

Report of the 2016 Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements



October, 2017

Executive Summary

The Member Authorities of the Tokyo MOU carried-out a concentrated inspection campaign on Cargo Securing Arrangements from the 1st September 2016 through the 30th November 2016. The purpose and goal of the CIC was to gain knowledge on the compliance of ships with applicable Cargo Securing requirements and to assess the overall safety of ships and seafarers engaged in cargo securing operations.

During the period of the CIC, a total of 5386 inspections of individual ships were completed. 4260 of those inspections (79.09%) were on ships that were carrying, or required to carry, a cargo securing manual. 1049 of the 5386 records (19.48%) were recorded as N/A, which represents the number of ships carrying cargo in bulk that do not have and are not required to have a cargo securing manual. Of the 4260 total inspections on ships that were carrying, or required to carry a cargo securing manual, 19 vessels were detained as a result of deficiencies found during this CIC. This represents a very low detention rate of 0.45% indicating substantial overall compliance with Cargo Securing Arrangements. 499 inspections resulted in deficiencies being issued for Cargo Securing Arrangements representing 11.7% of the inspections with recorded deficiencies.

Only 25 vessels that were required to carry an approved cargo securing manual, did not have the manual onboard. 3142 (78.3%) vessels had a cargo securing manual that met the guidelines outlined in MSC.1/Circ. 1353/Rev.1. 943 (17.5%) vessels had a cargo securing manual that met a standard at least equivalent to the MSC guidelines. This showed that the majority of vessels used the MSC guidelines in the development of their cargo securing manuals.

4023 (97.2%) inspections recorded that the Master or a person in charge of cargo operations was familiar with the cargo securing manual. 347 inspections were conducted of vessels that required a Cargo Safe Access Plan (CSAP). 14 (3.9%) vessels that were required to have a CSAP did not have, or were not following, a CSAP. The majority of lashings/fittings and securing points were found to be fit for the service intended, with only 3.5 to 4 percent of these that were found not fit for the service intended. In addition, the inspection results revealed that most ships had a sufficient quantity of cargo securing devices onboard with only 3.2% of ships being without sufficient quantities.

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Introduction

1.1 Purpose of this Report

The purpose of this CIC was to gain knowledge on the compliance of ships with the applicable cargo securing requirements and the overall safety of ships and seafarers engaged in cargo securing operations.

1.2 Objective of the CIC

The specific objectives of the CIC were:

- to measure compliance with the requirements of the applicable international conventions;
- to ensure that the Master, Officers, and Crew were familiar with procedures for cargo securing arrangements; and
- to raise awareness of the hazards associated with cargo securing and with safe practices for cargo securing.

1.3 Scope of the CIC

The scope of the CIC included all ship types to gather as much data as possible on the compliance of ships with applicable Cargo Securing requirements and the overall safety of ships and seafarers engaged in cargo securing operations. More specifically, this CIC applied to all types of ships engaged in the carriage of all cargoes other than solid or liquid bulk cargoes, and to ships carrying solid or liquid bulk cargoes that had a cargo securing manual. In addition, ships carrying bulk cargoes that did not have and were not required to have a cargo securing manual were also recorded.

1.4 General Considerations

For the purpose of this report, a detention is an inspection containing at least one deficiency that is considered a ground for detention.

Summary, Conclusions and Recommendations

2.1 Summary

During the time period for the CIC a total of 8367 inspections were carried out and recorded by the member States of the TMOU. Of the 8367 inspections, 5386 CIC records were recorded in the Asia Pacific Computerized Information System (APCIS). Eleven (11) records were recorded without IMO number.

Of the 5386 records, there were 4260 actual inspections of Cargo Securing Arrangements. 1126 CIC forms (21%) were recorded as not applicable (N/A) meaning the ships inspected were ships carrying bulk cargoes that did not have and were not required to have a cargo securing manual (CSM).

