



# Advisory Circular

ISSUE NO. 24B-2, 17 MAY 2012

## Part 24B: Carriage of Cargoes – stowage and securing

### 1. General

#### 1.1 Purpose of advisory circulars

Maritime New Zealand (MNZ) advisory circulars are designed to give assistance and explanations about the standards and requirements set out in the maritime rules. However, the notes contained in advisory circulars should not be treated as a substitute for the rules themselves, which are the law.

If an advisory circular sets out how a rule can be satisfied, then compliance with that advice ensures compliance with the rule. Other methods of complying with the rule may be possible; however MNZ would need to be satisfied that those alternative methods were to an equivalent standard to the advice in the advisory circular. The advisory circular would then be amended to include those equivalents.

This advisory circular supports rule 24B.10, which is concerned with roll on/roll off (ro-ro) ships, and explains the amendments made to the rules in 2012 to require securing points on semi-trailers.

### 2. Supportive guidance to the rule part

#### 2.1 Background

The securing of heavy items of cargo on a ship is essential. If cargo moves when the ship rolls or pitches, the cargo can be a significant hazard to people, other cargo and the ship itself.

Vehicles of 3.5 tonnes or more in weight which are carrying cargo on board a ro-ro ship need to be secured to the deck of the ship to prevent the motion of the ship causing the vehicle to bounce, roll, slide or topple. These securing devices need to attach to points on the vehicle that are the right dimension and are strong enough to take the forces involved.

If the cargo on a ship is not properly secured it can break loose, cause significant damage to other cargo, be a significant danger to passengers and crew and cause significant structural damage to the ship. The shifting cargo can cause significant stability problems that can lead to capsize of the ship. Unsecured cargo can also cause damage to the hull of the ship, or, if the cargo is dangerous, can result in fires, explosions or the leaking of toxic substances.

For these reasons, the master of a ship is responsible for assessing the suitability of securing points on heavy vehicles. The master is also responsible for rejecting vehicles with inadequate or damaged securing points where that cargo unit cannot be safely secured for the voyage.

Part 24B prescribes requirements for the stowage and securing of cargoes. The Part, which implements Regulation 5, Chapter VI of the International Convention for the Safety of Life at Sea (SOLAS) 1974, came into force on 30 June 2005, except for rules 24B.10 (2) and (3), concerned with securing points on heavy vehicles, which came into force on 30 June 2007. This amendment did not include a requirement for semi-trailers to have securing points.

## 2.2 Rule 24.10 as amended

The 2012 amendment to rule 24B.10:

- incorporates Part 2 of New Zealand Standard *NZS 5444:2005 - Load Anchorage Points for Vehicles* for the specification of securing points and marking arrangements (the New Zealand standard applies in place of the previously referenced International Organization for Standardization Standard *ISO 9367-1 Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships – General requirements*)
- includes semi-trailers (a vehicle designed to be coupled to a semi-trailer towing vehicle and to impose a substantial part of its total weight on the towing vehicle) among the class of heavy transport units required to have securing points
- limits the requirement for vehicles to have securing points to units transported on ro-ro ships engaged in coastal and international voyages.

The amendment is effective from 17 May 2012.

Vehicles fitted with securing points and information plates complying with ISO 9367-1 meet the requirements of amended rule 24.10 as the ISO and New Zealand standards are equivalent.

In summary, securing points are required to be fitted on the following vehicles, including semi-trailers, with a gross mass of 3.5 tonnes or more in weight before they may be carried on ro-ro ships on coastal and international voyages:

- road freight vehicles
- road tank vehicles
- road livestock vehicles.

As previously, rule 24B.10 does not apply to caravans, motor homes or other similar types of passenger vehicle such as coaches or buses. It also does not apply to vehicles of less than 3.5 tonnes in weight.

## 2.3 More information

Detailed information for masters of ro-ro ships in coastal and international trades and operators of commercial vehicles using ro-ro shipping services is available from MNZ marine guidance notices issue 21 – May 2012, and issue 02 – 2007.

Where an existing heavy vehicle is being considered for fitting securing points, advice should be sought from a road transport engineering organisation. Information about road transport certifying engineers may be obtained from <http://www.rtce.org.nz/search.cfm>

Copies of NZS 5444:2005: Load Anchorage Points for Vehicles is available from the New Zealand Standards website [www.standards.co.nz](http://www.standards.co.nz).

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