

04 August 2026

To : Whom It May Concern

Subject : Joint Concentrated Inspection Campaign (CIC) between Tokyo MoU and Paris MoU focusing on Cargo Securing of Cargo Units and Cargo Transport Units

Summary

Tokyo MoU and Paris MoU will conduct a Joint Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units from 1 September to 30 November 2026.

The campaign aims to verify ships' compliance with SOLAS requirements regarding the loading, stowage and securing of cargo units and cargo transport units. During the campaign, inspections will be conducted in conjunction with routine Port State Control (PSC) inspections using a standardized questionnaire developed jointly by Tokyo MoU and Paris MoU.

Information

On 3 August 2026, Tokyo MoU and Paris MoU jointly announced the launch of the 2026 Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units. The campaign focuses on verifying compliance with international requirements related to the safe loading, stowage and securing of cargo in accordance with SOLAS requirements.

The campaign has the following objectives:

1. verify compliance with cargo securing requirements;
2. improve consistent implementation of SOLAS cargo securing provisions;
3. enhance awareness of cargo securing practices among shipowners, operators and seafarers;
4. collect inspection data for future analysis and possible submission to IMO.

The campaign will be conducted from 1 September until 30 November 2026 and will apply to all ship types calling at ports within the Tokyo MoU and Paris MoU regions. Each vessel will normally be subject to only one CIC inspection during the campaign period.

Port State Control Officers (PSCOs) will carry out the inspection using a standardized questionnaire consisting of ten inspection areas.

Areas to be Verified

PSCOs will verify, among others:

1. Availability of an approved Cargo Securing Manual (CSM) onboard (*).
2. Whether the Cargo Securing Manual contains appropriate lashing instructions for all cargo securing arrangements onboard (*).
3. Familiarity of responsible officers with the Cargo Securing Manual, including stack weight limitations, tier weight distribution, tank top loading limits, hatch cover loading limits and deck loading limitations (*).
4. Compliance with the Cargo Securing Manual during cargo operations (*).
5. Whether the cargo plan reflects the Verified Gross Mass (VGM) of loaded containers (*).
6. Availability of a Cargo Safe Access Plan (CSAP), where applicable (*).
7. Availability of sufficient approved cargo securing devices of the correct type and specification (*).
8. Condition, maintenance and compatibility of fixed and portable cargo securing devices with the inspection and maintenance scheme contained in the Cargo Securing Manual (*).
9. Whether cargo has been adequately secured throughout the voyage to prevent cargo loss overboard (*).
10. Whether the cargo stow complies with bridge visibility requirements (*).
11. Availability of Safety Management System procedures covering heavy weather navigation and precautions against cargo loss.
12. Evidence that heavy weather procedures have been implemented whenever applicable.

(*) Where these items are found non-compliant, the ship may be considered for detention depending on the severity of the deficiencies identified by the PSC Authority.

Recommendation

To minimize the risk of deficiencies or detention during the CIC, shipowners, operators and shipboard personnel are strongly advised to:

1. Ensure the Cargo Securing Manual (CSM) is approved, up-to-date and reflects the actual cargo securing arrangements onboard.
2. Verify that all responsible officers are familiar with the Cargo Securing Manual and its operational limitations.
3. Ensure that all fixed and portable cargo securing devices are maintained in good working condition, compatible with the ship, and inspected in accordance with the inspection and maintenance scheme contained in the Cargo Securing Manual.
4. Replace defective, damaged, excessively corroded or otherwise unserviceable cargo securing devices before cargo operations.
5. Verify that sufficient approved cargo securing devices of the correct type and specification are available onboard.
6. Ensure cargo securing arrangements fully comply with the approved Cargo Securing Manual and applicable SOLAS requirements.
7. Verify that the cargo plan reflects the Verified Gross Mass (VGM) of loaded containers, where applicable.
8. Ensure procedures covering heavy weather navigation and precautions against cargo loss are established within the Safety Management System and effectively implemented.
9. Conduct onboard familiarization or refresher training on cargo securing procedures prior to the commencement of the campaign.
10. Perform an internal self-assessment using the official CIC questionnaire before arriving at ports within the Tokyo MoU and Paris MoU regions.

The template questionnaire to be used during inspections is available in the press release published by Paris and Tokyo Mol as attached to this Technical Information.

More info

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3 August 2026

CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING

The Member Authorities of the Tokyo MOU and Paris MoU will undertake a Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units. This CIC will be conducted from 1 September to 30 November 2026.

The purpose of the CIC is to collect data on compliance with current SOLAS requirements in respect of the loading, stowage and securing of cargo units and cargo transport units.

During the campaign, Member Authorities of the MOUs will carry out the inspection in conjunction with routine port State control inspections. A ship will be subject to only one inspection under this CIC during the period, per MOU.

Port State Control Officers (PSCOs) will apply a questionnaire, developed by the Tokyo and Paris MOUs, to check how cargo securing obligations have been complied with.

Any deficiencies identified during the inspection campaign will be recorded by PSCOs, and actions by a port State may vary from recording a deficiency to detaining the ship.

The results of the campaign will be analysed and findings presented to the governing bodies of both MOUs, with a view to future submission to the International Maritime Organization.

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Notes to editors:

Paris MoU	Tokyo MOU
Regional Port State Control was initiated in 1982 when the maritime Authorities of fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MoU). Currently 27 countries are members of the Paris MoU. The European Commission, although not a signatory to the Paris MoU, is also a member of the Committee. The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website. The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.	The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.
Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping.	

**MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION**



**CONCENTRATED INSPECTION CAMPAIGN
ON CARGO SECURING OF CARGO UNITS AND
CARGO TRANSPORT UNITS
01/09/2026 to 30/11/2026**

CIC on Cargo Securing of Cargo Units and Cargo Transport Units			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

Each question must be answered with either "Yes," "No," or "N/A." If a response of "No" is provided, please refer to the note below for further information.

No.	Item	Yes	No	N/A	Detention
1a*	Does the ship have an approved cargo securing manual onboard?				
1b*	Does the CSM contain clear lashing instructions for all specific stowage situations found on board?				
2*	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?				
3*	Is the Cargo Securing Manual being complied with?				
4*	Does the cargo plan reflect the verified gross mass of the containers being loaded?				
5*	Does the ship have a "Cargo Safe Access Plan" (CSAP) to facilitate the proper stowage and securing of containers?				
6*	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?				
7*	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?				
8*	Has the cargo been secured throughout the voyage so as to prevent the loss of cargo overboard?				
9*	Does the cargo stow comply with bridge visibility requirements?				
10a	Does the ship have procedures or arrangements in place, within the ships safety management system, covering heavy weather navigation, including precautions to prevent the loss of cargo?				
10b	Where they exist, have the procedures covering heavy weather navigation, including precautions to prevent the loss of cargo been complied with?				

Note:

- Questions 1 to 10b answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.
- If the box "NO" is ticked off for questions marked with an "*", the ship may be considered for detention.