



REPUBLIC OF CYPRUS
MINISTRY OF
COMMUNICATIONS AND WORKS

Circular No.: 15/2014

TEN: 5.13.09
TEN: 4.28.03.5

To all Registered owners, Registered bareboat charterers
Managers and Representatives of ships flying the Cyprus Flag

To all Owners, Managers, Representatives and Agents in Cyprus of Ships, irrespective of flag
they are flying, calling at Cyprus ports
c/o Cyprus Shipping Chamber
c/o Cyprus Union of Shipowners
c/o Cyprus Shipping Association

To all Recognized and Authorized Classification Societies

Subject: **Code of Safe Practice for Cargo Stowage and Securing – (CSS Code)**

I refer to the above mentioned subject which has been adopted by the IMO Assembly at its
17th regular session in November 1991 by resolution A.714 (17).

2. The Code has undergone subsequent changes over the years. The first major change
was the amendments of MSC/Circ.664 adopted at the sixty-fourth session of MSC –
December 1994 and MSC/Circ.691, adopted by the Committee at its sixty-fifth session – May
1995 both of which were issued as the 1994/1995 Amendments to the Code of Safe Practice
for Cargo Stowage and Securing, introducing annex 13.

3. At the sixty-sixth session of the Maritime Safety Committee, amendments to annex 12
on the safe stowage and securing of unit loads, issued as MSC/Circ.740 on 14 June 1996
were also made.

4. The Maritime Safety Committee at its seventy-fifth session – May 2002, issued
MSC/Circ.1026, which brought significant changes in the contents of annex 13.

5. The Committee, at its eight-seventh session May 2010, approved the following
amendments to the Code: by **MSC.1/Circ.1352** incorporating a new annex 14 – Guidelines on
Providing Safe Working Conditions for Securing of Containers on Deck which apply in their
entirety for containerships, the keel of which were laid or which are at a similar stage of
construction **on or after 1 January 2015**; while section 4.4 (training and familiarization), 7.1
(Introduction), 7.3 (Maintenance) and section 8 (Specialized container safety design) apply to
existing containerships, the keels of which were laid or which are at similar stage of
construction **before 1 January 2015**; and the principles of this guidance contained in section 6
(Design) and 7.2 (Operational procedures) are applied to existing containerships as far as
practical by the Flag State Administration with the understanding that existing ships would not
be required to be enlarged or undergo other major structural modification as determined.

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6. The Committee also approved by MSC.1/Circ.1353 – Revised guidelines for the preparation of the Cargo Securing Manual which apply in their entirety for the containerships, the keels of which were laid on which are at a similar stage of construction **on or after 1 January 2015** and chapters 1 to 4 apply to existing containerships, the keels of which were laid or which were at a similar stage of Construction **before 1 January 2015**.

7. In addition the Committee approved by MSC.1/Circ.1354 – Amendments to the elements to be taken into account when considering the safe stowage and securing of cargo units and vehicles in ships (resolution A.533 (13)); and further approved, by MSC.1/Circ. 1355 – Amendments to the guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (resolution A.581 (14)), as amended by MSC./Circ.812.

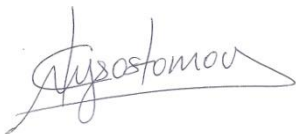
8. According to paragraph .3, section 6 and 7.2 of Annex 14 are applicable to existing containerships as far as practical. In particular existing containerships must comply with the following requirements at their first survey after or on **1 January 2015**:

- .1 Vessels not equipped with lashing platforms need to be retrofitted – (6.1.2)
- .2 All relevant deck surfaces used for movement about the ship and all passageways and stairs must have non-slip surfaces - (6.2.1.2)
- .3 the sides of lashing bridges and platforms on board of existing ships to be fitted with toe boards along the sides of - (6.2.2.5)
- .4 lashing bridges or platforms on board existing vessels to be provided with sufficient fencing in line with annex 14 – 6.2.3
- .5 on board of existing ships, appropriate actions must be arranged to get over permanent obstructions - (6.2.4.8)
- .6 the rod's length in conjunction with the length and design of the turnbuckle should be such that the need of extension is eliminated when lashing high cube (9'6") containers. – The approval of new lashing rods and extensions designs must be carried out by vessel's class or any other IACS Member Classification Society. – (6.3.3.5)

9. **Related documents**

Code of Safe Practice for Cargo Stowage and Securing – CSS Code.

10. All recipients of the present Circular are invited to take note of its content.



Andreas I. Chrysostomou
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Permanent Secretary, Ministry of Foreign Affairs
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Maritime Offices of the Department of Merchant Shipping abroad
Inspectors of Cyprus ships
Cyprus Shipping Chamber
Cyprus Union of Shipowners
Cyprus Bar Association