

## Circular 2017-03: Results of Cargo Securing CIC

### Overview

Indian Ocean Memorandum of Understanding (IOMOU) and Tokyo MoU launched a concentrated inspection campaign (CIC) on Cargo Securing Arrangements. The three month campaign conducted from **September 1<sup>st</sup>, 2016** until **November 30<sup>th</sup>, 2016**.

The purpose of this CIC was to verify that there was compliance with the procedures and measures regarding cargo securing arrangements on board ships and that they are meeting applicable requirements of the SOLAS and related guidelines. During the campaign period, MoU Authorities inspected within the resources available, as many ships as possible in conjunction with routine port State control inspections.

### Questionnaire

Port State Control Officers (PSCOs) applied a questionnaire listing eight selected areas to be covered during the concentrated inspection. The areas included cargo securing manual, familiarization with the cargo securing manual, lashings/fittings, sufficient availability of cargo securing devices onboard, and follow of the Cargo Safe Access Plan. Please refer to **Annex 1** for used CIC questionnaire.

### Results

As posted on Indian MoU's web site, a total of **667** inspections related to CIC have been conducted to applicable vessel during CIC period, resulting **three (3) detentions**.

Two (2) **general cargo/multipurpose** type vessels and one (1) **container**, found with detainable deficiencies applicable to Cargo Securing. A total of **five (5)** CIC related detainable deficiencies found as follows:

Code	Description	Total
6101	Cargo Securing Manual	2
6104	Lashing Material	3

Additionally, from Tokyo MoU data base has been found that a total of **9560** inspections related to CIC have been conducted to applicable vessels during CIC period resulting **nine (9) detentions**. Four (4) **general cargo/multipurpose** type vessels, four (4) **containers** and one (1) **bulk carrier** had detentions caused by CIC related detainable deficiencies. A total of **ten (10)** detainable deficiencies related to CIC have been marked:

Code	Description	Total
6104	Lashing Material	7
6107	Cargo Operations	3

The small percentage of detentions related to CIC shows that vessels were well prepared to face the inspections and relevant documentation, certification, material & equipment were in appropriate condition.

Furthermore, as familiarization with equipment was one of the targets of the Campaign, results revealed that crew members are familiar with procedures and equipment required for Cargo Securing handling. This an additional advantage for Concentrated Campaigns, as they focus to prepare, train and familiarize crews on related items.

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### Actions required

Ship managers should continue to address all items related with cargo securing as appropriate. An effective approved (by Flag State or RO on behalf of it) Cargo Securing Manual should be on board and used by Crew.

For Container Vessels a Cargo Safe Access Plan should be implemented as part of securing manual.

### Further information

**SQEMARINE** [Cargo Securing Manual](#)

### Annex 1: Cargo Securing CIC Questionnaire

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### Annex 1: Cargo Securing CIC Questionnaire

No	Item	YES	NO	N/A
1	Is an approved cargo securing manual onboard?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Cargo Securing Manual:			
2A	Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ.1353/Rev.1? **	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2B	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"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the Master and person in charge of cargo operations familiar with the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are the lashings/fittings as per the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Is the condition of the lashing/fittings considered satisfactory for their intended use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Are appropriate securing points or fittings being used for cargo securing?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Is there a sufficient quantity of reserve cargo securing devices onboard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Were deficiencies recorded as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Notes

- \*. 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), the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).