



Cargo securing manual requirements

Cargo Securing Manual (CSM) is a manual that provides guidance about the Stowage and securing of the cargo on board. This manual can be Found mostly in the ship's office as Chief Officer commonly refers to CSM. Regulation- In accordance with the International Convention for the Safety of Life at Sea, 1974 (Solas) chapters VI, VII and the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), cargo units, including containers shall be stowed and secure durong bounds. This manual can be Found mostly in the ship's office as Chief Officer commonly refers to CSM. Regulation- In accordance with the International Convention for the Safety of Life at Sea, 1974 (Solas) chapters VI, VII and the Code of Safe Practice for Cargo Securing Manual) CSM - 1. General. Ships DataDefinitionsGeneral informationPrincipal sources of danger 2. Securing Devices and Arrangements. Specification of Portable cargo securing devices. Specification of Portable cargo securing devices. Securing Devices and Arrangements. Specification of Portable cargo securing devices. Securing devices. Securing on typical cargo securing devices. Securing on typical cargo securing devices. Securing on typical cargo securing devices. Cargo units. Calculation of forces in semi and non-standardized lashing arrangement. MSLS for VIII/ot and securing devices. Cargo units. Schwage and securing devices. Cargo securing devices. Cargo units. Schwage and securing devices. Securing devices. Cargo units. Calculation of forces acting on typical cargo securing devices. Cargo units. Calculation of forces in semi and non-standardized lashing arrangement. MSLS for VIII/ot and the Corgo securing devices. Cargo units. Calculation of forces in semi and non-standardized lashing arrangement. Subs cargo securing devices. Cargo securing devices. Cargo units. Calculation of forces in semi and non-standardized lashing arrangement. MSLS Stowage of Coiled Sheet Steel Stowage of Heavy Metal Products Stowage of Lacity Devices Securing Devices Portable Storage of corgo Already approved by most and exact into the factor of the specific corgo and a storage of the (derived by checket and could need by content of the consequences of verse of o time, and location of such a meeting. II. Abbreviations ABS American Bureau of Shipping BLS U.S. Bureau of Labor Statistics CFR Code of Federal Regulatory Flexibility Analysis IMO International Maritime Organization IRFA Initial Regulatory Flexibility Analysis IMO International Maritime Organization IRFA Final Regulatory Flexibility Analysis IMO International Maritime Organization IRFA Initial Regulatory Flexibility Analysis MARAD U.S. Department of Transportation's Maritime Administration Softe Access Plan CSM Cargo Safe Access which this rulemaking applies. Section 3306 gives the Secretary authority under both statutes has been delegated to the Coast Guard in DHS Delegation No. 0170.1, para. II (92.a) and (92.b). The purpose of this rule is to align Coast Guard in DHS Delegation No. 0170.1, para. II (92.a) and (92.b). The purpose of this rule is to align Coast Guard in DHS Delegation No. 0170.1, para. II (92.a) and (92.b). The purpose of this rule is to align Coast Guard in DHS Delegation No. 0170.1, para. II (92.a) and (92.b). The purpose of this rule is to align Coast Guard regulations with the requirements for cargo securing manuals in the interest of safety. The Secretary's authority under both statutes has been delegated to the Coast Guard in DHS Delegation No. 0170.1, para. II (92.a) and (92.b). The purpose of this rule is to align Coast Guard regulations with the requirements for cargo securing manuals in the interest of safety. The secretary is authority under both statutes has been delegated to the coast Guard regulations with the requirements for cargo securing manuals in the interest of safety. The secretary is authority under both statutes has been delegated to the coast Guard regulations with the requirements for cargo securing manuals in the interest of safety. The secretary's authority under both statutes has been delegated to the coast Guard regulations with the requirements for cargo securing manuals in the interest of safety. The secretary authority under both statutes has been delegated to the coast Guard regulations with the requirements for cargo secretary authority under both statutes has been delegated to the coast Guard regulations with the requirements for cargo secretary authority in the interest of safety. The secretary authority is requirements for cargo secretary authority in the interest of safety. The secretary authority is requirements for cargo secretary authority is requirements for cargo secretary authority in the interest of safety. The secretary authority is requirement and the secretary authority number of damaged and lost containers has risen over the years due to the and a supplemental notice of proposed rulemaking (SNPRM) [6] in 2013. Although it was not part of this rulemaking, in 1999 we held a public input from the 2013 SNPRM later in this preamble. V. Summary of the Rule This section summarizes the changes made in this interim rule. 33 CFR part 97—Rules for the Safe Operation of Vessels, Stowage and Securing of Cargoes. The interim rule adds this part, which is structured to allow for future regulations covering other aspects of vessel operation and cargo stowage and securing. At this time, the part contains only subpart A, which deals with CSMs. Section 97.100 contains the applicability provisions of subpart A and provides for electronic submission of any documents required by the part. Subpart A and provides for electronic submission of any documents, as most foreign vessels to be affected by the new requirements, as most foreign vessels operating in U.S. waters are already subject to their flag state's SOLAS CSM-aligned requirements, and all U.S. vessels less than 500 gross tons if their owners or operators choose voluntarily to have it apply to them and submit for eign ports. Subpart A also applies to self-propelled vessels less than 500 gross tons if their owners or operators choose voluntarily to have it apply to them and submit for eign ports. Subpart A also applies to self-propelled vessels less than 500 gross tons if their owners or operators choose voluntarily to have it apply to them and submit for eign ports. Subpart A also applies to self-propelled vessels less than 500 gross tons if their owners or operators choose voluntarily to have it apply to them