
Port State Control Concentrated Inspection Campaign 2026

1. Purpose

- 1.1. This Technical Alert is issued by the Bahamas Maritime Authority (BMA) to provide information on the Tokyo MoU's & Paris MoU's joint Concentrated Inspection Campaign (CIC) on securing of cargo units and cargo transport units and recommendations for Companies¹ and masters.
- 1.2. The purpose is also to verify that ships comply with the requirements of a Cargo Securing Manual (CSM), which originates from Regulation 5 of Chapter VI of the International Convention for the Safety of Life at Sea, 1974 as amended (SOLAS) and Regulation 5 of Chapter VII of SOLAS.
- 1.3. This Alert should be read in conjunction with:
 - i. BMA [Marine Notice 93 – Port State Control Inspections](#);
 - ii. International Maritime Organization (IMO) Resolution [A.714\(17\) Code of Safe Practice for Cargo Stowage and Securing](#); and
 - iii. IMO Circular [MSC.1/Circ.1353 Revised Guidelines for the Preparation of the Cargo Securing Manual](#).

2. Introduction

- 2.1. The inspection campaign will be held for the three months from **01 September 2026 to 30 November 2026**.
- 2.2. This campaign will focus on collecting data on compliance with current SOLAS requirements in respect of the loading, stowage and securing of cargo units and cargo transport units (CTUs).

¹ The 'Company' is the entity responsible for the operation and management of the ship in accordance with the ISM Code (SOLAS Chapter IX), as applied under the Merchant Shipping Act, 2021. Where the ISM Code is not applicable, the Company is the entity recorded as responsible for the operation of the ship in accordance with regulation 5(3)(d) of the Merchant Shipping (Registration) Regulations, 2026.

3. Inspection Process

- 3.1. During the campaign, Member Authorities of the MOUs will carry out the inspection in conjunction with routine Port State control inspections. Port State Control Officers will use a pre-defined questionnaire to check how cargo securing obligations have been complied with. A copy of the checklist is provided in the Annex to this Alert and is available on Paris MOU² and Tokyo MOU³ press releases.
- 3.2. A ship will be subject to only one inspection under this CIC during the period, per MOU.
- 3.3. The inspection concentrates on:
- i. *Documentation*: the vessel must carry an approved CSM. The CSM must contain clear lashing instructions covering all cargo arrangements found onboard. Absence of an approved or adequate CSM will result in a deficiency.
 - ii. *Crew knowledge*: Relevant officers must demonstrate knowledge of container stack weight limits, tier weight distribution, tank top loading limits, hatch cover and deck load limits. Lack of familiarity may indicate ineffective implementation of the CSM.
 - iii. *Correct use of securing equipment*
 - iv. *Cargo weight verification*
 - v. *Safe operational practices*.
- 3.4. If any non-conformities are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until the serious deficiencies have been rectified. Inspection results will be published on the Tokyo MoU and Paris MoU websites.

4. Recommendations for Shipowners, Companies and Masters

- 4.1. In preparation for the 2026 CIC, Companies and masters should ensure that both documentation and onboard practices fully comply with the requirements of SOLAS and the CSM.
- 4.2. The following areas should be considered:

² <https://parismou.org/system/files/2026-08/Press%20Release%20%26%20Questionnaire%20-%20CIC%20Cargo%20Securing%202026.pdf>

³ <https://www.tokyo-mou.org/wp/wp-content/uploads/Joint-Press-Release-on-CIC-on-Cargo-Securing-all.pdf>

4.3. **Companies**

- 4.3.1. Review and verify the CSM to ensure it is approved, vessel-specific, up to date, and contains clear lashing instructions for all cargo stowage configurations likely to be encountered.
- 4.3.2. Conduct a gap analysis against the CIC questionnaire and PSC inspection criteria before the campaign commences.
- 4.3.3. Ensure sufficient stocks of approved lashing equipment are available onboard, including, but not limited to, twistlocks, lashing rods, turnbuckles and other securing devices of the correct type and specification.
- 4.3.4. Implement a robust inspection and maintenance programme for fixed and portable cargo securing equipment, with clear records available for inspection.
- 4.3.5. Verify that vessel procedures address:
 - i. Container weight verification (VGM).
 - ii. Cargo planning and loading limitations.
 - iii. Heavy weather navigation and cargo loss prevention.
 - iv. Inspection and maintenance of securing gear.
- 4.3.6. Provide refresher training and awareness programmes for masters and deck officers on CSM requirements and cargo securing best practices.
- 4.3.7. Include specific focus on container stowage and securing arrangements within the scope of internal audits and management inspections.

4.4. **Masters and Shipboard Management**

- 4.4.1. Ensure the approved CSM is readily available and that officers are familiar with its contents, particularly:
 - i. Maximum stack weights.
 - ii. Tier weight limitations.
 - iii. Tank top loading limits.
 - iv. Hatch cover and deck loading restrictions.
 - v. Lashing arrangements for different stowage configurations.
- 4.4.2. Verify that cargo plans accurately reflect Verified Gross Mass (VGM) data and that loading limits are not exceeded.

- 4.4.3. Confirm compliance with the CSM during cargo operations, ensuring that lashing patterns, securing arrangements and stack configurations match approved requirements.
- 4.4.4. Inspect cargo securing equipment regularly, ensuring:
 - i. Equipment is in good condition.
 - ii. Damaged gear is withdrawn from service.
 - iii. Maintenance records are completed and retained.
- 4.4.5. Monitor bridge visibility requirements throughout loading and before departure to ensure compliance with SOLAS visibility standards.
- 4.4.6. Implement and document heavy weather precautions, including:
 - i. Route planning and weather routing.
 - ii. Securing inspections before expected adverse weather.
 - iii. Additional lashing where required.
 - iv. Records of actions taken.
- 4.4.7. Carry out pre-departure cargo securing inspections and record findings in deck logbooks, cargo records or safety management system forms.
- 4.5. ***Recommended Self-Assessment Prior to PSC Inspection***
 - 4.5.1. Masters should be prepared to demonstrate:
 - i. Approved Cargo Securing Manual onboard and current.
 - ii. Officers knowledgeable about CSM requirements.
 - iii. Cargo stowage compliant with CSM limitations.
 - iv. VGM incorporated into cargo plans.
 - v. Adequate quantity of approved securing equipment onboard.
 - vi. Lashing equipment properly maintained and documented.
 - vii. Bridge visibility requirements met.
 - viii. Heavy weather procedures available and implemented.

5. Validity

- 5.1. This Technical Alert is valid until 30 November 2026.

ANNEX – CIC Checklist

No.	Question	Yes	No	NA	Detention
1	Is the CIC applicable to the vessel? (question for information only)				
2a*	Does the ship have an approved cargo securing manual onboard?				
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)				
3*	Are relevant officers 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?				
4*	Is the Cargo Securing Manual being complied with?				
5*	Does the cargo plan reflect the verified gross mass of the containers being loaded?				
6	Does the ship have a “Cargo Safe Access Plan” (CSAP) to facilitate the proper stowage and securing of containers? (question for information only)				
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?				
8*	Are the fixed and portable cargo securing devices in good condition, compatible with the ship and maintained in accordance with the inspection and maintenance scheme contained in the CSM?				
9*	Does the cargo stow comply with bridge visibility requirements?				
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)				
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)				

If “no” is ticked for questions marked with a asterisk “*”, the ship may be considered for detention.