

PSC Related Circular

No.PSC **46/2026**

Dated: 18.08.2026

Subject:

**Tokyo and Paris MoU Joint CIC
for 2026 on Cargo Securing**

The annual joint Port State Control (PSC) Concentrated Inspection Campaign (CIC) by the Tokyo and Paris Memorandum of Understanding (MOU) members will run from **1 September 2026 until 30 November 2026**.

The subject of this year's CIC is '**Cargo Securing of Cargo Units and Cargo Transport Units**'. As with previous years, it is widely expected that other PSC MOU regions will take part in the campaign.

The joint press release, along with the questionnaire to be used by Port State Control Officers (PSCOs) as part of their routine inspections can be found [here](#).

The questionnaire indicates that much emphasis will be placed on a ship's Cargo Securing Manual (CSM). This will include confirming that the manual is up to date, that the crew have sufficient knowledge of the contents, and that the procedures contained in the CSM are followed in practice.

What PSC inspectors will be looking for

PSC inspectors are expected to examine both documentation and how cargo securing procedures and the requirements of the relevant codes are implemented in practice, including:

- **Availability and approval** of a vessel-specific **CSM**
- Whether the **CSM** reflects the **vessel's current configuration** and **equipment**
- **Condition, maintenance** and **identification** of lashing gear and securing fittings
- Procedures and **implementation** for **withdrawing damaged equipment** from service
- **Crew familiarity** with cargo securing requirements
- Evidence that the CSM is being followed during cargo operations
- Inspection and **maintenance records within the CSM** and Safety Management System (SMS)

Actions required

Officers and crew onboard should be prepared to address the PSC CIC successfully.

In particular:

- Verify that the vessel's approved Cargo Securing Manual (CSM) is the latest revision accepted by the Flag Administration. Obsolete or superseded versions should be removed from circulation to prevent inadvertent use.
- Ensure that all cargo securing arrangements, including lashing equipment and securing devices, are maintained in satisfactory condition, fully operational, and supported by valid certification where required. Any defective or damaged equipment should be withdrawn from service and replaced without delay.
- Cargo stowage and lashing plans should clearly indicate the maximum allowable stack weights and any applicable operational limitations. While loading computer calculations remains an

important verification tool, the lashing plan should provide readily accessible guidance for personnel involved in cargo operations.

- Shipboard personnel should be familiar with the contents of the Cargo Securing Manual and the vessel's cargo securing procedures. In addition to reviewing checklists, Port State Control Officers (PSCOs) and other inspectors may examine the vessel's documentation and verify that cargo securing practices are consistent with the approved procedures. Crew members should therefore be prepared to demonstrate their understanding of the cargo securing arrangements and explain how these procedures are implemented in practice.
- Maintain complete and up-to-date records of inspections, maintenance, repairs, testing, and replacement of cargo securing equipment and lashing gear. Documentation should be readily available for review during inspections.

Best Practice Guidance on Inspection Campaign Questionnaire

1. Is the CIC applicable to the vessel? (question for information only)?

If the CiC is applicable to the vessel, managers and senior officers (the Master, Chief Officer and Chief Engineer) on board should ensure that every crew member is aware of the current CIC. They should particularly ensure that all related crew members have read the questionnaire and are well prepared to respond to the inspectors' questions based on the vessel's cargo securing manual and other official documentation relevant to the CIC's subject.

2a. Does the ship have an approved cargo securing manual onboard?

As stipulated in the first paragraph of MSC.1/Circ.1353/Rev.2 (issued on 7 December 2020), managers and senior officers (Master and Chief Officer) should ensure that the vessel carries a valid cargo securing manual approved by the corresponding Administration.

2b. Does the CSM contain clear lashing instructions for all specific stowage situations found on board? (NA can only be recorded if Q2a is answered with No)?

Senior Officers (the Master, Chief Officer and Chief Engineer) must ensure that the valid cargo securing manual on board contains clear lashing instructions for all stowage situations. They must also ensure that these instructions have been communicated to all cargo operations personnel, who must be fully aware of the capabilities and restrictions of the lashing equipment and the SWL for which it may be used.