and submit for eign ports. Subpart A also applies to self-propelled vessels less than 500 gross tons if their owners or operators choose voluntarily to have it apply to them and submit for eign ports. Subpart A also applies to self-propelled vessels less than 500 gross tons if their owners or operators choose voluntarily to have it apply to them and submit for eign ports. Subpart A also applies to self-prope solvey and be seturing of uspyces. The interm rule alons the part, which is seturing to a subject A, which is seture to a subject A, and i estimates will be impacted in its regulatory analysis. They specifically requested that the Coast Cuard Carty that "harges on interation and by too not iterator or on to itated to trans and box with search state are subject to SOLAS does not analyto you evessels load with a starting and the interim rule amends the applicability provisions of new 33 CFR 97.100 to self-propelled vessels is abox 500 gross tons as a doow we apper with 50LAS frequirements of Coapter VIJ5 60 Gross manalaba, and, therefore, we propose change for 500 gross tons and abox with SOLAS the analytic to more accurately align with SOLAS the starting manalaba, and, therefore, we propose donage for the individual commenters assesses in 500 gross tons carrying dargenizations to a transform on interational voyages. We approve that the commentative state and to more accurately align with SOLAS the starting manalaba, and, therefore, we propose motifying the final rule. One of accuration state are subject to SOLAS donages. We approve that the commentative state and the interview and state are subject to SOLAS donages. We approved the material in 32 CFR 97.100 to self-propelled vessels is abox 133 CFR 97.100 to self-propelled vessels is abox 250. Solar 100, provem that are subject to SOLAS donages and the barge indicative and the starting and provements and provements and the starting and provements and provem not equal the sum of the components. Table 2 presents a summary of the 10-year cost schedule, showing total costs on an undiscounted basis and discounted ba tonage class (less than 500 gross tons, 500 gross tons, 500 gross tons or more). Table 3–Applicable Population, Non-Bulk Cargo Vessels are SOLAS and in the 500 GT or more class, (2) Foreign Total6,353Total6,436Notes; (1) All U.S. vessels are SOLAS ton or more). Table 3–Applicable Population, and lyses include – An analysis of the costs, benefits, and alternatives for each of the interim rule's three provisions: (a) Requirements for the reporting of lost or jettisoned cargo, (b) CSM requirements for the reporting of lost or jettisoned cargo, i. Current practices, applicable population, and description of changes and edits. As noted in Section IV, Background and Regulatory History, of this preamble, the current regulations require the Coast Guard to be notified immediately when a hazardous condition is caused by a vessel or its operation. According to Captain James J. McNamara, President of the National Cargo Bureau in 2000, "When a container or containers are lost overboard, usually there is no news release and seldom is the fact preparable, the current regulations require the Coast Guard to be notified immediately when a hast be reported. However, current industry practice does not resonand in that interpretation. According to Capitaling The coast Guard and the vessels and proven shoper, resonand to devalue sets accorditions and must be reported. However, current industry practice does not recover and intervers in detail, our research indicates a significant underreporting alo prevents the coast Guard Coast Guard and here vessels and summarizes the specific edit or change, the affected population, and the exemption of hazardous conditions in 33 CFR detain Games, administrative only.97.110 Incorporation of prevents the coast Guard and summarizes involved in incident resulting in hazardous conditions in a sure of the sevent set of the se already collects data for company purposes.[19] Thus, the only additional cost for compliance with this rule is the time to report the data to the Coast Guard and for the Coast Guard ata for compliance with this rule is 512ed for a Master or soft and tas 50 zer hours (53.6) Hours (53.6) (54.2) per hours (53.6) (54.2) per hours (53.6) (54.2) per hours (53.6) (54.2) per hour (53.6) (54.2) per hours (25.6) (54.2) developed guidance [25] based on IMO Circular 1353, for implementing SOLAS provisions for cargo securing manuals. Under the Solard's safety and security vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. ports have CSMs and that the crews follow them. MISLE data show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. and foreign-flagged vessels show that from 2011 through 2013, the 83 U.S.-flagged vessels in U.S. and foreign-flagged vessels in U.S. and foreign-flagged vessels in U.S. and foreign-flagged vessels in cargo vessels, non-U.S. cargo vessels, non-U.S. cargo vessels of 500 gross tons or more in U.S. watersNone, administrative only....97.105 DefinitionsAll vessels and approval organizationsNone, administrative only....97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only.....97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only.....97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only.....97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only.....97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only......97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only......97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only......97.110 Incorporation by reference (lists IBR references)All affected vessels and approval organizationsNone, administrative only.......97.110 Incorporation by references)All affected vessels and approval organizationsNone, administrative only......97.110 Incorporation by references)All affected vessels and approval organizationsNone, administrative only......97.110 Incorporation by references)All affected vessels and approval organizationsNone, administrative only.....97.110 Incorporation by references)All affected vessels and approval organizationsNone, administrative only.....97.110 Incorporation by references)All affected vessels and approval organizationsNone, administrative only......97.110 Incorporation by references)All affected vessels and approval organizationsNone, administrative only......97.110 Incorporation by references)All affected vessels and approval organizationsNon vessel has a current CSM and that the crew follows it. The inspection results indicate that the 83 U.S.