



**INDIAN OCEAN MOU ON  
PORT STATE CONTROL SECRETARIAT**

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**PRESS RELEASE**

**Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements 01 September to 30 November 2016**

The member Authorities of the Indian Ocean Memorandum of Understanding (IOMOU) will embark on a concentrated inspection campaign (CIC) on Cargo Securing Arrangements. The three month campaign will start on September 1, 2016 and end on November 30, 2016. The campaign shall be conducted simultaneously with the Tokyo MoU.

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

Port State Control Officers (PSCOs) will apply a questionnaire listing eight selected areas to be covered during the concentrated inspection. The areas includes 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. The questionnaire developed by the Tokyo MoU has been annexed to this press release.

Deficiencies found during the inspection will be recorded by the PSCOs and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. The results of the campaign will be analyzed and findings will be presented to the IOMOU Committee for submission to the International Maritime Organization.

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**Contact:**

IOMOU Secretariat

Ushakal, H. No. 92, Plot No. A-8, Rangavi Estate, Dabolim  
Goa – 403801.India.

Telephone: +91-832-2538128 Facsimile: +911-832-2538127

E-mail: [iomou1@dataone.in](mailto:iomou1@dataone.in) Web-site: [www.iomou.org](http://www.iomou.org)



## CIC on Cargo Securing Arrangements

<b>Inspection Authority</b>			
<b>Ship Name</b>		<b>IMO No.</b>	
<b>Date of Inspection</b>		<b>Inspection Port</b>	

No.	QUESTION	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	<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>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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>	<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 vessel detained as a result of deficiencies found during this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* 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).