3. Are relevant officer's familiar with the contents of the cargo securing manual in respect of container stack weight and tier weight distribution as well as weight limitations for tank top, hatch covers and decks?

All officers involved in loading containers should be aware of the weight of the container stack (the total combined mass of all containers in a vertical column) and the correct weight distribution on each tier when using the stowage planning and ship loading software. They should also bear in mind that heavier units must be placed on lower tiers. Furthermore, with the help of company managers, they must identify the weight limitations of the vessel's tank top, hatch covers and decks from the vessel's 'Design Loads'.

4. Is the Cargo Securing Manual being complied with?

Senior officers on board who monitor and supervise cargo operations should ensure that all personnel involved have fully comprehended the provisions of the cargo security manual regarding loading

operations and are strictly adhering to them (including crew members and stevedores, if applicable). Effective communication between all parties engaged in loading operations, both internal and external, is of paramount importance, as are safety measures and precautions.

5. Does the cargo plan reflect the verified gross mass of the containers being loaded?

All officers involved in loading containers should be familiar with stowage planning and ship loading software and be aware of the gross mass of the containers being loaded. This will enable them to successfully match the final cargo plan with any weight limitations and ensure safety across all aspects of container loading.

6. Does the ship have a “Cargo Safe Access Plan” (CSAP) to facilitate the proper stowage and securing of containers? (question for information only)

Vessel's senior officers should ensure that any vessel specifically designed and fitted for carrying containers has an approved Cargo Safe Access Plan (CSAP) for all areas where containers are secured. The CSAP, which must be developed at the design stage of the vessel (as per Chapter 5 of the Annex to MSC.1/Circ.1353), details the safe walking paths, ladders and working platforms required for crew members to secure and lash shipping containers safely, thereby enabling all involved personnel to retain safe working conditions during all anticipated configurations of container stowage.

7. Does the ship carry sufficient approved portable cargo securing devices, from the correct brand and type, onboard to properly stow and secure the cargo in accordance with the cargo securing manual?

The Master, Chief Officer and Bosun should ensure that the ship carries sufficient portable cargo securing devices of the correct brand and type for use during loading operations. If any such devices are to be installed on board for securing specific cargoes, approval must be obtained from the owners/master and the vessel's classification society before installation.

8. Are the fixed and portable cargo securing devices in good condition, compatible with the ship and maintained in accordance with inspection and maintenance scheme contained in the CSM?

The Master, Chief Officer and Bosun should monitor maintenance of the vessel's fixed and portable cargo securing devices in accordance with the inspection and maintenance scheme contained in the CSM. To enable detailed monitoring, all maintenance must be recorded in the relevant vessel files and be available for inspection at any time. When new or replacement securing devices are placed on board, they should be provided with the appropriate certification, which should be kept with the cargo security manual.

9. Does the cargo stow comply with bridge visibility requirements?

The Master and Navigation Officer must be aware of, and strictly adhere to, the SOLAS requirements for minimum visibility (Regulation 22 – 'Navigational bridge visibility'), which stipulate that the view of the sea surface from the conning position must not be obscured by more than 2L or 500 m (whichever is less) forward of the bow and up to 10° on either side, in all conditions of draft, trim, and deck cargo under which the vessel is expected to operate.

10a. Does the ship have procedures or arrangements in place, for example within the ships safety management system, covering heavy weather navigation, including precautions to prevent the loss of cargo? (question for information only)

A checklist, such as the 'Bridge Checklist: Navigation in Heavy Weather or Tropical Storm Areas', included in the SMS. The Senior Officers and all bridge Officers of the Watch (OOW) on board should be aware of its content and strictly adhere to it whenever required.

10b. Where they exist, have the procedures covering heavy weather navigation, including precautions to prevent the loss of cargo been complied with? (NA can only be recorded if Q10a is answered with No)

All Senior Officers and crew members engaged in cargo operations must fully comprehend and strictly adhere to the list of items included in the SMS's 'Navigation in heavy weather or in tropical storm areas' checklist. Furthermore, they must record the actions they take to prevent cargo loss and ensure compliance with the relevant SMS provisions.

The joint press release and **questionnaire** may be found [here](#).

[Attachment](#)
[Tokyo and Paris MoU Joint CIC for 2026 on Cargo Securing](#)