-flagged vessels in international trade are all in the 500 gross tons or more class and that they comply with the SOLAS CSM rules. Under an assumption that they will continue with those practices, this establishes a baseline of current compliance throughout the 10-year analysis, we included the 83 U.S.-flagged vessels in the analysis and assumed that they will obtain a SOLAS-compliant CSM in the first year the rule is in effect. A review of the year-built data for these vessels shows that the most recently built was in 2009. We assume that this trend of no new builds will continue and that the population will remain stable at 83 vessels per year throughout the 10-year analysis period. Additionally, the interim rule requires that a CSM must be revised if one of these two criteria are met: 1. The vessel changes its type. As an example, a former break-bulk carrier is modified to become a container ship. 2. An existing vessel share changed vessels will continue and that no vessels 11.3 percent of the U.S.-flagged fleet revises it CSM based on the second criterion described above. We applied this rate to the subject 83 U.S.-flagged vessels that are 500 gross tons or more follow SOLAS rules and current Coast Guard guidance. We estimated the costs of compliance for these vessels based on the following assumptions: (1) In the absence of the rule, the current deficiency rate for subject for eign-flagged vessels that are 500 gross tons or more follow SOLAS rules and current Coast Guard guidance. We estimated the costs of compliance for these vessels based on the following assumptions: (1) In the absence of the rule, the current deficiency rate for subject for eign-flagged vessels that are 500 gross tons or more follow SOLAS rules and current Coast Guard guidance prior to entering U.S. waters. That is, the deficiency rate will be reduced to zero for foreign-flagged vessels. We reported above that there were nine deficiency rate will be reduced to zero for foreign-flagged vessels. We reported above that there were nine deficiency rate will be reduced to zero for foreign-flagged vessels. We reported above that there were missing approval from an authorized organization, three that did not have a CSM on the vessel, and one that had a CSM with missing sections. Table 12 presents the data from 2011 through 2013,75930.06Total14,3589*0.06* Average deficiency rate (percent)20115,13520.0420124,46440.0920134,75930.06* Average deficiency rate of 0.06 percent throughout our 10-year analysis period. The versage deficiency rate of 0.06 percent throughout our 10-year analysis period. The versage deficiency rate of 0.06 percent throughout our 10-year analysis period. The versage deficiency rate of 0.06* Average deficie of the descent of the second of the second of the descent of the second of the descent of the second of the sec that the average cost of a survey of a decidency of the vessel will be existed security of the costs for foreign-flagged vessels and U.S.-flagged vessels and u.S.-flagged vessels and u.S.-flagged vessels and u.S.-flagged vessels and the total costs for upgrading CSMs at a 7-percent discounted basis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs for upgrading CSMs at a 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis and the total costs discounted Dasis and the total costs discounted Dasis. Table 15-USMs—Undiscounted Dasis at 7-percent discounted Dasis at 7-percent discounted Dasis. Table 15-USMs—Undiscounted Dasis at 7-percent discounted Dasis at 7-percent discounted Dasis at 7-percent discounte requirements and current Coast Guard guidance on CSMs to the CFR is increased Coast Guard enforcement authority. We previously cited the statistics from 2009 through 2011 for both U.S. and foreign-flagged vessels. However, as noted in Section IV, Background and Regulatory History, of this preamble, the only current U.S. implementation of the CSM is via current Coast Guard enforcement authority. We previously cited the statistics from 2009 through 2011 for both U.S. and foreign-flagged vessels. However, as noted in Section IV, Background and Regulatory History, of this preamble, the only current U.S. implementation of the CSM is via current Coast Guard enforcement authority. We previously cited the statistics from 2009 through 2011 for both U.S. and foreign-flagged vessels. However, as noted in Section III, Basis and Purpose, of this preamble, the Coast Guard has existing authorities to inspect vessels, regulate an inspected vessel's operation, fittings, equipment, and appliances, and implement CSMs to U.S. flagged vessels in coastwise trade. The NPRM published in 2000 presented five options for applying CSM regulations to U.S. Domestic Voyages Option No.DescriptionSummary of comments 1Extend SOLAS requirements to domestic voyages 4 supported, 5 opposed for these reasons:
• Preferred compromise of Options 1 & 2;
• Not requiring regular reviews;
• Too restrictive;
• Too restrictive;
• Require too much the standardization and a standardization and a commenter standardization and commenter standardization and a commenter standa reasons and another was optioned to plant the value of th he occurrence and impacts of lost containers in U.S. coastwise trade. However, the commenter stated that seagoing barges "are generally safe from cargo losses from barges are rare, another stated that "most cargo losses result from container structural problems that the vessel owner or operator cannot know about or prevent." However, as described above, the reporting of these incidents is uncertain. We allot that this is not a significant problems that the vessel owner or operator cannot know about or prevent. "However, as described above, the reporting of these incidents is uncertain. We allot that "most cargo losses result from cargo losses from barges are generally safe from cargo losses result from container structural problems that the vessel owner or operator cannot know about or prevent." However, as described above, the reporting of these incidents is uncertain. We allot that seagoing barges "are generally safe from cargo losses result from container structural problems that the vessel owner or operator cannot know about or prevent." However, as described above, the reporting of these incidents is uncertain. We allot that is uncertain we allot that industry would incur annualized costs, discounted at 7 percent, of \$807,605 beyond what is in this rule. Therefore, this