

Advisory Circular

ISSUE NO 24B-1, 19 APRIL 2007

PART 24 B CARRIAGE OF CARGOES – STOWAGE AND SECURING

1.1 General advice on purpose of advisory circular

Maritime New Zealand advisory circulars are designed to give assistance and explanations about the standards and requirements set out in the 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 Maritime New Zealand 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 24B supports Maritime Rules Part 24B.10.

1.2 For the attention of owners, operators and drivers of heavy vehicles that travel on roll on/roll off (RO-RO) ships

MARITIME RULE 24B.10 will apply to:

- road freight vehicles, road tank vehicles and road livestock vehicles, with
- gross laden weights of 3.5 tonnes or more, which
- travel on a ro-ro ship.

If the above apply, then:

- from **30 June 2007** the vehicle must be fitted with securing points to enable the ship's crew to securely lash it down.

If a vehicle does not have securing points in accordance with the Rule after **30 June 2007** the master of ro-ro ships can refuse to allow it onboard.

The Rule does not apply to passenger vehicles, e.g. coaches and motor homes.

1.3 What needs to happen

The securing points must be fitted, checked and marked in compliance with International Standard ISO 9367-1. This will result in a compliant vehicle displaying information plates, the securing points painted in a contrasting colour to that of the vehicle chassis, and an appropriate number of securing points of adequate size and strength, fitted in appropriate locations.

It should be noted that if securing points are fitted and marked in accordance with NZ Standard NZS 5444: 2005 (Part 2) these are equivalent to ISO 9367-1 and do not require any additional work.

Maritime New Zealand recommends that the securing points are fitted by an engineering company approved by Land Transport NZ. (See section 1.6 for further information.)

Currently the Rule does not require semi-trailer securing points to comply with a specific standard; however, Maritime New Zealand strongly recommends that they are fitted because it is intended that the Rule will be amended in the near future to require semi-trailers to be fitted in accordance with ISO 9367-2 or NZS 5444: 2005 (part 2).

1.4 Explanatory notes

Inadequately secured cargo has led to a great many accidents and casualties at sea. The consequences have included capsizing and loss of ships, damage to property, injuries and loss of life. As the size of loads increases, so does the severity of cargo shifting while a ship is at sea. A number of accidents on Cook Strait ferries which resulted in serious damage to railway wagons and road vehicles were caused by inadequate securing arrangements. Rules for stowage and securing of cargoes are intended to reduce such losses and improve safety at sea.

Maritime Rule Part 24 prescribes requirements for the stowage and securing of cargoes that were not covered by other rules. The rule, 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 sections 24B.10 (2) and (3) which come into force on 30 June 2007. This 2-year lead-in period was intended to give vehicle owners sufficient opportunity to comply with the Rule requirements.

1.5 The Rule

Maritime Rule 24B Carriage of Cargoes – Stowage and securing

Part 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 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 onboard 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

1.6 More information

For information regarding lashing & securing arrangements, refer to International Standard ISO 9367-1 & ISO 9367-2 and also to New Zealand Standard *NZS 5444: 2005 Load Anchorage Points for Vehicles*.

Information about certifying engineers may be obtained from the website of Land Transport New Zealand by clicking on www.landtransport.govt.nz/certifiers/ and selecting “*Heavy vehicle specialist certifiers*” under the heading *Specialist certifiers (information held on other sites)*. The local testing station can also provide the list of engineers in the area and their contact details.

Copies of ISO Standards documents may be obtained through the International Standards Organisation website: www.iso.org or New Zealand Standards website www.standards.co.nz

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