



4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

Ref. T1/1.02

MSC.1/Circ.1354
30 June 2010

**AMENDMENTS TO THE ELEMENTS TO BE TAKEN INTO ACCOUNT WHEN
CONSIDERING THE SAFE STOWAGE AND SECURING OF CARGO
UNITS AND VEHICLES IN SHIPS (RESOLUTION A.533(13))**

- 1 The Maritime Safety Committee, at its eighty-seventh session (12 to 21 May 2010), having considered the proposal by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its fourteenth session (21 to 25 September 2009), approved amendments to the Elements to be taken into account when considering the safe stowage and securing of cargo units and vehicles in ships (resolution A.533(13)), set out in the annex.
- 2 Member Governments are invited to apply the annexed amendments to the Elements (resolution A.533(13)) and bring them to the attention of shipowners, ship operators, shipmasters and crews and all other parties concerned.
- 3 Member Governments are invited to bring these amendments to the attention of all parties concerned, with the aim of applying them in a consistent manner, and to implement them for containerships, the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015.

ANNEX

AMENDMENTS TO THE ELEMENTS TO BE TAKEN INTO ACCOUNT WHEN CONSIDERING THE SAFE STOWAGE AND SECURING OF CARGO UNITS AND VEHICLES IN SHIPS (RESOLUTION A.533(13))

2 General elements

1 A new subparagraph .3 is added to paragraph 2.1 as follows:

"3 safe access and safe places of work are provided for persons engaged in work connected with cargo stowage and securing."

3 Elements to be considered by the shipowner and shipbuilder

2 A new subparagraph .9 is added to paragraph 3.1 as follows:

".9 safe access, safe place of work, illumination and working conditions for persons engaged in work connected with cargo stowage and securing."

3 A new paragraph 3.4 is added as follows:

"3.4 Ships which are specifically designed and fitted for the purpose of carrying containers should be provided with a Cargo Safe Access Plan (CSAP) in order to demonstrate that personnel will have safe access for container securing operations."

4 Elements to be considered by the master

4 A new subparagraph .6 is added to paragraph 4.1 as follows:

".6 where applicable, safe access to be provided in accordance with the CSAP and maintained throughout cargo operations."

5 Elements to be considered by the shipper, forward agents, road hauliers and stevedores (and, where appropriate, by the port authorities)

5 A new subparagraph .5 is added to paragraph 5.1 as follows:

".5 the CSAP, when applicable, and the lashing plan as required for by the CSM should be provided to the terminal operator in adequate time prior to the arrival of the ships."