



MINISTRY of TRANSPORT
TE MANATŪ WAKA

WELLINGTON NEW ZEALAND

PURSUANT to Section 36 of the Maritime Transport Act 1994

I, **HARRY JAMES DUYNHOVEN**, Minister for Transport Safety,

HEREBY MAKE the following maritime rules.

SIGNED AT Wellington

this *31st* day of *May* 2005

by **HARRY JAMES DUYNHOVEN**

Minister for Transport Safety

Maritime Rules

Part 24B

CARRIAGE OF CARGOES – STOWAGE & SECURING

MARITIME TRANSPORT ACT 1994

Maritime Rules

PART 24B

CARRIAGE OF CARGOES – STOWAGE & SECURING

Maritime Rules

PART 24B

CARRIAGE OF CARGOES – STOWAGE & SECURING

Part Objective, Extent of Consultation and Commencement

Part Objective

The objective of Part 24B is to prescribe requirements for the stowage and securing of all cargoes other than liquid, gas or solid bulk cargoes, grain, timber deck cargoes and livestock (except livestock carried in road or rail vehicles).¹

For ships carrying cargoes on international voyages, Part 24B implements the stowage and cargo securing requirements of Regulation 5, Chapter VI of the International Convention for the Safety of Life at Sea (SOLAS) 1974. These SOLAS requirements apply to New Zealand ships loading cargo at any port, and to foreign ships loading cargo at a New Zealand port, before embarking on an international voyage. The shipper of cargo on a ship undertaking an international voyage is required to supply the master with specific information concerning the cargo prior to its being loaded on the ship. Such ships are required to have approved cargo securing manuals and cargo is required to be stowed and secured in accordance with the appropriate requirements of the IMO *Code of Safe Practice for Cargo Stowage and Securing*.

New Zealand and foreign ships of 45 metres or more in length that undertake coastal voyages after loading cargo at a New Zealand port are also required to stow and secure the cargo in accordance with the appropriate requirements of the IMO *Code of Practice for Cargo Stowage and Securing* and to have an approved cargo securing manual within twelve months of the entry into force of Part 24B. The shipper of heavy cargo units on such ships is required to supply the master with details including the gross mass of the unit in advance of loading.

All offshore supply vessels that are New Zealand ships or are loading cargo at a New Zealand port or offshore installation are required to comply with the cargo stowage, securing and packaging provisions of the IMO *Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels* that may be additional to other requirements of Part 24B for that vessel.

Part 24B places obligations on the shipper in respect of the packing and securing of cargo within cargo units, suitability of cargo units and in verifying and declaring the weight of cargo units. The Part also places

¹ Carriage of solid bulk cargoes, grain cargoes, timber deck cargoes and livestock are covered by Part 24C of the maritime rules.

responsibilities on the master in respect of the acceptance, stowage and securing of cargo units, heavy or abnormal cargoes, containers, portable tanks and wheel-based cargoes on any ship.

Also covered by Part 24B are general requirements relating to stowage of cargo on all ships in order to maintain personnel and navigational safety, training in respect of the requirements of the cargo securing manual and packaging of cargo units, and inspection and testing of cargo securing devices on all ships.

A feature of Part 24B is the introduction of a requirement that road freight vehicles, road tank vehicles and road livestock vehicles having a gross mass of 3.5 tonnes or more, which are offered for shipment, must have vehicle securing points, for lashing the vehicle to the deck of roll on–roll off ships, that comply with the provisions of the International Standard ISO 9367-1 *Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships – General requirements*. There is a 24 month period, after the entry into force of Part 24B, in which vehicle owners have the opportunity to fit these securing points, if they have not already been fitted.

Extent of consultation

On 4 October 2003, the Maritime Safety Authority published in each of the daily newspapers in the four main centres of New Zealand a notice inviting comments on the proposed Part 24B. A notice was also published in the *New Zealand Gazette* on 2 October 2003. The Authority then made its invitation to comment and draft Part available to the public with electronic and hard copies being sent automatically to interested parties. The draft was also posted on, and available for downloading from, the MSA website. Comments were requested by 21 November 2003.

One submission was received on Part 24B. This submission and any oral comments were considered, and where appropriate, the proposed rules were amended to take account of the comments made.

Commencement

Part 24B was signed by the Minister for Transport Safety.

