

## **MSC/Circ.691**

### **CONTAINERS AND CARGOES**

#### **CODE OF SAFE PRACTICE FOR CARGO STOWAGE AND SECURING(CSS CODE)**

##### **Amendments to the CSS Code**

1 The Maritime Safety Committee, at its sixty-fifth session (9 to 17 May 1995), adopted, in accordance with operative paragraph 3 of Assembly [resolution A. 714\(17\)](#) - Code of Safe Practice for Cargo Stowage and Securing (CSS Code) - the annexed amendments to the Code.

2 Member Governments are invited to bring the said amendments to the attention of shipowners, shipmasters and crews and all others concerned.

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#### **ANNEX**

##### **AMENDMENTS TO THE CODE OF SAFE PRACTICE FOR CARGO STOWAGE AND SECURING (CSS CODE)**

###### Chapter 1

Replace the existing paragraph 1.6.2 by the following paragraph: "1.6.2 The cargo securing arrangements detailed in the ship's Cargo Securing Manual, if provided, should be based on the forces expected to affect the cargo carried by the ship, calculated in accordance with the method described in Annex 13 or with a method accepted by the Administration or approved by a classification society acceptable to the Administration."

###### Annex 5

Add the following new paragraph 4 and renumber the existing paragraphs 4 to 9 accordingly:

###### "4 CARGO STOWED IN OPEN CONTAINERS, ON PLATFORMS OR PLATFORM-BASED CONTAINERS

4.1 While the stowage and securing of open containers, ISO platform or platform-based containers (flatracks) on a container ship or a ship fitted or adapted for the carriage of containers, should follow the information for that system, the stowage and securing of the cargo in such containers, should be carried out in accordance with the IMO/ILO Guidelines for Packing Cargo in Freight Containers of Vehicles.

4.2 When heavy cargo items are carried on ISO platform or platform-based containers (flatracks) the provisions of this Annex should be followed. Additionally, the following items should be taken into account:

.1 The ISO standard platform, etc., used should be of a suitable type with regard to strength and MSL of the securing points.

.2 The weight of the heavy cargo item should be properly distributed.

.3 Where deemed necessary the heavy cargo item(s) carried on ISO standard platform or platform-based containers, etc., should not only be secured to the platform(s) or platform-based containers, etc., but also to neighbouring platforms(s), etc., or to securing points located at fixed structure of the ship. The elasticity of the last mentioned lashings should be sufficiently in line with the overall elasticity of the stowage block underneath the heavy cargo item(s) in order to avoid overloading those lashings."

Replace the existing paragraph 10 by the following new paragraph 11:

###### "11 SECURING CALCULATION

11.1 Where necessary, the securing arrangements for heavy cargo items should be verified by an appropriate calculation in accordance with Annex 13 to the Code."

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