



Luxembourg, 3 August 2016

**Circular CAM 08/2016**

**Subject: Launch of a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements**

**To :** All Accredited Shipping Managers, ship owners, ship operators, and designated persons of Luxembourg flagged ships.

**O/Ref :** AH/107521

Be advised that the Tokyo MOU on Port State Control will carry out a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements in the period from 1 September through 30 November 2016.

See attached MOU's related questionnaire to be used.

Adequate dissemination of this information within your company and to the Masters of Luxembourg flagged vessels should be ensured.



(s) Robert BIWER  
Government Commissioner  
for maritime affairs



# TOKYO MOU SECRETARIAT

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## **PRESS RELEASE**

### **CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CARGO SECURING ARRANGEMENTS**

The Member Authorities of the Tokyo MOU with other co-operating MOUs will carry-out a concentrated inspection campaign on Cargo Securing Arrangements on the 1<sup>st</sup> September 2016 through the 30<sup>th</sup> November 2016. The purpose or goal of this year's CIC is to gain knowledge on the compliance of ships with applicable Cargo Securing requirements and the overall safety of ships and seafarers engaged in cargo securing operations. The objectives of the Tokyo MOU member states in the performance the CIC are to:

- measure compliance with the requirements of the applicable international conventions;
- ensure that the Master, Officers, and Crew are familiar with procedures for cargo securing arrangements; and,
- raise awareness of the hazards associated with cargo securing and with safe practices for cargo securing.

During the period of the CIC, member authorities of the Tokyo MOU will inspect cargo securing arrangements during the normal port state control inspections. Port State Control actions associated with this campaign may range from the issuing of deficiencies to more severe control measures such as detaining a ship to prevent it from going to sea in an unsafe condition. However, the purpose of this campaign is not to detain ships, but rather to improve safety and compliance related to cargo securing arrangements. Ships will only be subject to one CIC inspection during the campaign. The Master of the ship will receive a copy of the CIC questionnaire from the port state control officer as evidence that the CIC was performed.

Masters and ship's crew are encouraged to review cargo securing procedures and

arrangements as outlined in their ship's Cargo Securing Manual and ensure they are securing cargo in accordance with the manual and following all applicable safety procedures. Vessel owners and operators are encouraged to review the ship's cargo securing manual to ensure it is up-to-date with ship operations and that it has been approved and updated as necessary by their Administration or the Recognized Organization authorized to act on behalf of the Administration.

The results of this CIC will be analyzed and findings presented to the International Maritime Organization in an effort to measure and/or improve the effectiveness of IMO instruments.

1 August 2016

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## CIC on Cargo Securing Arrangements

|                              |  |                         |  |
|------------------------------|--|-------------------------|--|
| <b>Inspection Authority:</b> |  |                         |  |
| <b>Ship Name:</b>            |  | <b>IMO Number:</b>      |  |
| <b>Date of Inspection</b>    |  | <b>Inspection Port:</b> |  |

| No. | Question   | Yes | No | N/A |
|-----|--|-----|----|-----|
| 1   | Is an approved cargo securing manual onboard?*   |     |    |     |
| 2   | Cargo Securing Manual:   |     |    |     |
| 2A  | <ul style="list-style-type: none"> <li>Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ. 1353/Rev.1?*</li> </ul>  |     |    |     |
| 2B  | <ul style="list-style-type: none"> <li>If the answer to question 2A is "No", does the cargo securing manual meet a standard at least equivalent to the above guidelines?**. If the answer to question 2A is "Yes", question 2B should be checked "N/A".</li> </ul> |     |    |     |
| 3   | Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?*  |     |    |     |
| 4   | Are the lashings/fittings as per the cargo securing manual?*   |     |    |     |
| 5   | Is the condition of the lashings/fittings considered satisfactory for their intended use?*   |     |    |     |
| 6   | Are appropriate securing points or fittings being used for cargo securing?*  |     |    |     |
| 7   | Is there a sufficient quantity of reserve cargo securing devices onboard?  |     |    |     |
| 8   | Is the vessel following the Cargo Safe Access Plan (CSAP)?*  |     |    |     |
| 9   | Were deficiencies recorded as a result of this CIC?  |     |    |     |
| 10  | Was the vessel detained as a result of deficiencies found during this CIC?   |     |    |     |

\* If the box "No" is checked off for questions marked with an asterisk, the ship may be considered for detention. PSCOs should take into consideration the severity of the non-compliance when evaluating whether a detention is warranted keeping in mind the purpose of a detention is to keep an unsafe ship from proceeding to sea.

\*\* For Containerships (containership means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck), constructed on or after 1 January 2015, the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).