



Technical Circular

No.: 016/2016

Date: 15th July 2016

To Whomsoever it may concern

Subject: Concentrated inspection campaign (CIC) by IOMOU on Cargo Securing Arrangements beginning 1 September 2016 and end on 30 November 2016.

- A concentrated inspection campaign (CIC) on Cargo Securing Arrangements will be initiated by the member Authorities of the Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control.
- The inspection campaign will be held for three (3) months, commencing from 1st September 2016 and ending on 30th November 2016. The campaign will be conducted simultaneously with the Tokyo MoU. A copy of the press release by IOMOU reg. CIC is attached herewith.
- The purpose of the CIC is to verify compliance with the procedures and measures that are in place on board ships with respect to cargo securing arrangements meeting applicable requirements of the SOLAS and related guidelines.
- Port State Control officer shall be using a questionnaire which lists areas to be covered during CIC. The areas include cargo securing manual, familiarization with cargo securing manual, following of the cargo safe access plan. The copy of questionnaire developed by Indian Ocean MOU is attached for reference.
- Deficiencies found during the inspection will be recorded by the PSC officer 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.
- Accordingly all Owners / managers and Masters are advised to ensure that;
 - a. A Cargo Securing Manual (CSM) approved by Administration / RO as required by SOLAS regulation VI/5 and VII/5 and prepared in accordance with the Code of Safe Practice for Cargo Stowage and Securing is onboard (CSM is required on all types of ships engaged in the carriage of cargoes other than solid and liquid bulk cargoes).
- For container ships with keel laid on or after 1 January 2015, the Cargo Securing Manual must comply with IMO's Revised Guidelines for the preparation of the



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.

. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

Cargo Securing Manual vide Circular – MSC.1/Circ.1353/Rev.1 (including the new chapter 5 – CSAP (Cargo Safe Access Plan)).

- For container ships with keel laid before 1 January 2015, the Cargo Securing Manual must comply with chapters 1 to 4 of the revised guidelines (MSC.1/Circ.1353/Rev.1). The chapter 5 – CSAP requirement does not apply to existing ships.
 - Administrations may continue accepting Cargo Securing Manuals drafted in accordance with MSC/Circ.385, provided that they satisfy the requirements of MSC.1/Circ.1353/Rev.1
 - The CSM should be written in the working language or languages of the ship. If the language or languages used is not English, French or Spanish, a translation into one of these languages should be included.
 - The CSAP provides detailed information for persons engaged in work connected with cargo stowage and securing. Safe access should be provided and maintained in accordance with this plan.
- b. Master and person in charge of cargo operations are familiar with the approved cargo securing manual on board.
- c. Lashings/fitting materials as required by approved cargo securing manual is on board and is in satisfactory condition for intended use.
- d. Appropriate securing points or fittings are being used for cargo securing and vessel has sufficient quantity of reserve cargo securing devices.
- e. Vessel is following the Cargo Safe Access Plan (for vessels having keel laid on or after 1 January 2015).

Enclosure:

1. [Press Release by Indian Ocean MoU.](#)
 2. [Questionnaire for CIC](#)
 3. [MSC.1/Circ.1353/Rev.1](#)
 4. [MSC/Circ.385](#)
 5. [MSC/Circ.745](#)
 6. [A.489\(XII\)](#)
-

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.