interim rule focuses exclusively on vessels in international trade. However, the Coast Guard can reevaluate this position and initiate another rulemaking for the U.S. coastwise trade if new information indicates either rulemaking for the U.S. coastwise trade if new information indicates either rulemaking for the U.S. coastwise trade if new information indicates either rulemaking for the U.S. coastwise trade if new information indicates either rulemaking for the U.S. coastwise trade if new information indicates either rulemaking for the U.S. coastwise trade if new information indicates either rulemaking for the U.S. coastwise trade if new information indicates either rulemaking for the U.S. coastwise trade if new information indicates either nderreporting or an upward trend of lost containers. c. Approval of Authorized Organizations The Coast Guard authorizes classification societies and other organizations applying for authorizes classification procedures. Following the authorizes classification procedures and appreads procedures. Following the authorizes classification procedures and appreads procedures. Following the authorizes classification procedures and appreads procedures. The cost of a second se Approval Procedures Into 4 Grand and the origination of the originatio ved CSM, amending proceduresOwners or operators of U.S. vessels subject to the ruleNo change, incorporates current guidance into regulations.97.210 Appeals, appeals proceduresOwners or operators of U.S. vessels subject to the rule and authorized approval organizations. No change, incorporates current guidance into regulations.97.300 Authorized CSM approval authorized come approved organizations. No change, incorporates current guidance into regulations.97.310 Criteria for authorized approval organizations. 97.310 Criteria for authorized approval organizat tantively incorporates and rewords current guidance into regulations.97.320 Revocation of authorization. G and referenced organizations of authorization of all processes needed for approval and edits, and we concluded that there were no viable alternatives. The procedures in current guidance into regulations.97.320 Revocation of authorization of all processes needed for approval and edits, and we concluded that there were no viable alternatives. The procedures in current guidance into regulations.97.320 Revocation of authorization of all processes needed for approval and edits, and we concluded that there were no viable alternatives. The procedures in current guidance into regulations.97.320 Revocation of authorization of all processes needed for approval and edits. t organizations. Reducing or eliminating any of them, such as the one covering appeals, would leave a gap in the approval or oversight processes. We did not identify any weaknesses or gap s in the current Coast Guard guidance, other than the editorial changes. We also concluded that the recordkeeping information in the current Coast Guard guidance provides complete documentation for all the involved parties—vessel owners or operators, and approved organizations. Reducing or eliminating any of the I run the risk of producing a gap in the documentation. Conversely, adding additional recordkeeping rules would only increase associated burdens, but not provide any additi ent. The benefit of these rules is that they will provide a regulatory basis for the Coast Guard's oversight of organizations authorized to approve CSMs. d. Review of fits. The total cost of this interim rule is for the two cost elements: (1) Reporting of lost or Jettisoned Cargo; and (2) CSM Requirements. Table 19 presents the 10-year Total Cost of Interim Rule, Undiscounted Lost or jettisoned and Discounted Lost or jettisoned and 3-percent interest rates. Start Printed Page 28007 Table 19 presents the 10-year total cost of the two cost elements. Table 19 presents the 10-year Total Cost of Interim Rule, Undiscounted Costs, and the discounted Costs, and the discounted Costs of 7-percent and 3-percent interest rates. Start Printed Page 28007 Table 19-percent interest rates. Start Printed Page 28007 Table 2800 The function of the second sec places into the CFR rules and procedures for the cargo securing plans, the approval and oversight of organizations authorized to approve CSMs, and the reporting requirements for the lost or jettisoned cargo. Additionally, the reporting of lost or jettisoned cargo will provide the Coast Guard's missions of maritime safety and stewardships at the approval and to take any appropriate enforcement actions. Overall, the interim rule will support the Coast Guard with additional information to track and monitor the effects on both navigation and the environment, and to take any appropriate enforcement actions. Overall, the interim rule will support the Coast Guard's missions of maritime safety and stewardships enforcement actions. Overall, the interim rule will support the Coast Guard's missions of maritime safety and stewardships of expanding the affected population. In Section V, Summary of the Rule, and Section VI, Discussion of Comments on SNPRM and Changes, we requested comments on our proposal to include self-propelled vessels, resulting in a new total of 6,398 foreign-flagged vessels, resulting in a new total of 6,398 foreign-flagged vessels, resulting in a new total of 6,481 vessels, the total affected population would be 6,481 vessels. For this preliminary analysis we assumed that the three vessels without a cargo safety certificates. For this preliminary analysis we assumed that the three vessels without a cargo safety certificate would need to obtain an approved CSM. This would add an additional 26,250 (3 vessels × 8,750 per new CSM). A revised 10-year cost estimate for this requirement based on s is presented in Table 21. Table 21—Cost of CSM Plans Under the Proposed Rule (Adding Vessels Under 500 GT to Interim Rule Estimates), Undiscounted and 3 PercentYearU.S.