

Maritime Rules

Part 24B: Carriage of Cargoes – Stowage and Securing

MNZ Consolidation

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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 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 New Zealand Standard NZS 5444:2005 – *Load Anchorage Points for Vehicle*. 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.

Maritime rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.

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

Maritime Rules

Disclaimer:

This document is the current consolidated version of Maritime Rules Part 24B produced by Maritime New Zealand, and serves as a reference only. It has been compiled from the official rules that have been signed into law by the Minister of Transport. Copies of the official rule and amendments as signed by the Minister of Transport may be downloaded from the Maritime New Zealand website www.maritimenz.govt.nz

History of Part 24B

Part 24B first came into force on 30 June 2005 and now incorporates the following amendments:

Amendment	Effective date
Amendment 1	4 September 2008
Amendment 2	30 July 2009
Amendment 3	17 May 2012
Amendment 4	1 April 2014
Amendment 5	1 July 2014
Amendment 6	1 April 2015
Amendment 7	1 April 2015
Amendment 8	1 July 2016
Amendment 9	13 December 2019

Summary of amendments

Amendment 1

Maritime (Various Amendments) 2008 (Part 20-91) 24B.10(4)

Amendment 2

Maritime (Various Amendments) 2008 (Part 20-91) 24B.2, 24B.10(2), 24B.10(3)

Amendment 3

Part 24B: Carriage of Cargoes – Stowage and Securing: Amendment 2012 24B.2, 24B.10, 24B.21(a)

Amendment 4

Parts 20, 31, 32, 34 and 35: Consequential Amendments 24B.2

Amendment 5

Parts 19 and 44: Consequential Amendments 24B.2, 24B.21

Amendment 6

Maritime Rules Various Amendments 2015 Part Objective, 24B.2

Amendment 7

Maritime Rules Various IMO-related Amendments 2015 24B.2, 24B.5(1)(b)(ii), 24B.6, 24B.20(b)

Amendment 8

Various SOLAS-related Amendments 2016 24B.2, 24B.4(3)(4), 24B.4(1)(a), 24B.4(1)(b)(ii), 24B.4(5)

Amendment 9

Maritime Rules Various Amendments 2019 24B.2

All signed rules can be found on our website:

<https://www.maritimenz.govt.nz/Rules/>

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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—

cargo and cargoes mean 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) :

Certificate of Surveyor Recognition—

- (a) has the same meaning as in Part 44; and
- (b) includes any document that is deemed under Part 44 to be a valid Certificate of Surveyor Recognition:

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:

CSC means International Convention for Safe Containers:

CSC container has the same meaning as the term “container”:

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:

current, in relation to a document means that it is valid, has not expired, and, in the case of a maritime document, has not been suspended or revoked by the Director:

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 has the same meaning as in Part 20:

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:

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 Organization:

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

inshore limits has the same meaning as in Part 20:

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

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 percent 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:

maritime transport operator means the holder of a Maritime Transport Operator Certificate issued under Part 19:

Maritime Transport Operator Plan—

- (a) means the plan required by rule 19.41 of Part 19; or
- (b) for a ship operating under rule 19.81(3), the equivalent requirements under the New Zealand Safe Ship Management Code that applied prior to the revocation of section 2 of Part 21 by Part 19:

mark of verification has the same meaning as Regulation 2 of the Weights and Measures Regulations 1999:

NZS 5444:2005 means the New Zealand Standard NZS 5444:2005 *Load Anchorage Points for Vehicles*:

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:

operator, in relation to a ship, means—

- (a) the maritime transport operator who is responsible for the maritime transport operation in which the ship is used; or
- (b) if there is no maritime transport operator, the owner:

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:

owner has the same meaning as in section 2 of the Act:

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:

recognised organisation means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization Code for Recognized Organizations (RO Code), whereby that organisation may verify compliance with and the proper functioning of shipowners' and ships' safety management systems in accordance with the ISM Code:

restricted limits has the same meaning as in Part 20:

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:

road freight vehicle means a vehicle designed for the primary purpose of freighting goods by road, but does not include—

- (a) a vehicle of less than 3.5 tonnes gross mass; or
- (b) a caravan, motor home or other similar type vehicle; or
- (c) a road tank vehicle; or
- (d) a road livestock vehicle:

road livestock vehicle means a vehicle designed for the primary purpose of transporting livestock by road, but does not include—

- (a) a vehicle of less than 3.5 tonnes gross mass; or
- (b) a horse float; or
- (c) a vehicle the purpose of which is the transport of domestic animals:

road tank vehicle means a vehicle the design of which incorporates a tank, or tanks, for which the primary purpose is the transport or delivery of gases, liquids or powders in bulk by road, but does not include—