Part 24B, with the exception of rules 24B.10(2) and (3), comes into force on 30 June 2005. Rules 24B.10(2) and (3) come into force on 30 June 2007.

Maritime Rules

PART 24B

CARRIAGE OF CARGOES - STOWAGE & SECURING

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General

24B.1 Entry into Force

- (1) This Part, with the exception of rules 24B.10(2) and (3), comes into force on 30 June 2005.
- (2) Rules 24B.10(2) and (3) come into force on 30 June 2007.

24B.2 Definitions

In this Part –

authorised organisation means an organisation that has entered into a memorandum of agreement with the Director in accordance with the International Maritime Organisation Assembly Resolution A.739(18) and its Annexes entitled “*Guidelines for the Authorisation of Organisations Acting on Behalf of the Administration*”, whereby that organisation may approve ships’ Cargo Securing Manuals;

cargo and cargoes means both cargo units and general cargo other than –

- (a) liquid or solid bulk cargoes;
- (b) grain cargoes;
- (c) timber deck cargoes;
- (d) livestock other than livestock carried in a road vehicle; and
- (e) fish, whales, seals or other living resources of the sea caught during the voyage by a fishing ship;

cargo items of abnormal physical dimensions means cargo items with physical dimensions that are ‘abnormal’ in relation to the dimensions of the space available for stowage of that cargo item and/or the dimensions of the cargo items normally carried by the ship;

cargo transport unit or **CTU** means a freight container, swap-body, vehicle, railway wagon or any other similar unit;

cargo unit includes –

- (a) a road freight vehicle;
- (b) a railway freight vehicle;
- (c) a road tank vehicle;

- (d) a railway tank wagon;
- (e) a road or railway livestock vehicle;
- (f) cars, trailers, caravans, camper vans and all similar vehicles;
- (g) wheel based rolling cargoes;
- (h) a freight container;
- (i) a portable tank;
- (j) cargoes consolidated on a flat or pallet;
- (k) single cargo items e.g. wood pulp, paper rolls, heavy metal products;
- (l) unit loads; and
- (m) flexible intermediate bulk containers (FIBCs);

coastal voyage means a voyage by a ship from one New Zealand port or offshore installation to another New Zealand port or offshore installation or back to the same New Zealand port or offshore installation during which the ship proceeds beyond restricted limits but does not undertake an international voyage;

container or freight container –

- (a) means an article of transport equipment that is –
 - (i) of permanent character and accordingly strong enough to be suitable for repeated use;
 - (ii) specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading; and
 - (iii) designed to be secured or readily handled or both, having fittings for these purposes;
- (b) does not include a vehicle or packaging;
- (c) includes a container carried on a chassis;

CSS Code means the *Code of Safe Practice for Cargo Stowage and Securing* (1992 edition) adopted by the IMO Assembly by resolution A.714(17) and the *Code of Safe Practice for Cargo Stowage and Securing* (1994/95 Amendments) approved by the IMO's Maritime Safety Committee and published as circulars MSC/Circ.664 and MSC/Circ.691, and subsequent amendments;

dangerous goods –

- (a) means dangerous goods² in packaged form or in solid form in bulk;
- (b) includes –
 - (i) the substances listed and classified according to their hazards in the IMDG Code;
 - (ii) empty receptacles that have been used for the carriage of dangerous goods, unless the receptacles have been cleaned, subsequently dried and, where appropriate, gas freed;
- (c) does not include goods forming part of the equipment or stores of the ship in which they are carried;

enclosed water limits means –

- (a) the enclosed water limits set out in Appendix 1 of Part 20; and
- (b) all New Zealand inland waters;

Guidelines for the Preparation of the Cargo Securing Manual means the *Guidelines for the Preparation of the Cargo Securing Manual* approved by the IMO's Maritime Safety Committee and published in circular MSC/Circ.745 and subsequent amendments;

Guidelines for Packing of Cargo Transport Units (CTUs) means the *Guidelines for Packing of Cargo Transport Units (CTUs)* approved by the IMO's Maritime Safety Committee and published in circular MSC/Circ.787 and subsequent amendments;

gross mass, in respect of a vehicle, means the sum of the vehicle's tare mass and payload mass;

heavy cargo means cargo with a gross mass of 45 tonnes or more;

IMDG Code means the *International Maritime Dangerous Goods Code* published by the IMO, as amended by that organisation from time to time;

IMO means the International Maritime Organisation;

in bulk means carried in the cargo or other spaces of a ship without any intermediate form of containment or packaging;

inshore limits means –

- (a) the inshore limits set out in Appendix 1 of Part 20; and

² See Part 24A of the maritime rules for specific requirements in respect of the carriage of dangerous goods.

