

Phoenix Register of Shipping (PH.R.S.)

Newsletter -137/2015

IMO's Revised Guidelines for the Preparation of the Cargo Securing
Manual (MSC.1/Circ.1353/Rev.1)

Refers to: Ship Owners / Operators, PH.R.S. Representatives

Vessel Type: Container ships and other ships carrying containers on deck, the keels of which were laid or which are at a similar stage of construction on or after 1 January, 2015;

Action Date: July 1st 2015

PH.R.S. would like to inform that the IMO's Revised Guidelines for the Preparation of the Cargo Securing Manual (contained in Circular MSC.1/Circ.1353/Rev.1) introduce new requirements for the content of the Cargo Securing Manual (CSM) including, for some vessels, the addition of a new Chapter 5 Cargo Safe Access Plan (CSAP).

The Circular invites member governments to:

1. apply the revised guidelines in their entirety for containerships*, the keels of which were laid or which are at a similar stage of construction on or after 1 January, 2015; and

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2. apply chapters 1 to 4 of the revised guidelines to existing containerhips*, the keels of which were laid or which were at a similar stage of construction before 1 January, 2015.

Administrations may continue accepting CSMs drafted in accordance with MSC/Circ.385 – Containers and cargoes (BC) Cargo Securing Manual – **provided** that they satisfy the requirements of the revised guidelines.

** dedicated containerhips and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck.*

The flag administration will determine whether the above circulars are mandatory or optional. If no position is declared by the flag administration, PhRS's policy is to apply the requirements.

Existing ships with keel laid before 1 January, 2015

If the existing CSM has been approved previously in accordance with MSC/Circ.385 or MSC/Circ.745, then it already complies with the new requirements provided the Cargo Securing Manual is written in the working language or languages of the ship. If the language or languages used is not English, French or Spanish, a translation into one of these languages should be included.

In this case, no action is required. It is not necessary for the CSM to be re-stamped.

The Chapter 5 CSAP requirement does **not** apply to existing ships.

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New ships with keel laid on or after 1 January, 2015

If compliance is required, the CSM must comply fully with MSC.1/Circ.1353/Rev.1, including the new Chapter 5 CSAP.

For your easy reference, you can download the present Newsletter 137/2015 through our webpage www.phrs.gr/eservices/index.aspx, where the certain document is located among others into: Tab Services / Files Download: @ PUBLIC

At this point, we would like to thank you for your kind attention remaining at your disposal for any further clarification and/or further assistance you may need, without hesitating to contact with our Technical Dpt. (mail@phrs.gr).

PH.R.S. Head Office – July 9th, 2015