



MERCHANT MARINE NOTICE

MMN-26-004

Title:	Joint Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units		
To:	Ship Owners, ISM Operators, Ship Managers, Crew, Recognized Organizations, Deputy Registrars, Shipping Agents, Flag State Inspectors		
Issuance Date:	14 August 2026	Effective Date:	14 August 2026
Revision No:	MMN Superseded: MMN-25-007r1		

1. REFERENCE

- Paris and Tokyo MoU Press Release on Joint Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units dated 3 August 2026.
- Resolution A.1206(34) Procedures for Port State Control, 2025.
- IMO Resolution A.739(18): Guidelines for the Authorization of Recognized Organizations Acting on Behalf of the Administration.
- MMN-25-006: Requirements for Handling Port State Control Inspections and Detentions
- SOLAS 1974/78, Chapters V, Regulation 22 Navigation Bridge Visibility, Chapter IV Carriage of Cargoes, Chapter VI Regulation 2 VGM of Containers
- Code of Safe Practice for Cargo Stowage and Securing (CSS Code)
- Revised Guidelines of the Preparation of the Cargo Securing Manual, MSC.1/Circ.1353/Rev.2
- International Safety Management (ISM) Code

2. DEFINITIONS

- 2.1. FS – Flag State
- 2.2. RO – Recognized Organization
- 2.3. PSC – Port State Control
- 2.4. CSS Code – Code of Safe Practice for Cargo Stowage and Securing
- 2.5. SCM- Cargo Securing Manuals
- 2.6. VGM- Verified Gross Mass
- 2.7. CIC – Concentrated Inspection Campaign
- 2.8. CSAP- Cargo Safe Access Plan
- 2.9. MMN – Merchant Marine Notice
- 2.10. MoU – Memorandum of Understanding on PSC

Inquiries concerning the subject of this Merchant Marine Notice or any other request should be directed to the: **Technical Department**, inspections@immarbe.com ; technicalservices@immarbe.com

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3. INTRODUCTION

- 3.1. The member Authorities of the **Paris MoU and Tokyo MoU** on Port State Control will conduct a **Joint Concentrated Inspection Campaign (CIC)** on Cargo Securing of Cargo Units and Cargo Transport Units from **1 September 2026 to 30 November 2026**. The official press release and CIC questionnaire are attached for your reference.

4. PURPOSE

- 4.1. The purpose of this MMN is to ensure compliance with the mandatory requirements of the of **Safe Practice for Cargo Stowage and Securing** during the CIC, focusing on safe stowage and securing of cargo, in compliance with SOLAS Chapter VI, Regulation 5, including CSS Code, and Revised Guidelines for the preparation of Cargo Securing Manual on Belize-flagged vessels, while also aiming to prevent detentions during the campaign.

5. APPLICATION

- 5.1. This Notice applies to all Belize-flagged cargo vessels subject to PSC.

6. CONTENT/INSPECTION DETAILS

6.1. Key Areas of Focus

During the CIC, Port State Control Officers will assess the following during inspections:

- 6.1.1. Validity of Cargo Securing Manual (CSM) in line with the revised Guidelines for CSM, and RO approval on behalf of the Flag.
- 6.1.2. Ensuring CSM reflects onboard arrangements.
- 6.1.3. Ensure CSM is carried out by the crew during all cargo loading, stowage, and securing operations, including container stack weight and tier weight distribution, and weight limitations for tank top, hatch covers and deck.
- 6.1.4. Condition of securing devices and up to date records of inspection, maintenance, in line with CSM.
- 6.1.5. Availability of adequate portable cargo securing devices, including correct brand and type, in line with CSM.
- 6.1.6. Crew familiarization with the CSM and its effective implementation, including operational limitations.
- 6.1.7. Ensure that cargo stowage fully complies with bridge visibility, per SOLAS Chapter 5, Regulation 22.
- 6.1.8. Incorporation of VGM containers in the cargo plan.
- 6.1.9. Ensure that the vessel has a Cargo Safe Access Plan to facilitate stowage and securing operations, where adequate.
- 6.1.10. Incorporation of procedures for heavy weather navigation, including the prevention of loss of cargo. And evidence of implementation.

6.2 Inspection Process

- 6.2.1 Each ship will be subject to only one inspection under this CIC during the campaign period.
- 6.2.2. A pre-defined questionnaire will be used to assess compliance.