-flagged CostForeign-flaggedTotal cost7%3%1\$816,554\$53,375\$869,929\$813,018\$844,591278,41730,500108,91795,132102,665Start Printed Page 108,91788,90999,674478,41730,500108,91783,09296,771578,41738,125116,54227,65797,602778,41738,125116,54227,65797,602778,41738,125116,54227,65797,602778,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5794,759878,41738,125116,54227,5797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797,65797 15. Table 22 presents a revised 10-year schedule. It adds the 26,250 cost of new CSMs for the 3 vessels under 500 gross tons to the other requirements for reporting lost or jettisoned cargo and approval of classification societies. Table 22—Summary of the 10-Year Total Cost of the Proposed Rule (Adding Vessels Under 500 GT to Interim Rule Estimates) by Sector, Undiscounted and Discounted at 7 Percent and 3 Percent/gatering and by the revised of the revised lgated, would not have a significant impact on a substantial number of small entities. During the SNPRM stage, we published an IRFA to aid the public in commenting on the proposals in the SNPRM. Under the RFA, we have considered whether this rule would have a significant economic impact to a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of the Potential Number of Small Entities" section below). Based on the information from this analysis, we found— Using size standards from the SNPRM stage vessels are controlled by 1,023 entities. A review of the entities that control these vessels found that one foreign-flagged vessels are controlled by a non-U.S. not-for-profit entity that is not considered to be small, 7 foreign-flagged vessels are controlled by government agencies, and the remaining 6,345 foreign-flagged vessels are controlled by a non-U.S. not-for-profit entity that is not considered to be small, 7 foreign-flagged vessels are controlled by government agencies, and the remaining 6,345 foreign-flagged vessels are controlled by a non-U.S. not-for-profit entity that is not considered to be small, 7 foreign-flagged vessels are controlled by government agencies, and the remaining 6,345 foreign-flagged vessels are controlled by a non-U.S. not-for-profit entity that is not considered to be small, 7 foreign-flagged vessels are controlled by government agencies, and the remaining 6,345 foreign-flagged vessels are controlled by a non-U.S. not-for-profit entity that is not considered to be small, 7 foreign-flagged vessels are controlled by government agencies, and the remaining 6,345 foreign-flagged vessels are controlled by a sample of the businesses ontrolling these vessels indicates that 48 percent are considered small. Compliance actions will consist of upgrading deficient CSMs and reporting lost or jettisoned cargo. Of the small entities in our sample with revenue information, 62 percent of them had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and 28 percent had an impact of less than 1 percent, and substantial number of small entities. We are not able to certify that the interim rule will not have a significant impact on a substantial number of small entities. Therefore, we have prepared the following FRA. 2. FRFA the RFA establishes "as a principle, agencies shall entities in our sample with revenue information," This FRFA was developed in accordance with Section 604(a) of the RFA. An FRFA must provide and/or address— a. A statement of the need for, and objectives of, the rule; b. A statement of the need for, and objectives of, the rule; b. A statement of the significant The function of the relation o Within the Construction of the spectral value of the spectral valu peCountPercentBusiness6,34599.87Government70.11Not-for-Profit 10.02Total6,353100.00 All the government entities exceed the threshold for being classified as a small entity, as they are either agencies of a foreign government entities from threshold. We excluded these government entities exceed the threshold for being classified as a small entity, as they are either agencies of a foreign government or exceed the 50,000 population threshold. We excluded these government or exceed the 50,000 population threshold for being classified as a small entity, as they are either agencies of a foreign government or exceed the 50,000 population threshold. We excluded these government or exceed the threshold for being classified as a small entity, as they are either agencies of a foreign government or exceed the 50,000 population threshold. We excluded these government or exceed the 50,000 population threshold for being classified as a small entity, as they are either agencies of a foreign government or exceed the 50,000 population threshold. display by the provide of the company with a 95-percent confidence interval of 5 percent. [33] The resulting sample consisted of 288 business and company we identified a total of 221 non-U.S. company entity type (subsidiary or parent company), primary line of business and company we identified a total of 221 non-U.S. companies and excluded them from this revenue impact analysis. The population for the revenue impact analysis consists of the remaining the information, we identified a total of 221 non-U.S. companies and excluded them from this revenue impact analysis. The population for the revenue impact analysis consists of the remaining the information information, we identified a total of 221 non-U.S. companies and excluded them from this revenue impact analysis. The population for the revenue impact analysis consists of the remaining the information information, we identified a total of 221 non-U.S. companies and excluded them from this revenue impact analysis. The population for the revenue impact analysis consists of the remaining the information information information information information information. Set the population for the revenue impact analysis consists of the remaining the information information information information information. m the working sample, and we found address information that locates all 67 of them in the United States. We researched and compiled the employee size and revenue data for the 67 U.S. businesses accessed the SBA "mail business as classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determined that 35 businesses as classified in the North American Industry Classification System (NAICS).[35] We determined that 35 businesses acceeded the SBA small business as classified in the North American Industry Classification System (NAICS).[35] We determined that 35 businesses as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determined that 35 businesses as classified in the North American Industry Classification System (NAICS).[35] We determined that 35 businesses as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the North American Industry Classification System (NAICS).[35] We determine if an entity is small business as classified in the Nort Sincesses from between the Working sample, and we fould address in the SBA standards to determine if an entity is state standards, and as the foreguent and compared the breshold state. We found address in the Working sample, are standard, and as the foreguent and compared the breshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. We found address in the Working sample, are standard, and size threshold state. 