

Revision of the requirements of the Container securing

■ Summary of Major Amendments

Related Rules/Guidance	Effective date
Guidance Pt.7 Ships of Special Service – 31 October 2023 (the date of which application for survey is submitted) Annex 7-2	

■ Major Amendments

○ Reason for Amendments

- In the ‘Guidance for the Container Securing Arrangements’, the route-specific reduction factor considered in the acceleration to determine the load acting on the container has been revised. The reduction factors for 13 representative routes for container ships are currently presented in a table. As there are frequent requests to specify reduction factors for other routes, SeaTrust LS has been updated to automatically calculate the reduction coefficients for arbitrary routes.
- The sample ships were expanded from 14 to 33. Due to software updates, some changes have been reflected in the current reduction factor for each route.

○ Amendments

- Route specific factors have been modified.
- Adjustment of the minimum value for the hull roll angle (revised the breadth for small ships from 40m to 32.23m and the minimum roll angle for large ships from 18 deg. to 17 deg.)

○ Impact Analysis

- ✓ Impacts and/or contributions to safety, security or environmental protection
 - : – Reliability in safety has improved..

✓ Impact on net or total scantlings

- : – the loads acting on containers have little effect in the case of large ships, but in the case of small ships (width of 40m or less), the loads may be approximately the same or slightly reduced compared to the current level.