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Marine Advisory: 19/2026

SUBJECT: 2026 Paris MOU and Tokyo MOU concentrated inspection campaign (CIC) cargo securing of cargo units and cargo transport units 1 September 2026 to 30 November 2026

References:
(a) Joint Paris and Tokyo MOU CIC on Cargo Securing
(b) Marine Operations Note 04/2016
(c) Marine Advisory 07/2016
(d) Marine Advisory 13/2016
(e) MSC/Circ.745
(f) MSC.1/Circ.1353
(g) MSC.1/Circ.1353/Rev.2

Dear Shipowners, Ship Operators, Ship Managers, and Masters,

Background

The Paris MoU and Tokyo MoU have announced a joint Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units from 1 September 2026 through 30 November 2026.

The campaign will verify compliance with SOLAS Chapter VI and VII, the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), MSC.1/Circ.1353/Rev.2, Cargo Securing Manual (CSM) requirements, Cargo Safe Access Plans (CSAP), maintenance of securing equipment, container weight verification, and heavy weather procedures.

This Advisory provides guidance to Owners, Operators, Masters and officers in preparing for Port State Control inspections.

QUESTION 1A - Approved Cargo Securing Manual (CSM)

PSC Focus
Inspectors will verify that an approved Cargo Securing Manual is available onboard and is appropriate for the ship type and cargoes carried.

Masters should be prepared to demonstrate:

- CSM approval by the Administration or Recognized Organization.
- Current revision status of the manual.
- Availability of all approved amendments and supplements.
- Consistency between the CSM and actual cargo operations.
- Containerships constructed on or after 1 January 2015 should comply with MSC.1/Circ.1353 and

subsequent revisions (if applicable), including Chapter 5 Cargo Safe Access Plan (CSAP).

- Existing containerships constructed before 1 January 2015 should comply with Chapters 1 to 4 of MSC.1/Circ.1353 or MSC/Circ.745 if the requirements in chapters 1 to 4 are met
- Existing containerships, the keel of which was laid before 1 January 2015, are encouraged to include procedures for a cargo safe access plan (CSAP) at the next revision of the approved CSM (developed in accordance with MSC/Circ.745). Ships may be refused to call at ports where port State authorities require compliance with revised CSS Code Annex 14.
- Existing cargo securing manuals approved under MSC/Circ.745 remain acceptable when those requirements are met.
- For ships carrying non-standardized cargoes that use the revised CSS Code Annex 13 methodology and any weather-dependent assumptions in the securing assessment, the CSM should comply with MSC.1/Circ.1353/Rev.2.

Recommended PSC Evidence

- Approved CSM.
- Approval letter or endorsement.
- Revision history.
- RO approval records.

QUESTION 1B - Ship-Specific Lashing Instructions

PSC Focus

Inspectors will verify whether the approved CSM adequately covers the actual cargo configurations carried onboard, rather than merely containing generic cargo-securing information.

The CSM should clearly address, where applicable:

On-deck and under-deck container stowage.

- 20 ft, 40 ft and 45 ft containers.
- Loaded and empty containers.
- Dangerous goods units.
- Ro-Ro cargoes.
- Vehicles and trailers.
- Semi-standardized cargo.
- Non-standardized cargo.
- Project cargo and heavy lifts.
- Weather-deck cargoes.

The CSM should also identify:

- Approved securing devices.
- Maximum Securing Loads (MSL) and Safe Working Loads (SWL).
- Stack weight limits.
- Tier weight limitations.
- Approved lashing arrangements.
- Deck and hatch cover loading limits where relevant.

Special attention should be given to:

- High-cube containers.

- Out-of-gauge cargo.
- Non-standard cargo arrangements.
- Cargoes secured directly to ship structure.

A PSCO will expect officers to quickly identify the CSM section applicable to every cargo arrangement carried onboard.

QUESTION 2 - Officer Familiarity with the Cargo Securing Manual

PSC Focus
The Master and cargo officers should demonstrate practical knowledge of cargo securing requirements.

Officers should be capable of explaining:

Stack Weight Limits
- Maximum permissible stack masses.
- Bay-specific restrictions.
- On-deck versus under-deck limitations.

Tier Weight Restrictions
- Vertical weight distribution requirements.
- Heavy-over-light restrictions.
- Loading computer verification methods.

Structural Limits
- Tank-top loading restrictions.
- Hatch cover loading limitations.
- Weather deck loading limitations.
- Concentrated load restrictions.

Recommended PSC Evidence
- SMS familiarization records.
- Training records.
- Cargo planning procedures.
- Loading computer instructions.

The Administration considers SMS records an acceptable means to demonstrate officer familiarization.

QUESTION 3 - Compliance with Cargo Securing Manual

PSC Focus
PSCOs will compare actual cargo securing arrangements with the approved CSM.