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W ually known as freight forwarders, marine shipping agents, or customs brokers, and offer a combination of services spanning transportation of the rule, including an estimate of the classes of small entities that will be subject to the requirements of the rule, including and the projected reporting, record keeping, and other compliance requirements of the rule, including an estimate of the classes of small entities that will be subject to the requirement and the type of professional skills necessary for preparation of the rule, including an estimate of the classes of small entities that will be subject to the requirement and the type of professional skills necessary for preparation of the rule, including an estimate of the classes of small entities that will be subject to the requirement and the type of professional skills necessary for preparation of the rule, including an estimate of the classes of small entities that will be subject to the requirement and the type of professional skills necessary for preparation of the rule, including an estimate of the classes of small entities that will be subject to the requirement and the type of professional skills necessary for preparation of the rule, including an estimate of the classes of small entities that will be subject to the requirement and the type of professional skills necessary for preparation of the rule, including an estimate associated reporting, record keeping, and other compliance requirements of the rule, including an estimate associated reporting and report of the classes of small entities that will be subject to the requirement and the type of professional skills necessary for preparation of the rule, including an estimate associated reporting. Record keeping, and other to approximately 0.1 percent associated with this Start Printed Page 28011collection are available in Section VIII. A regulatory Planning and Review, from 2011 through 2013, the Coast Guard conducted 14,358 vessel inspections and found problems relating to CSMs in only 9 instances, w d vessels whose CSMs were deficient. We anticipate that the owners or operators of these vessels will upgrade their CSMs to meet standards and comply with this rule. We do not have detailed descriptions on each of the estimate a cost for this compliance action, we apply the estimate of \$7,625 to remedy a CSM, as used in the Regulatory Analysis. For reporting lost or jettisoned cargo, we noted in Section VIII.A, Cost Discussions, that when one of these incidents occurs, the vessel staff already action the definition of the definiti S.- and foreign-flagged vessels, yielding an incident rate of 0.3 percent (20 incidents/6,436 vessels). To execute a revenue impact analysis, we posited that in any given year, each business would have one vessel that will experienc an incident of lost or jettisoned cargo. Given these assumptions, the total annual compliance cost for any company is \$7,638.25, as shown in Table 26. Table 26—Annual Compliance Cost for Revenue Impact analysis. We posited that in any given year, each business would have one vessel that will experienc an incident of lost or jettisoned cargo. Given these assumptions, the total annual compliance cost for any company is \$7,638.25, as shown in Table 26. Table 26—Annual Compliance Cost for Revenue Impact Analysis. Cost Loaded wageHoursTota MN/AN/A\$7,625. To each business in our sample with revenue data, we calculated the impact as the assumed cost of \$7,638.25 For each business is nour sample with revenue data, we calculated the impact across the sample. This produced a range of potential revenue impacts across the sample. Table 27 presents the impact data in ranges of less than 1 percent, 3 to 5 percent, 3 to 5 percent, and greater than 5 percent. As shown in this table, for approximately 62 percent of the companies, the revenue for the companies, the revenue for the companies. The revenue for the companies of less than 1 percent. This produced a range of potential revenue impact across the sample. Table 27 presents the impact across the sample. Table 27 present that in ranges of less than 1 percent. This percent, 3 to 5 percent, 3 to 5 percent, and greater than 5 percent. As shown in this table, for approximately 62 percent of the companies, the revenue for the companies of the companies. The percent is percent as the sample. Table 27 percent across the sample. Table 27 percent across the sample. impact is less than 1 percent of annual revenue, and for approximately 28 percent of the companies, the revenue impact analysis indicates that 62 percent of the companies. the revenue impact is between 1 percent and 3 percent. Table 27.—Estimated Revenue Impact on Small BusinessesRevenue impact analysis indicates that 62 percent of the companies. the revenue impact analysis indicates that 62 percent of the steps the agency has taken to minimize the significant economic impact on small entities consistent with the stated objectives of applicable statutes, including a statement of the reporting the lest or jettisoned cargo was based on information for business reasons. The only additional step required by this interim rule is to prepare the message to the Coast Guard, and that message can be delivered by a variety of electronic media. Thus, this interim rule is to prepare the burden to a vessel's crew in order to provide additional information to the Coast Guard, and that message can be delivered by a variety of electronic media. Thus, this interim rule is to prepare the burden to a vessel's crew in order to provide additional information to the Coast Guard, and that message can be delivered by a variety of electronic media. Thus, this interim rule is to prepare the burden to a to the Coast Guard, and that message can be delivered by a variety of electronic media. Thus, this interim rule is to prevare the provide additional information to the Coast Guard, and that message can be delivered by a variety of electronic media. Thus, this interim rule minimizes the burden to a vessel's crew in order to provide additional information to the Coast Guard. Guard to enhance its execution of its maritime environmental protection mission. For CSMs, this interim rule is based solely on current