



TECHNICAL ALERT No. 16-31

Tokyo, Indian Ocean and Black Sea MoU's 2016 Concentrated Inspection Campaign (CIC)

1. Introduction

- 1.1. The 2016 joint Concentrated Inspection Campaign (CIC) has been announced by Tokyo, Indian Ocean and Black Sea Port State Control (PSC) MoUs.
- 1.2. The Bahamas Maritime Authority (BMA) welcomes this initiative and urges Companies¹ operating Bahamian ships in the Tokyo, Indian Ocean and Black Sea MoU regions to ensure that they are fully prepared for the CIC.

2. Concentrated Inspection Campaign on Cargo Securing Arrangements

- 2.1. The joint Concentrated Inspection Campaign (CIC) will be implemented from 01 September 2016 to 30 November 2016.
- 2.2. The purpose of this CIC is to verify that there is compliance with the procedures and measures that are in place on cargo securing arrangements on board ships meeting applicable requirements of the SOLAS Convention and related guidelines. During the campaign period, member Authorities of the MoU will inspect within the resources available, as many ships as possible in conjunction with routine port State control inspections.
- 2.3. Port State Control Officers (PSCOs) will apply a questionnaire listing eight selected areas to be covered during the concentrated inspection. The areas includes cargo securing manual, familiarisation with the cargo securing manual, lashings/fittings, sufficient availability of cargo securing devices onboard, and following of the Cargo Safe Access Plan. A copy of the questionnaire is attached at the Annex to this Technical Alert.

¹ The "Company" is the entity responsible for the management of the ship in accordance with the ISM Code. For ships which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Bahamas Merchant Shipping Act.

- 2.4. Where deficiencies are found, actions by the PSCO may range from recording a deficiency to be rectified within a certain time period to detention of the ship until the deficiencies have been rectified.
- 2.5. Further Information on the CIC is provided via a press release on the MoU's websites listed below:

www.bsmou.org

www.msmou.org

www.tokyo-mou.org

3. Validity

- 3.1. This alert is valid until 30 November 2016.

4. Revision History

Rev.0 (28 July 2016) – First issue



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?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?* 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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" 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the Master and person in charge of cargo operations familiar with the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are the lashings/fitings as per the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Is the condition of the lashing/fitings considered satisfactory for their intended use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Are appropriate securing points or fitings being used for cargo securing?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Is there a sufficient quantity of reserve cargo securing devices onboard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Were deficiencies recorded as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Was the vessel detained as a result of deficiencies found during this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* 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).