



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA

LIBERIA MARITIME AUTHORITY

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Date: 15 August 2016

Marine Advisory: 09/2016

Subject: Tokyo MoU, Black Sea MoU and Indian Ocean MoU Concentrated Inspection Campaign on Cargo Securing

Dear Shipowner/Operator/Master;

The Tokyo MoU, Black Sea MoU and Indian Ocean MoU regions conduct a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements, from September 1st, 2016 to November 30th, 2016.

The CIC will verify compliance with the procedures and measures for cargo securing arrangements in accordance with the applicable requirements of SOLAS and other related guidelines.

Attached is the CIC questionnaire developed by the Port State Control (PSC) Regions. Also attached is related guidance developed by this Administration to assist Owners, Operators and Masters in preparing for the CIC and potential PSC boarding's.

As stated on the CIC questionnaire the ship may be considered for detention:

1. If "No" is recorded for questions marked with "**".
2. If "No" is recorded for questions marked with "***".

If you have questions you may contact our Safety Department, in Vienna, Virginia, USA, by calling: +1-703-790-3434 and asking for the safety department, or by email to safety@liscr.com

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CIC on Cargo Securing Arrangements

Inspection Authority			
Ship Name		IMO No.	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
1	Is an approved cargo securing manual onboard?*			
2	Cargo Securing Manual:			
2A	<ul style="list-style-type: none"> • Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ.1353/Rev.1?*** 			
2B	<ul style="list-style-type: none"> • If the answer to question 2A is “No” does the cargo securing manual meet a standard at least equivalent to the above guidelines?*** If the answer to question 2A is “Yes”, question 2B should be checked “N/A” 			
3	Are the Master and person in charge of cargo operations familiar with the cargo securing manual?*			
4	Are the lashings/fittings as per the cargo securing manual?*			
5	Is the condition of the lashing/fittings considered satisfactory for their intended use?			
6	Are appropriate securing points or fittings being used for cargo securing?*			
7	Is there a sufficient quantity of reserve cargo securing devices onboard?			
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*			
9	Were deficiencies recorded as a result of this CIC?			
10	Was the vessel detained as a result of deficiencies found during this CIC?			

* If the box “No” is checked off for questions marked with an asterisk, the ship may be considered for detention. PSCOs should take into consideration the severity of the non-compliance when evaluating whether a detention is warranted keeping in mind the purpose of a detention is to keep an unsafe ship from proceeding to sea.

** For Containerships (containership means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck), the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).



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Guidance to Shipowners, Operators and Masters:

The following guidance is intended to assist Owners, Operators and Masters in preparing for the CIC and potential PSC boarding's relating to cargo securing arrangements meeting applicable requirements of the SOLAS and related guidelines.

Question 1

Is an approved cargo securing manual onboard?

A cargo securing manual is not required for vessels carrying only cargoes that are not required to be secured, such as solid and liquid bulk cargoes.

Question 2A, 2B and 8

Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ.1353/Rev.1?

If the answer to question 2A is "No" does the cargo securing manual meet a standard at least equivalent to the above guidelines?

Is the vessel following the Cargo Safe Access Plan (CSAP)?

For container ships with keel laid on or after 1 January 2015, the Cargo Securing Manual shall comply with the revised guidelines for preparation of the Cargo Securing Manual in MSC.1/Circ.1353/Rev.1, including the new chapter 5 – Cargo Safe Access Plan (CSAP).

For container ships with keel laid before 1 January 2015, the Cargo Securing Manual shall comply with chapters 1 to 4 of the revised guidelines (MSC.1/Circ.1353/Rev.1). The chapter 5 – CSAP does not apply to existing ships.

The Administration will continue accepting Cargo Securing Manuals for existing ships prepared in accordance with MSC/Circ.745, provided that it meets the requirements in chapters 1 to 4 of MSC.1/Circ.1353/Rev.1.

Question 3

Are the Master and person in charge of cargo operations familiar with the cargo securing manual?

Documentation in accordance with the Company's Safety Management System is to be available to verify that the Master and person in charge of cargo operations are familiar with the cargo securing manual.

Question 4

Are the lashings/fittings as per the cargo securing manual?*

Approval for each specific pattern is not necessary as long as sufficient information regarding the securing devices (list and/or plan with appropriate documentation) is maintained properly under the Master's responsibility.

Question 5

Is the condition of the lashing/fittings considered satisfactory for their intended use?

Regular inspections and maintenance in accordance with the Company's Safety Management System and maker's instructions are to be carried out under the responsibility of the master. Records of inspections and maintenance are to be available for review.

Question 6

Are appropriate securing points or fittings being used for cargo securing?

Securing points in cargo holds and on deck used for cargo securing are to be in accordance with the specifications in the approved cargo securing manual.

For vessels which occasionally carry on-deck cargoes, the on-deck loading conditions must be included in the loading manual as standard loading conditions.

Question 7

Is there a sufficient quantity of reserve cargo securing devices onboard?

The vessel should have sufficient quantity of reserve cargo securing devices for the duration of the voyage in accordance with the Company's Safety Management System.