



**MARINER'S
UPDATE**

COMPLIANCE WITH SIMPLICITY

PSC CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING

PARIS MOU – CONCENTRATED
INSPECTION CAMPAIGNS



01 SEPTEMBER –
30 NOVEMBER 2026



**CARGO SECURING
MANUAL (CSM)
IS MANDATORY NOW**



PSC FOCUS

CIC ALERT—CARGO SECURING

Tokyo MOU & Paris MoU Joint Concentrated Inspection Campaign

CSM & CSAP ARE MANDATORY ONBOARD

An approved Cargo Securing Manual (CSM) must be onboard and followed, and container ships must also carry an approved Cargo Safe Access Plan (CSAP). A “No” to the related starred checks may lead to consideration for detention.

CIC AT A GLANCE

Campaign	Concentrated Inspection Campaign on Cargo Securing of Cargo Units & Cargo Transport Units
Period	01 September – 30 November 2026
Authorities	Tokyo MOU & Paris MoU Member Authorities
Inspection basis	Conducted together with routine Port State Control inspections
Focus	Loading, stowage and securing of cargo in accordance with current SOLAS requirements

WHAT PSCOs WILL LOOK AT

#	CHECK	PSC EXPECTATION
1	Approved CSM onboard	Verify the approved Cargo Securing Manual is available on board.
2	CSM covers actual stowage	Lashing instructions must cover the specific stowage situations found on the ship.
3	Officers know the CSM	Relevant officers should understand stack/tier weight limits and weight limitations for tank tops, hatch covers and decks.
4	CSM is followed	Actual cargo securing practices should comply with the approved CSM.
5	Cargo plan & VGM	Cargo plans should reflect the verified gross mass of containers being loaded.
6	Cargo Safe Access Plan	Where applicable, the ship should have a CSAP supporting safe and proper container stowage and securing.
7	Correct securing equipment	Sufficient approved portable securing devices of the correct type/brand should be available.
8	Condition & maintenance	Fixed and portable securing devices should be compatible, in good condition and maintained as required by the CSM.
9	Cargo secured during voyage	Cargo should remain secured throughout the voyage to prevent cargo loss overboard.
10	Visibility & heavy weather	Cargo stow should preserve bridge visibility; SMS heavy-weather arrangements should address cargo-loss prevention and be followed.



MASTER / CHIEF OFFICER — PRE-CIC CHECK

A practical shipboard self-check before the PSC inspection window

AREA	VERIFY BEFORE PSC	✓
CSM	Approved CSM is onboard, current and readily accessible.	
CSM	Lashing instructions cover the cargo/stowage arrangements actually used on board.	
Familiarisation	Deck officers can explain relevant stack/tier weights and structural weight limitations.	
Cargo plan	Container verified gross masses are correctly reflected in the cargo plan.	
CSAP	Cargo Safe Access Plan is available and implemented where required.	
Equipment	Correct approved lashing/securing devices are available in sufficient quantity.	
Equipment	Securing devices are compatible, identifiable, in good condition and properly maintained.	
Practice	Cargo securing on deck matches the CSM — not just the plan.	
Voyage	Checks/arrangements ensure cargo remains secure throughout the voyage.	
Bridge	Cargo stow does not compromise required bridge visibility.	
Heavy weather	SMS procedures cover precautions against cargo loss in heavy weather and crew follow them.	

DETENTION RISK — PAY SPECIAL ATTENTION

The CIC questionnaire includes starred questions. A “No” answer to these questions may result in the ship being considered for detention. All “No” answers must be supported by a relevant deficiency in the PSC inspection report.

KEY MESSAGE FOR THE CREW

Don't treat the CSM as a document kept only for inspections. The CIC checks whether cargo securing arrangements, equipment, plans and onboard practices actually match the approved CSM and applicable SOLAS requirements — the ship should be able to demonstrate this consistently in normal operations.

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