- (a) a fire appliance; or
- (b) a vehicle of less than 3.5 tonnes gross mass; or
- (c) a vehicle incorporating a tank, or tanks, that is ancillary to the primary purpose of that vehicle:

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:

scale interval has the same meaning as Regulation 2 of the Weights and Measures Regulations 1999:

semi-trailer means any vehicle that is designed to be coupled to a semi-trailer towing vehicle and impose a substantial part of its total weight on the towing 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 a recognised 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

terminal representative means a person acting on behalf of another person engaged in the business of providing wharfage, dock, stowage, warehouse, or other cargo handling services in connection with a ship:

trade approved equipment means a weighing or measuring instrument that has a 'certificate of approval' and is stamped with a 'mark of verification' and issued with a current 'certificate of accuracy' in accordance with the Weights and Measures Act 1987 and Regulations made under that Act:

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 information 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;⁴ 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 shipper must ensure that, in the case of cargo carried in a CSC container to be carried on an international voyage, (excluding containers carried on a chassis or a trailer, when such containers are driven on or off a ro-ro ship engaged in a short international voyage), the gross mass required under subrule (1)(a)(ii) is verified by either—
 - (a) weighing the packed container using calibrated and certified equipment; or
 - (b) weighing all packages and cargo items including the mass of pallets, dunnage, and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a method acceptable to the Director.
- (5) The shipper shall ensure that the verified gross mass is stated in the shipping document⁵ and the shipping document is—
 - (a) signed by a person duly authorised by the shipper; and
 - (b) submitted to the master or the master's representative and to the terminal representative sufficiently in advance, as required by the master and the shipping company, to be used in the preparation of the ship stowage plan.
- (6) If the shipping document does not contain the verified gross mass, or the master or the master's representative and the terminal representative do not have the verified gross mass of the packed container, it shall not be loaded onto the ship.

⁴ This may include the use of electronic data processing or electronic data interchange transmission techniques.

⁵ This document may be presented by means of Electronic Data Processing (EDP) or Electronic Data Interchange (EDI) transmission techniques. The signature may be an electronic signature or may be replaced by the name, in capitals, of the person duly authorised to sign the document by the shipper.

- (7) The master of a ship must not accept cargo on board if the master is not satisfied that it can be transported safely.
- (8) For the purposes of subrule (4)—
 - (a) **calibrated and certified equipment** is trade approved equipment that has a scale interval no greater than is acceptable to the Director; and
 - (b) **gross mass** means the combined mass of a container's tare mass and the masses of all packages and cargo items, including pallets, dunnage and other packing material and securing materials packed into the container; and
 - (c) **short international voyage** means, in relation to a ro-ro ship, an international voyage in which—
 - (i) the ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety; and
 - (ii) neither the distance between the last port of call in the country in which the voyage begins to the final port of destination, nor the return voyage, exceed 600 miles; and
 - (iii) the final port of destination is the last port of call of the voyage before the ship commences its return voyage to the country in which the voyage began.
- (9) For the purposes of subrules (5) and (6) **verified gross mass** means gross mass that has been verified in accordance with subrule (4).

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 a recognised 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—

⁶ It is recommended that cargo is packed and secured in cargo transport units in accordance with the requirements of the joint IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code).

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- (a) damage or hazard to the ship; and
- (b) hazard to the persons on board the ship,

throughout the voyage.

- (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 must not offer the vehicle for shipment on a ro-ro ship to which rule 24B.14 applies unless it is—
 - (a) fitted with vehicle securing points in accordance with Part 2 of NZS 5444:2005; and
 - (b) marked with an information plate in accordance with Part 2 of NZS 5444:2005.
- (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 a ro-ro ship to which rule 24B.14 applies—
 - (a) is marked with an information plate in accordance with NZS 5444:2005; and
 - (b) has vehicle securing points that are adequate to secure the cargo for the intended voyage.
- (4) The master of a ro-ro ship must ensure that there is adequate space between each vehicle on the deck to ensure persons can safely enter and exit the vehicle.
- (5) For the purposes of subrules (2) and (3), Part 2 of NZS 5444:2005 is deemed to apply to all vehicles with a gross mass of 3.5 tonnes or more in weight.

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.

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.

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

- (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 recognised organisation.

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

The operator and the master of a ship to which rule 24B.5 does not apply and to which Part 19 applies must ensure that—

- (a) cargo securing devices are available, used, inspected, and maintained within the scope of the requirements of Part 19 and the Maritime Transport Operator Plan for the ship; and
- (b) cargo securing devices for cargo units with a gross mass of 3.5 tonnes or more are surveyed 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”.