- (b) in relation to a ship, any defined section of the coastal limits, not beyond the limit of the territorial sea of New Zealand, that has been assigned to that ship by a surveyor under rule 20.5(1), subject to rule 20.5(4);

international voyage means a voyage to or from a port outside New Zealand;

length, in relation to a ship, means –

- (a) 96 percent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel; or
- (b) the length from the fore side of the stem to the axis of the rudder stock on that waterline,

whichever is the greater length and in ships designed with a rake of keel, the waterline on which this length is measured must be parallel to the design waterline;

ISO 9367-1 means the International Standard ISO 9367-1 *Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships – General requirements – Part 1: Commercial vehicles and combinations of vehicles, semi-trailers excluded*;

offshore installation includes any artificial structure (including a floating structure other than a ship) used or intended to be used in or on, or anchored or attached to, the seabed for the purpose of the exploration for, or the exploitation or associated processing of, any mineral; but does not include a pipeline;

offshore supply ship means a ship that is used for the transportation of stores, materials, equipment or personnel to, from and between offshore installations;

OSV Code means the *Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels* adopted by IMO Assembly by resolution A.863(20) and subsequent amendments;

portable tank means a tank –

- (a) having a capacity of not less than 450 litres whose shell is fitted with items of service equipment and structural equipment necessary for the transport of solids, liquids or liquefied gases;
- (b) that has stabilising members external to the shell and is not permanently secured on board the ship;
- (c) the contents of which are not loaded or discharged while the tank remains on board;
- (d) capable of being loaded and discharged without the need of removal of its structural equipment; and
- (e) capable of being lifted on and off the ship when loaded;

purpose built container ship means a ship that is specifically designed and fitted with cellular guides or other permanent arrangements for securing containers below and above deck;

receptacle means any containment vessel for receiving and holding substances or articles, including any vehicle and any means of closing;

restricted limits means –

- (a) enclosed water limits; and
- (b) inshore limits;

restricted limit voyage means a voyage by a ship from one New Zealand port or offshore installation to another New Zealand port or offshore installation or back to the same New Zealand port or offshore installation during which the ship does not proceed beyond restricted limits;

ro-ro cargo spaces means spaces not normally subdivided in any way and extending to either a substantial length or the entire length of the ship in which goods (packaged or in bulk, in or on rail or road cars, vehicles (including road or rail tankers), trailers, containers, pallets, demountable tanks or in or on similar stowage units or other receptacles) can be loaded or unloaded normally in a horizontal direction;

ro-ro ship means a ship that has ro-ro cargo spaces;

roll-trailer means a low vehicle for the carriage of cargo with one or more wheel axles on the rear and a support on the front end, which is towed or pushed in the port to and from its stowage on board the ship by a special tow-vehicle;

shipper means any person who offers goods for carriage by sea, and includes any person who arranges for the carriage of goods by sea on behalf of any other person;

surveyor means –

- (a) a surveyor employed by an authorised organisation; or
- (b) a person –
 - (i) recognised by the Director under rule 46.29 as a surveyor; and
 - (ii) who holds a valid maritime document as a surveyor issued under section 41 of the Maritime Transport Act 1994;

swap-body means a CTU not permanently attached to an underframe and wheels or chassis and wheels, with at least 4 twist-locks;³

unit load means that a number of packages are either –

- (a) placed or stacked, and secured by strapping, shrink wrapping or other suitable means, on a load board such as a pallet; or
- (b) placed in a protective outer packaging such as a pallet box; or
- (c) permanently secured together in a sling;

vehicle means any road vehicle, rail vehicle or other wheel based cargo unit;

vehicle securing point means the location of a lashing point on a vehicle, suitably reinforced to withstand the lashing forces;

wheel based cargoes means all cargoes which are fitted with wheels or tracks, including those which are used for the stowage and transport of other cargoes, except trailers and road-trains, and includes buses, military vehicles, tractors, earth-moving equipment and roll-trailers.