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6.2.3 Non-compliance may result in deficiencies or detention of the vessel by the PSC Authority until corrective action is taken.

6.3 Publication of Results

Inspection results will be published on the official websites of the Paris MoU (www.parismou.org) and Tokyo MoU (www.tokyo-mou.org). Findings will be reviewed by the MoU committees and may be submitted to the **International Maritime Organization (IMO)**.

7. RESPONSIBILITIES

7.1 Shipowners, ISM Operators, and Crew:

Shipowners and ISM Operators must ensure full compliance with the **Safe Practice for Cargo Stowage and Securing**. Responsibilities include:

- Ensuring the CSM is up to date and approved by RO on behalf of the Flag.
- Ensure CSM reflects shipboard arrangements.
- Ensure sufficient documentary evidence of implementation of the CSM including crew familiarization, records of maintenance, and records of the incorporation of the CSM in cargo operations.
- Ensure cargo operations are in compliance with navigation bridge visibility requirements.
- **Ensure, the completion of the CIC Questionnaire, prior to the CIC period.**
- Ensure to raise matters of non-compliance to RO and Flag without delay.
- Ensuring overall compliance to avoid deficiencies or detentions.

In preparation of the Joint CIC, the Administration requires that all vessels to which this notice applies, submit the CIC questionnaire (**Annex 2**) to the Administration by 31st August 2026. All operators who have not made their submission are urged to submit the completed questionnaire to IMMARBE's Technical Department. Please send the completed questionnaire to the following email addresses: inspections@immarbe.com and technicalservices@immarbe.com.

Failure to submit the CIC questionnaire will prompt the Administration to issue Penalties under section 8.

7.2 Recognized Organizations (ROs)

ROs are expected to assist shipowners and operators in ensuring compliance. Responsibilities include:

- Issuing and verifying that CSM is updated and approved.
- Ensure the CSM reflects on board arrangements.
- Ensure that during the CIC period, on the first RO attendance, RO shall ensure that the vessel, if applicable, has submitted the CIC questionnaire to the Administration.
- Ensure that during the CIC period, on the first RO attendance, RO is to also verify that there is full compliance line with CIC questionnaire.

7.3 Flag State Inspectors

During the CIC period, Flag State Inspectors must verify the following:

- CSM and RO approval.

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- Ensure the CSM reflects on board arrangement and is updated with the revised guidelines MSC.1/Circ.1353/Rev.2.
- Crew training and familiarization under the CSM.
- Evidence of implementation of the CSM.
- Records of adequate securing devices, and maintenance, in line with CSM.
- FS Inspectors shall use the CIC questionnaire, and any deficiencies found must be reported to IMMARBE immediately.

8. PENALTIES FOR NON-COMPLIANCE

- 8.1 Failure to adhere to the requirements outlined in this Notice may result in disciplinary action as deemed appropriate by IMMARBE as follows:
- 8.2 An owner/operator who fails to complete and submit the Questionnaire – CIC on Cargo Securing of Cargo Units and Cargo Transport Units, within 30 days from the date of this notice will result in a fine of USD 1,000.00
- 8.3 A vessel found with deficiencies related to Cargo Securing of Cargo Units and Cargo Transport Units during a PSC inspection will result in a fine of USD 1,500.00
- 8.4 A vessel found with deficiencies related to Cargo Securing of Cargo Units and Cargo Transport Units, and is detained during a PSC inspection will result in a fine of USD 2,000.00
- 8.5 Other legal actions as specified under the Belize Merchant Ships (Registration) Act and Statutory Instrument 56 of 1999.

9. REQUIREMENTS

IMMARBE appreciates your attention to this important campaign and urges full compliance with Cargo Securing of Cargo Units and Cargo Transport Units. Should you require any further information or clarification, please do not hesitate to contact IMMARBE's Technical Department.



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Press release



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.

Paris MoU	Tokyo MOU
Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508 E-mail: secretariat@parismou.org Web-site: www.parismou.org	Mr. ISHIHARA Akira Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org

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.

ANNEX 2: CIC QUESTIONNAIRE

CIC on Cargo Securing of Cargo Units and Cargo Transport Units	
Ship Name	IMO Number
Date of Report	

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	NA	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.

Master Signature & Ship’s Stamp