

4 Agustus 2026

Kepada : Semua Pihak yang Berkepentingan

Perihal : Kesepakatan Kerja Sama Kampanye Inspeksi Terkonsentrasi (CIC) Bersama oleh Tokyo MoU dan Paris MoU dengan Fokus Pemeriksaan Terhadap Pengamanan Muatan (*Cargo Securing*) atas *Cargo Units* dan *Cargo Transport Units*.

Ringkasan

Tokyo MoU dan Paris MoU akan melaksanakan *Joint Concentrated Inspection Campaign (CIC)* yang akan berfokus pada pengamanan muatan (*Cargo Securing*) atas *Cargo Units* dan *Cargo Transport Units* pada periode 1 September sampai dengan 30 November 2026.

Kampanye ini bertujuan untuk memverifikasi kepatuhan kapal terhadap persyaratan SOLAS terkait pemuatan, penataan (*stowage*), dan pengamanan muatan. Selama periode kampanye, inspeksi akan dilaksanakan bersamaan dengan inspeksi rutin *Port State Control (PSC)* menggunakan daftar periksa standar yang disusun bersama oleh Tokyo MoU dan Paris MoU.

Informasi

Pada 3 Agustus 2026, Tokyo MoU dan Paris MoU secara bersama-sama mengumumkan pelaksanaan *Concentrated Inspection Campaign (CIC)* Tahun 2026 mengenai *Cargo Securing of Cargo Units and Cargo Transport Units*. Kampanye ini berfokus pada verifikasi kepatuhan terhadap persyaratan internasional mengenai pemuatan, penataan, dan pengamanan muatan sesuai ketentuan SOLAS.

Tujuan kampanye:

1. Memverifikasi kepatuhan terhadap persyaratan pengamanan muatan.
2. Meningkatkan konsistensi penerapan ketentuan SOLAS mengenai pengamanan muatan.
3. Meningkatkan kesadaran pemilik kapal, operator, dan awak kapal mengenai praktik pengamanan muatan.
4. Mengumpulkan data hasil inspeksi untuk analisis lebih lanjut dan kemungkinan penyampaian kepada IMO.

Kampanye dilaksanakan pada 1 September–30 November 2026 untuk seluruh jenis kapal yang memasuki pelabuhan di wilayah Tokyo MoU dan Paris MoU. Setiap kapal pada umumnya hanya akan diperiksa satu kali selama periode kampanye.

PSCO akan menggunakan kuesioner standar yang mencakup sepuluh area pemeriksaan.

Area yang Akan Diverifikasi

Selama periode kampanye berlangsung, PSCO akan memverifikasi hal-hal sebagai berikut:

1. Ketersediaan *Cargo Securing Manual* (CSM) yang telah disetujui di atas kapal (*).
2. CSM memuat instruksi lashing yang sesuai untuk seluruh pengaturan pengamanan muatan di kapal (*).
3. Awak kapal yang bertanggung jawab memahami CSM, termasuk batas berat tumpukan, distribusi berat tiap *tier*, batas beban *tank top*, *hatch cover*, dan geladak (*).
4. Kepatuhan terhadap CSM selama operasi muat (*).
5. *Cargo plan* mencerminkan *Verified Gross Mass* (VGM) peti kemas yang dimuat (*).
6. Ketersediaan *Cargo Safe Access Plan* (CSAP), apabila dipersyaratkan (*).
7. Ketersediaan perangkat pengaman muatan yang disetujui dalam jumlah, jenis, dan spesifikasi yang memadai (*).
8. Kondisi, pemeliharaan, dan kompatibilitas perangkat pengaman muatan tetap maupun portabel sesuai skema inspeksi dan pemeliharaan dalam CSM (*).
9. Muatan diamankan secara memadai selama pelayaran untuk mencegah muatan jatuh ke laut (*).
10. Penataan muatan memenuhi persyaratan visibilitas anjungan (*).
11. Tersedianya prosedur dalam *Safety Management System* mengenai pelayaran saat cuaca buruk dan pencegahan kehilangan muatan.
12. Tersedia bukti bahwa prosedur cuaca buruk telah diterapkan apabila relevan.

(*) Apabila ditemukan ketidaksesuaian pada butir tersebut, kapal dapat dipertimbangkan untuk ditahan (detention) sesuai tingkat keparahan defisiensi yang diidentifikasi oleh Otoritas PSC.

Rekomendasi

Dalam rangka meminimalkan risiko defisiensi maupun detensi kapal selama pelaksanaan CIC, pemilik kapal, operator kapal, dan personel kapal sangat disarankan untuk:

1. Memastikan *Cargo Securing Manual* (CSM) telah disetujui, mutakhir, dan sesuai dengan kondisi aktual di kapal.
2. Memastikan seluruh awak kapal yang bertanggung jawab memahami CSM beserta batasan operasionalnya.
3. Memastikan seluruh perangkat pengaman muatan tetap maupun portabel berada dalam kondisi kerja yang baik, kompatibel dengan kapal, serta diperiksa sesuai skema inspeksi dan pemeliharaan dalam CSM.
4. Segera ganti perangkat pengaman muatan yang rusak, cacat, mengalami korosi berlebihan, atau tidak laik sebelum operasi muat.
5. Memastikan jumlah, jenis, dan spesifikasi perangkat pengaman muatan yang disetujui tersedia secara memadai.
6. Memastikan pengamanan muatan sepenuhnya sesuai CSM yang disetujui dan ketentuan SOLAS.
7. Memastikan *Cargo Plan* mencerminkan *Verified Gross Mass* (VGM).
8. Memastikan prosedur penanganan cuaca buruk dan pencegahan kehilangan muatan tercantum dalam SMS dan diterapkan secara efektif.
9. Melaksanakan familiarisasi atau penyegaran pelatihan pengamanan muatan sebelum kampanye dimulai.
10. Melakukan penilaian mandiri menggunakan kuesioner resmi CIC sebelum tiba di pelabuhan wilayah Tokyo MoU dan Paris MoU.

Format kuesioner yang akan digunakan dalam pelaksanaan inspeksi dapat dilihat pada press release yang diterbitkan bersama oleh Paris MoU dan Tokyo MoU, sebagaimana terlampir dalam Informasi Teknik ini

Informasi lebih lanjut

Pertanyaan sehubungan dengan Informasi Teknik ini dapat ditujukan ke:

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ARIEF BUDI PERMANA

Informasi

Segala informasi maupun saran yang tersedia pada dokumen ini bukan merupakan tanggung jawab BKI dan BKI tidak dapat diperkarakan oleh siapapun dari kehilangan, kerusakan atau kerugian biaya akibat ketidakakuratan informasi yang disampaikan.

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.