24B.3 Application

- (1) Except as provided in subrule (2), this Part applies to –
 - (a) a New Zealand ship that carries cargo; and
 - (b) a foreign ship –
 - (i) loading cargo at a New Zealand port or offshore installation; and
 - (ii) carrying cargo on a coastal or restricted limit voyage.
- (2) Part 24B does not apply to –
 - (a) a foreign ship in respect of cargo that has been loaded at a port beyond New Zealand and is to be discharged either at a port or offshore installation in New Zealand or beyond New Zealand;
 - (b) a warship;
 - (c) a pleasure craft.

³ A swap-body need not be stackable but is usually equipped with support legs, designed especially for combined road-rail transport.

Cargo Information

24B.4 Cargo information

- (1) The shipper of cargo to be carried on a ship that is undertaking an international voyage must –
 - (a) provide the master or the master's representative with information⁴ on the cargo that includes –
 - (i) a general description of the cargo;
 - (ii) the gross mass of the cargo or of the cargo units; and
 - (iii) any relevant special properties of the cargo; and
 - (b) ensure that the information is –
 - (i) provided sufficiently in advance of loading the cargo to enable the precautions that may be necessary for proper stowage and safe carriage of the cargo to be put into effect;
 - (ii) confirmed in writing;⁵ and
 - (iii) confirmed by appropriate shipping documents prior to loading the cargo on the ship.
- (2) The shipper of any cargo unit of 3.5 tonnes or more gross mass to be carried on a ship that is undertaking a coastal or restricted limit voyage must provide the master or the master's representative with details of the gross mass of the cargo unit and any special properties of that cargo in advance of loading.
- (3) The shipper must ensure that the gross mass of a cargo unit is the same as the gross mass declared in accordance with the requirement of subrule (1) or (2), prior to loading the unit on board a ship.
- (4) The master of a ship must not accept cargo on board if the master is not satisfied that it can be transported safely.

⁴ A recommended 'Form for Cargo Information' is detailed in the Advisory Circular for this Part.

⁵ This may include the use of electronic data processing or electronic data interchange transmission techniques.

Cargo Securing Manual

24B.5 Cargo securing manual

- (1) The owner and the master of –
 - (a) a ship that undertakes an international voyage; or
 - (b) a ship of 45 metres or more in length that undertakes a coastal voyage,must ensure that the ship carries a Cargo Securing Manual that is –
 - (i) prepared in accordance with the requirements of the Guidelines for the Preparation of the Cargo Securing Manual; and
 - (ii) approved by an authorised organisation.
- (2) The master must ensure that all cargo units, including containers, are loaded, stowed and secured throughout the voyage in accordance with the ship's approved Cargo Securing Manual.
- (3) If the Cargo Securing Manual does not adequately provide for a particular cargo, the master must ensure that cargo is loaded, stowed and secured in accordance with the requirements of the CSS Code.
- (4) The master of a ro-ro ship must ensure that all cargo units are secured in accordance with the requirements of the Cargo Securing Manual before the ship commences a voyage.

Stowage and Securing

24B.6 Packing and securing of cargo within cargo units

- (1) The shipper must ensure that cargo carried in a cargo unit is packed and secured⁶ in the unit so as to prevent –
 - (a) damage or hazard to the ship; and
 - (b) hazard to the persons on board the ship,throughout the voyage.

⁶ It is recommended that cargo is packed and secured in cargo transport units in accordance with the requirements of the joint IMO/ILO/UN ECE *Guidelines for Packing of Cargo Transport Units (CTUs)*, published by IMO as MSC/Circ.787.

- (2) The shipper must ensure that a container is not loaded to more than the maximum gross weight indicated on the container's Safety Approval Plate.

24B.7 Stowage and securing arrangements

The owner of a ship that carries cargo on a voyage must ensure that the ship is provided with stowage and securing arrangements and equipment that are sufficient and capable of safely restraining the cargoes being carried.

24B.8 Loading, stowing and securing of cargo and cargo units

The master of a ship must ensure that cargo and cargo units carried on or under deck are so loaded, stowed and secured as to prevent, as far as practicable –

- (a) damage or hazard to the ship;
- (b) a hazard to persons on board the ship; and
- (c) loss of cargo or cargo units overboard,

throughout the voyage.