Ships' Officers should be able to verify:

- Actual stowage matches approved arrangements.
- Approved lashing patterns are used.
- Securing devices correspond to approved types.
- Any deviations are supported by approved engineering calculations.

Where onboard lashing software is used:

- The software should be approved by the RO.
- The software should supplement, not replace, the approved CSM.

- Crew should understand software outputs and assumptions.

Lashing Software

The IMO is presently progressing harmonized performance standards for lashing software as a supplement to the Cargo Securing Manual. Such software should be ship-specific and approved by the Administration or Recognized Organization.

QUESTION 4 - Verified Gross Mass (VGM)

PSC Focus
Verification that container weights used for cargo planning correspond with SOLAS verified gross mass requirements.

The vessel should demonstrate:

- Receipt of VGM before loading.
- Use of VGM during cargo planning.
- Verification of stack and tier weight limitations.

Recommended PSC Evidence
- Cargo manifest.
- Stowage plan.
- Terminal documentation.
- VGM records.

QUESTION 5 - Cargo Safe Access Plan (CSAP)

PSC Focus
Verification that safe access arrangements exist for container securing operations.

For ships required to carry a CSAP, the plan should address:

- Walkways.
- Platforms.
- Ladders.
- Handrails.
- Lighting.
- Emergency access.
- Reefer access arrangements.
- Safe lashing locations.

The CSAP should be readily available and implemented in practice.

QUESTION 6 - Quantity of Cargo Securing Devices

PSC Focus
Verification that sufficient approved portable securing devices are carried.

The vessel should maintain:

- Adequate securing devices for the loaded cargo.
- Additional reserve equipment.
- Approved replacement fittings.
- Inventory control records.

The quantity carried should be sufficient for the intended voyage and include reserve equipment to address damage or loss during the voyage.

QUESTION 7 - Condition and Maintenance of Cargo Securing Devices

PSC Focus
Verification that fixed and portable securing equipment is properly maintained.

The vessel should maintain:

- Inspection records.
- Maintenance records.
- PMS entries.
- Defect reports.
- Replacement records.

Any securing device showing:

- Cracks.
- Deformation.
- Excessive wear.
- Corrosion.
- Missing components.
- Damaged threads.

Should be removed from service.

Electronic PMS records are acceptable if readily available during inspection.

QUESTION 8 - Cargo Security During Voyage

PSC Focus
Demonstration that cargo remained effectively secured throughout the voyage.

Recommended Evidence
- Deck log entries.
- Heavy weather reports.
- Cargo inspection records.
- Lashing adjustment records.
- Master's standing orders.
- Cargo shift reports.

Officers should be able to demonstrate that lashings were inspected and adjusted as necessary.

QUESTION 9 - Bridge Visibility

PSC Focus
Compliance with SOLAS Chapter V Regulation 22.

The cargo plan should demonstrate:

- Approved stack heights.
- Compliance with visibility limitations.
- Preservation of bridge sight lines.

PSCOs may conduct a direct bridge observation to verify compliance.

Particular attention should be paid to:

- Forward visibility.
- Bridge wing visibility.
- Blind sectors.
- High-cube container arrangements.

QUESTIONS 10A AND 10B - Heavy Weather Procedures

PSC Focus
Verification of heavy weather navigation procedures and their implementation.

SMS procedures should address:

- Weather routing.
- Voyage planning.
- Weather monitoring.
- Cargo inspections before heavy weather.
- Re-tightening lashings.
- Master's authority to alter route or speed.
- Cargo loss reporting.
- Container loss reporting.
- Actions following cargo shift.

SMS procedures are considered acceptable without incorporation into the approved CSM. The procedures should nevertheless be readily available and implemented onboard.

Pre-arrival self-assessment

Prior to arrival in a Paris MoU or Tokyo MoU port, Masters are strongly encouraged to verify:

- Approved CSM onboard
- Current revision status documented
- Applicable CSAP available
- Cargo plan consistent with CSM
- VGM documentation available
- Officers familiar with limitations
- Sufficient securing devices onboard for intended voyage

- Maintenance records available
- Heavy weather procedures available
- Cargo securing inspections completed
- Lashing software approvals available (if installed)
- Bridge visibility verified

Administration recommendation

Owners and Operators should conduct an internal review of Cargo Securing Manuals, Cargo Safe Access Plans, lashing equipment inventories, maintenance schemes and heavy weather procedures before 1 September 2026. Particular attention should be given to containerships carrying semi-standardized and non-standardized cargoes and to vessels utilizing lashing software as part of cargo planning operations.

If you have any questions, please contact our Fleet Performance Department by Telephone: +1-703-790-3434 or by email to prevention@liscr.com.

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