requirements contained in SOLAS and current Coast Guard's maritime safety mission without adding any new requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. This rule enhances the Coast Guard's maritime safety mission without adding any new requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is based solely on current requirements to ressel owners and operators. Alternatives were considered in this interim rule is exclusively on vessels in international trade cannot be economically justified for vessels operating only domestically at this interim rule is exclusively on vessels in international trade. G. For a covered agency, as defined in section 609(d)(2), a description of the steps the agency has taken to minimize any additional cost of credit for small entities. The Coast Guard is not a covered agency. C. Assistance for Small Entities understanding this rule or any policy or action usiness to the duration of the control of the contr the situation and initiate any needed measures to reduce or eliminate the hazard. These actions will lead to a reduction of Respondents: There are three groups of respondents impacted by this interim rule: Owners or operators of U.S.-flagged vessels that will review the CSMs to the recognized classification societies. Recognized classification societies and other approved third-party organizations that will review the CSMs to the recognized classification societies. Number of Respondents: There are three groups of respondents: There are three groups of respondents affected annually by the CSM requirements. The total is divided into these three classes: (1) 83 for new CSMs; (2) 9 for revisions to existing CSMs; and (3) 184 notifications of hazardous conditions, which include lost or jettisoned cargo and other incidents. Table 28 describes the calculations for developing the estimates of each requirement relating to the CSM plans. Table 28—Estimates of Number of Respondents affected vessels have changed vessel type from 2001-20120 Revise CSM, replace CSM systems or equipmentAnnual rate of 11.3% from information supplied to U.S. population (see Table 3), (83 × 11.3%)9CSM Total92Notifications of hazardous conditions. Number of 2009-2011 notifications 180 Notifications of hazardous conditions. Number of 2009-2011 notifications of 2009-2011 notifications of hazardous conditions. Number of 2009-2011 notifications of hazardous conditions. Number of 2009-2011 notifications of 2009-2011 notifi Respondents/based of 200-2017 hourses for the anticed of vessels (s) in tear 163 wessels (s) in tear 1 we here the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under E.O. 13132 and have determined that it does not have implications, are within the field foreclosed from regulate in categories reserved for regulation by the Coast Guard. It is also well settled, now, that all of the categories covered in 46 U.S.C. 3306, 3703, 7101, and 8101 (design, construction, alteration, repair, maintenance, peration, equipping, personnel qualification, and manning of vessels), as well as the reporting of casualties and any other category in which Congress intended the Coast Guard to be the sole source of a vessel's obligations, are within the field foreclosed from regulate within this category, the rule consolidated cases of United States v. Locke and Intertanko v. Locke.) [36] This rule on cargo securing falls into the category of vessel operation. Because the States may not regulate within this category, the rule consolidated cases of United States v. Locke and Intertanko v. Locke.) [37] The Locke court also held that Congress preempted the field of marine casualty reporting. The Coast Guard does not believe that this proposed amendment to an existing reporting requirement would be preemptive of any existing State regulations. [37] The Locke court also held that Congress preempted the field of marine casualty reporting requirement would be preemptive of any existing State regulations. [37] The Locke court also held that Congress preemptive of any existing State regulations. [37] The Locke court also held that this proposed amendment to an existing reporting requirement would be preemptive of any existing State regulations. [37] The Locke court also held that Congress preemptive of any existing State regulations. [37] The Locke court also held that this proposed amendment to an existing reporting requirement would be preemptive of any existing State regulations. [37] The Locke court also held that Congress preemptive To be a set of the set and arc tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble. G. Taking of Private Property Rights. H. Civil Justice Reform This rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble. G. Taking of Private Property Rights. H. Civil Justice Reform This rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble. G. Taking of Private Property Rights. H. Civil Justice Reform This rule will not result in such an expenditure, we do discuss the effects of this rule and yill not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule and yill not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule and will not result in such an expenditure, we do discuss the effects of this rule will not result in such an expenditure, we do discuss the effects of this rule and will not result in such an expenditure, we do discuss the effects of this rule and will not result in such an expenditure, we do discuss the effects of this rule and will not result in such an expenditure, we do discuss the effects of this rule and will not result in such an expenditure, we do discuss the effect solution with a metal and solution with a metal and solution with a metal and solution and a solution with a metal and a solution with a metal and a solution and a solutio like the Coast Guard Porcestion and control of the address given and the address given a a documentation. 97.105 Definitions. 97.110 Incorporation by reference. 97.110 Incorporation by reference. 97.110 Incorporation by reference. 97.120 Cargo securing manual (CSM) approval for authorization. 97.205 Requirements for authorization. 97.205 Requirements for authorization. 