24B.9 Heavy or abnormal size cargo items

The master of a ship must ensure that transport of heavy cargo items or cargo items of abnormal physical dimensions are loaded and transported so as to prevent structural damage to the ship.

24B.10 Roll on/roll off ships

- (1) The master of a ro-ro ship must take appropriate precautions, during the loading and transport of cargo units on board the ship, to ensure that the cargo units remain secure throughout the intended voyage; in particular, the master must have regard to –
- (a) the securing arrangements on the ship;
 - (b) the securing arrangements on the cargo unit; and
 - (c) the strength of the securing points and lashings.
- (2) The shipper of a road freight vehicle, road tank vehicle or road livestock vehicle, having a gross mass of 3.5 tonnes or more, must not offer the vehicle for shipment on a ro-ro ship unless it is fitted with vehicle securing points complying with the requirements of ISO 9367-1.

- (3) The master of a ro-ro ship must ensure that a road freight vehicle, road tank vehicle or road livestock vehicle, taken on board the ship, having a gross mass of 3.5 tonnes or more, is fitted with vehicle securing points complying with the requirements of ISO 9367-1.

24B.11 Ships carrying containers

The master of a ship other than a purpose built container ship must ensure that –

- (a) containers do not overstress the deck or hatches on which they are stowed;
- (b) bottom-tier containers, when not resting on stacking devices, are stowed on timber or other material of substantial thickness that is arranged in such a way as to transfer the stack load evenly on to the structure of the stowage area;
- (c) when stacking containers, use is made of locking devices, cones or similar stacking aids, as may be appropriate;
- (d) containers do not extend over the ship's sides;
- (e) containers are stowed on decks or hatches⁷, having regard to the availability, position and strength of securing points; and
- (f) all containers are effectively secured in such a way as to protect them from sliding and tipping.

24B.12 Portable tanks

- (1) The shipper must not offer for shipment any portable tank that is –
 - (a) not capable of being safely lifted on and off a ship; or
 - (b) in an ullage condition liable to produce an unacceptable hydraulic force due to surge within the tank.
- (2) The master of a ship must, when determining where and how the portable tank is to be stowed and secured, take into account –
 - (a) the typical distribution of accelerations of a ship; and
 - (b) the strength of the deck or hatch on which the portable tank may be stowed.

⁷ Containers should preferably be stowed in the fore-and-aft direction.

24B.13 Wheel-based (rolling) cargoes

- (1) The master of a ship must ensure that –
 - (a) wheel-based cargoes that are not fitted with rubber wheels or tracks with friction-increasing lower surface are always stowed on wooden dunnage or other friction increasing material;
 - (b) where wheel-based cargoes are fitted with brakes, the brakes are applied when a wheel-based unit is in the stowage position;
 - (c) the wheels of wheel-based cargoes are blocked to prevent shifting; and
 - (d) wheel-based cargoes carried as part cargo are stowed close to the ship's side, close to each other or blocked off by other suitable cargo units.
- (2) The shipper must ensure that wheel-based cargoes are fitted with adequate and clearly marked securing points or other places where lashings may be safely applied are clearly marked.

Code of Safe Practice for Cargo Stowage and Securing (CSS Code)**24B.14 Ships undertaking international and coastal voyages**

- (1) The owner of –
 - (a) a ship that carries cargo on an international voyage; or
 - (b) a ship of 45 metres or more in length that carries cargo on a coastal voyage,
 must ensure that the ship is provided with stowage and securing arrangements and equipment in accordance with the requirements of the CSS Code for that cargo.
- (2) The shipper of cargo on –
 - (a) a ship that is undertaking an international voyage; or
 - (b) a ship of 45 metres or more in length that is undertaking a coastal voyage,
 must ensure that the cargo or cargo unit complies with any relevant requirements of the CSS Code before it is forwarded to the ship.
- (3) The master of –
 - (a) a ship that is undertaking an international voyage; or

- (b) a ship of 45 metres or more in length that is undertaking a coastal voyage, must ensure that cargoes carried on the ship are stowed and secured throughout the voyage in accordance with the relevant requirements of the CSS Code.

Offshore Supply Vessels

24B.15 Offshore supply vessels

In addition to the other relevant requirements of this Part, the owner and the master of an offshore supply vessel and the shipper of cargo on an offshore supply vessel must comply with any additional cargo stowage, securing and packaging provisions of the OSV Code.

