

3.2 In these Guidelines the term road vehicle¹ includes:

- .1 **Commercial vehicle** which means a motor vehicle which, on account of its design and appointments, is used mainly for conveying goods. It may also be towing a trailer.
- .2 **Semi-trailer** which means a trailer which is designed to be coupled to a semi-trailer towing vehicle and to impose a substantial part of its total mass on the towing vehicle.
- .3 **Road train** which means the combination of a motor vehicle with one or more independent trailers connected by a draw-bar. (For the purpose of section 5 each element of a road train is considered a separate vehicle.)
- .4 **Articulated road train** which means the combination of a semi-trailer towing vehicle with a semi-trailer.
- .5 **Combination of vehicles** which means a motor vehicle coupled with one or more towed vehicles. (For the purpose of section 5 each element of a combination of vehicles is considered a separate vehicle.)

4 SECURING POINTS ON SHIPS' DECKS

4.1 The ship should carry a Cargo Securing Manual in accordance with resolution A.489(XII) containing the information listed and recommended in paragraph 10 of the Annex to that resolution.

4.2 The decks of a ship intended for road vehicles as defined in 3.2 should be provided with securing points. The arrangement of securing points should be left to the discretion of the shipowner provided that for each road vehicle or element of a combination of road vehicles, there is the following minimum arrangement of securing points:

- .1 The distance between securing points in the longitudinal direction should in general not exceed 2.5 m. However, there may be a need for the securing points in the forward and after parts of the ship to be more closely spaced than they are amidships.
- .2 The thwartships spacing of securing points should not be less than 2.8 m nor more than 3 m. However, there may be a need for the securing points in the forward and after parts of the ship to be more closely spaced than they are amidships.
- .3 The minimum strength without permanent deformation of each securing point should be 120 kN. If the securing point is designed to accommodate more than one lashing (y lashings) the corresponding strength should be not less than $y \times 120$ kN.

4.3 In ro-ro ships which only occasionally carry road vehicles, the spacing and strength of securing points should be such that the special considerations which may be necessary to stow and secure road vehicles safely are taken into account.

5 SECURING POINTS ON ROAD VEHICLES

5.1 Securing points on road vehicles should be designed for securing the road vehicles to the ship and should have an aperture capable of accepting only one lashing. The securing

¹ Reference is made to ISO Standard No. 3833 (under revision).