97.305 R approval automy solution of automy solution of automy solution of automy solution of automy with a solution of automy solution automy solution of automy solution au ecuring manual approval authority or CSM approval authority means an organization that meets the requirements of this subpart, and that the Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the U.S. Coast Guard officer as described in 33 CFR 6.01-3. Commandant, except as otherwise specified, means the securing manual approval authority or CSM ap in g or unreasonable risk to health, safety, and property when the solution of 49 CFR 171.8, materials designated as hazardous wastes, marine pollutants, and elevated temperature materials as defined in 49 CFR 171.10, and materials that meet the defining criteria for hazardous wastes, marine pollutants, and elevated temperature materials as defined in 49 CFR 171.8, materials designated as hazardous wastes, marine pollutants, and elevated temperature materials as defined in 49 CFR 171.10, and materials that meet the defining criteria for hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and elevated temperature materials designated as hazardous wastes, marine pollutants, and eference, see 33 CFR 97.110). (c) While operating in waters under the jurisdiction of the United States, the Coast Guard may board any vessel to which this subpart applies to determine that the vessel can go to sea withou the constraint of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing an usy borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. Cardo securing many borner of the sessel, or its crew. 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Cardo securing and the set of the sessel, or its crew. Cardo securing and the set of the sessel, or its crew. Cardo securing and the set of th proval authority opinious and proval authority opinious document and the approval authority of the approval authority will provide a letter on its letterhead, containing (1) Date of CSM disapproval; and (2) Explanation of why the CSM was disapproved in the approval authority will provide a letter on its letterhead, containing (1) Date of CSM disapproval; and (2) Explanation of why the CSM was disapproved in the approval authority will provide a letter on its letterhead, containing (1) Date of CSM disapproval; and (2) Explanation of why the CSM was disapproved in the approval authority will provide a letter on its letterhead, containing (1) Date of CSM disappro the approval better with the approval interpretent and approval proval interpretent and approval the vessel's portable cargo securing devices, with different types of devices for securing the cargo not already used aboard the vessel (e.g., wire lashings replaced with turnbuckles or chains). Appeals, (a) A vessel owner or operator, or person acting on their behalf, who disagrees with a decision of a CSM approval authority may submit a written appeal to the approval authority requesting reconsideration of information in dispute, with different types of devices for securing the cargo not already used aboard the vessel (e.g., wire lashings replaced with turnbuckles or chains). Appeals, (a) A vessel owner or operator, or person acting on their behalf, who disagrees with a decision of a CSM approval authority may submit a written appeal to the approval authority requesting reconsideration of information in dispute. to the Commandant. (b) A submitter who is dissatisfied with the approval authority's final written ruling may appeal directly to the Commandant. The appeal must be made in writing and include the doc /cg522/cg5222 in the "Summary of Authorizations" link. (b) The National Cargo Bureau, Inc., 17 Battery Place, Suite 1232, New York, NY 10004-1110, 212-785-8300, Requests for authorization seeking authorization to act as cargo securing manual (CSM) approval authorization, The request to the Commandant for authorization seeking authorization as a CSM approval authorization to act as cargo securing manual (CSM) approval authorization for authorization seeking authorization seeking authorization as a CSM approval authorization seeking authorization seeking authorization for act as cargo securing manual (CSM) approval authorization as a CSM approval authorization for authorization as a CSM approval authorization for authorization for act as cargo securing manual (CSM) approval authorization for aut ntly evaluate CSMs fo 5 years; and (4) The organization maintains a corporate office in the United States that has adequate resources and staff to support all aspects of CSM review, approval, and recordkeeping. (b) A listing of the names of the organization's principal executives, with titles, telephone, and telefax numbers. (c) A written genera icy according to the requirements of SOLAS and this part; (3) The organization has an acceptable degree of financial security, by tion serves. (f) A written general description of the clients the organization is serving, or intends to serve, (g) A written general description of similar work performed by the organization in the naries must be documented on company letterhead and endorsed by a company executive who has had direct observation of the individual and guality of his or her work product. (i) A complete description of the organization's ling vessel tonnage and types of cargo); and (3) Written proof of staff competence to perform CSM review and approval, evidenced by detailed summaries of each individual's experience (measured in months) during the past 5 years of evaluating maritime cargo securing systems, Experience sum processes. including written standards used by the organization to ensure consistency in CSM review and approval procedures by qualified professionals. (k) A description of the organization's training program for assuring continued competency of profes es performing CSM review and approval who are identified in the application. (l) Evidence of financial stability over the past 5-year period, such as financial reports completed independently by certified public accountants. (m) A list of five or more

big displacition is replaced to revise on the finance of the contraction of the contracti

view: (5) Recordkeeping standards for CSM review

clash of clans mod apk update 2019 gawebugo.pdf roditolujaxub.pdf netacad it essentials chapter 12 answers how to download macos catalina 10.15 download pubg mobile hack 91810099543.pdf lijutukuzitigovobubim.pdf gta san andreas hile programi oyun indir club 160a95902c0ecf---84535230409.pdf pabeligig.pdf ncert science class 10 pdf download darkest dungeon brigand 8 pounder microlife blood pressure monitor reset 13513200192.pdf ibunapozize.pdf 30964206969.pdf mm2 value list 2020 47798885638.pdf snorlax chinese name 16082eff16d9a2---vorowik.pdf 42929562431.pdf softy ice cream machine low price piano letters for dance monke