Personnel and Navigational Safety

24B.16 Personnel safety

The master of a ship must not allow cargo to be stowed on the deck of a ship unless –

- (a) clear access is provided between –
- (i) every exit from passenger or crew accommodation and every life-saving appliance; and
 - (ii) every exit from crew accommodation and every space required for the normal and emergency working of the ship;
- (b) accessways are at least 600 mm wide, of adequate height and kept free of obstruction at all times; and
- (c) adequate access is provided for pilots.

24B.17 Navigational safety

The master of a ship must not allow cargo to be stowed on the deck of a ship unless –

- (a) adequate visibility is maintained from the bridge and all lookout positions; and
- (b) provision is made to prevent navigation lights from being obscured.

Training**24B.18 Cargo securing manual**

The owner and the master of a ship to which rule 24B.5 applies must ensure that all personnel who plan or supervise the stowage and securing of cargo have a sound practical knowledge of the application and content of the Cargo Securing Manual.

24B.19 Packing of cargo in CTUs

The shipper of a cargo transport unit must ensure that every person who is responsible for packing a CTU is trained and familiar with –

- (a) the forces likely to be experienced by the cargo during transport;
- (b) the basic principles of cargo packing and securing;
- (c) the environmental risks during shipping;
- (d) the properties and any inherent hazards in respect of the cargoes being packed; and
- (e) any symbols, labelling and documentation relating to cargoes being packed.

Inspections and Maintenance**24B.20 Ships that are required to have a cargo securing manual**

The owner and the master of a ship to which rule 24B.5 applies must ensure that –

- (a) cargo securing devices on board the ship are inspected and maintained in accordance with the requirements of the approved cargo securing manual; and
- (b) cargo securing devices are tested and inspected in accordance with the requirements of the authorised organisation.

24B.21 Ships that are not required to have a cargo securing manual

The owner and the master of a ship to which rule 24B.5 does not apply must ensure that –

- (a) cargo securing devices are inspected and maintained within the scope of the approved safe ship management system for that ship required by Section 2 of Part 21 of the maritime rules; and
- (b) cargo securing devices for cargo units with a gross mass of 3.5 tonnes or more are inspected annually by a surveyor.

Final Provisions

24B.22 Transitional provisions

A ship that undertakes only coastal voyages is not required to carry an approved Cargo Securing Manual under Rule 24B.5(1) until 30 June 2006.

24B.23 Consequential amendments

- (1) Clause 1.5(2) of Appendix 1 of Part 24A is amended by substituting for the word “24D” the word “24B”.
- (2) Clause 2.8(6) of Appendix 2 of Part 24C is amended by substituting for the words “rule 24D.19” the words “Part 24B”.

Maritime Rules

PART 24B

Consultation Details

(This text does not form part of the rules contained in Part 24B. It provides details of the consultation undertaken in making the rules.)

Summary of Consultation

An invitation to comment on draft Part 24B “Carriage of Cargoes – Stowage & Securing” was issued on 2 October 2003 with a closing date for submissions of 21 November 2003.

As a result of the formal consultation process, one organisation, New Zealand Shipping Federation, provided a written submission.

Rule 24B.5

New Zealand Shipping Federation’s only concern was in respect of rule 24B.5, which requires certain ships to have an approved cargo securing manual. They indicated that certain of their member’s ships currently have cargo securing manuals which do not have the approval required by the draft rule. It is assumed that these ships are larger ships trading only on the NZ coast, since foreign going ships are required by SOLAS to have an approved cargo securing manual and could be subject to detention at a foreign port if this were not the case. The New Zealand Shipping Federation indicate that those members with ships that had a non-approved cargo securing manual had expressed concern at the level of one-off cost that would be necessary to have these manuals approved.

The number of ships of 45 metres or more operating in the coastal trade is very small and in most cases, if not all, these are roll on – roll off ships where the securing of cargo units is critical. Therefore the MSA believes the requirement for the Cargo Securing Manual to be approved should remain. However, transitional provisions require approval of the Cargo Securing Manual within 12 months rather than 6 months of the Part coming into force, which should reduce the urgency and any premium on obtaining that approval.

Approval of the Cargo Securing Manual also ties in with rule 24B.20, which requires the cargo securing devices to be tested and inspected in accordance with the requirements of the authorised organisation.