



REPUBLIC OF CYPRUS  
MINISTRY OF  
COMMUNICATIONS AND WORKS

Circular No.: 15/2014

TEN: 5.13.09  
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To all Registered owners, Registered bareboat charterers  
Managers and Representatives of ships flying the Cyprus Flag

To all Owners, Managers, Representatives and Agents in Cyprus of Ships, irrespective of flag they are flying, calling at Cyprus ports  
*c/o Cyprus Shipping Chamber*  
*c/o Cyprus Union of Shipowners*  
*c/o Cyprus Shipping Association*

To all Recognized and Authorized Classification Societies

Subject: **Code of Safe Practice for Cargo Stowage and Securing – ( CSS Code)**

I refer to the above mentioned subject which has been adopted by the IMO Assembly at its 17<sup>th</sup> regular session in November 1991 by resolution A.714 (17).

2. The Code has undergone subsequent changes over the years. The first major change was the amendments of MSC/Circ.664 adopted at the sixty-fourth session of MSC – December 1994 and MSC/Circ.691, adopted by the Committee at its sixty-fifth session – May 1995 both of which were issued as the 1994/1995 Amendments to the Code of Safe Practice for Cargo Stowage and Securing, introducing annex 13.

3. At the sixty-sixth session of the Maritime Safety Committee, amendments to annex 12 on the safe stowage and securing of unit loads, issued as MSC/Circ.740 on 14 June 1996 were also made.

4. The Maritime Safety Committee at its seventy-fifth session – May 2002, issued MSC/Circ.1026, which brought significant changes in the contents of annex 13.

5. The Committee, at its eight-seventh session May 2010, approved the following amendments to the Code: by **MSC.1/Circ.1352** incorporating a new annex 14 – Guidelines on Providing Safe Working Conditions for Securing of Containers on Deck which apply in their entirety for containerships, the keel of which were laid or which are at a similar stage of construction **on or after 1 January 2015: while** section 4.4 (training and familiarization), 7.1 (Introduction), 7.3 (Maintenance) and section 8 (Specialized container safety design) apply to existing containerships, the keels of which were laid or which are at similar stage of construction **before 1 January 2015**; and the principles of this guidance contained in section 6 (Design) and 7.2 (Operational procedures) are applied to existing containerships as far as practical by the Flag State Administration with the understanding that existing ships would not be required to be enlarged or undergo other major structural modification as determined.

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6. The Committee also approved by MSC.1/Circ.1353 – Revised guidelines for the preparation of the Cargo Securing Manual which apply in their entirety for the containerships, the keels of which were laid on which are at a similar stage of construction **on or after 1 January 2015** and chapters 1 to 4 apply to existing containerships, the keels of which were laid or which were at a similar stage of Construction **before 1 January 2015**.

7. In addition the Committee approved by MSC.1/Circ.1354 – 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)); and further approved, by MSC.1/Circ. 1355 – Amendments to the guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (resolution A.581 (14)), as amended by MSC./Circ.812.

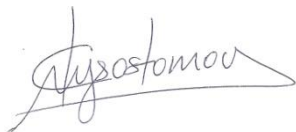
8. According to paragraph .3, section 6 and 7.2 of Annex 14 are applicable to existing containerships as far as practical. In particular existing containerships must comply with the following requirements at their first survey after or on **1 January 2015**:

- .1 Vessels not equipped with lashing platforms need to be retrofitted – (6.1.2)
- .2 All relevant deck surfaces used for movement about the ship and all passageways and stairs must have non-slip surfaces - (6.2.1.2)
- .3 the sides of lashing bridges and platforms on board of existing ships to be fitted with toe boards along the sides of - (6.2.2.5)
- .4 lashing bridges or platforms on board existing vessels to be provided with sufficient fencing in line with annex 14 – 6.2.3
- .5 on board of existing ships, appropriate actions must be arranged to get over permanent obstructions - (6.2.4.8)
- .6 the rod's length in conjunction with the length and design of the turnbuckle should be such that the need of extension is eliminated when lashing high cube (9'6") containers. – The approval of new lashing rods and extensions designs must be carried out by vessel's class or any other IACS Member Classification Society. – (6.3.3.5)

9. **Related documents**

Code of Safe Practice for Cargo Stowage and Securing – CSS Code.

10. All recipients of the present Circular are invited to take note of its content.



Andreas I. Chrysostomou  
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Department of Merchant Shipping

C.C.: **Permanent Secretary, Ministry of Communications and Works**

Permanent Secretary, Ministry of Foreign Affairs  
Diplomatic and Consular Missions and Honorary Consular Officers of the Republic  
Maritime Offices of the Department of Merchant Shipping abroad  
Inspectors of Cyprus ships  
Cyprus Shipping Chamber  
Cyprus Union of Shipowners  
Cyprus Bar Association