Of the 4260 inspections, nineteen (19) detentions were recorded as a direct result of this CIC. This represents a low 0.45% detention rate and confirms that there is substantial compliance with the International regulations on cargo securing arrangements.

The following factors should be taken into consideration when reviewing the data associated with this CIC.

- The securing of cargo is an important and often dangerous part of a seafarer's job. It is integral to the successful waterborne transportation of goods and the livelihood of the Seafarers themselves. Cargo securing is also a shared responsibility between shore personnel (Stevedores) and Seafarers. Although the Master is ultimately responsible for the safe handling and transportation of the cargo, more often than not the Master and crew only play a role of checking or verifying the CSM is being followed by shore personnel stowing and/or securing the cargo.
- Cargo securing arrangements although looked over while conducting a deck-walk, is not something that is normally focused on during a Port State Control Inspection. Port State Control Officers are normally well versed in looking at items such as MARPOL requirements, bridge equipment, fire safety or lifesaving gear. However, inspecting cargo securing arrangements may be less well known by most PSCOs. Another factor to consider is that cargo operations are often underway when a PSC inspection is being conducted and the PSCO may not have safe access during this time to conduct an inspection of the cargo securing arrangements.

2.2 Conclusions

Overall ships operating in the TMOU region and subject to inspection were in substantial compliance with the applicable international conventions regarding cargo securing arrangements.

The majority of the vessels inspected were utilizing the guidelines developed by the IMO in relation to the outline and contents of the cargo securing manual. This implies the

IMO guidelines that were developed are in use and being followed by the majority of ship owners and operators, class societies and flag States.

The majority of deficiencies recorded during this CIC were related to the Cargo Securing Manual or to lashings associated with cargo securing. Lashings was the predominate detainable deficiency. However, in 6 of the 19 detentions (31%) the Master was not familiar with the CSM.

The majority of the vessels inspected were carrying the required reserve amount of cargo securing devices. There was a total of 58 inspections where the amount or condition of the reserve cargo securing devices was the main deficiency

The majority of ships (containerships constructed on or after 1st January 2015) required to have a Cargo Safe Access Plan (CSAP) were following the CSAP.

2.3 Recommendations

The following recommendations are offered for consideration:

- 1) Owners and Operators, Class Societies and Flag States should be aware and take action as appropriate to improve the Master's or Person's-in-Charge of cargo operations familiarity with the CSM.
- 2) Port State Control Authorities should take steps to improve awareness that lashings although found in substantial compliance are still a concern for the safety of seafarers as this category in the CIC was the predominate detainable deficiency.
- 3) Port State Control Authorities may look to improve the skills and training of PSCOs in relation to the important areas to inspect cargo securing arrangements taking note that inspection of these arrangements may not always be possible due to simultaneous cargo operations.

CIC Questionnaire Results

3.1 Responses to CIC Questionnaire

QUESTION NUMBER	CIC CREW FAMILIARIZATION AND ENTRY OF ENCLOSED SPACES QUESTIONS	MEASURED OVER ONLY "YES" AND "NO" ANSWERS				MEASURED OVER TOTAL CIC INSPECTIONS ANSWERS			
		"YES" ⁽¹⁾		"NO" ⁽¹⁾		"N/A" ⁽²⁾		BLANK ⁽²⁾	
		#	%	#	%	#	%	#	%
1	Is an approved cargo securing manual onboard?	4238	97.7	99	2.3	1049	19.5	0	0.0%
2	Cargo securing Manual							0	0.0%
2A	Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ. 1353/Rev.1?	3142	78.3	873	21.7	1371	25.5	0	0.0%
2B	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 check "N/A"	943	93.2	69	6.8	4374	81.2	0	0.0%
3	Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?	4023	97.2	117	2.8	1246	23.1	0	0.0%
4	Are the lashings/fittings as per the cargo securing manual?	3218	96.0	134	4.0	2034	37.8	0	0.0%
5	Is condition of the lashing/fittings considered satisfactory for their intended use?	3236	96.2	126	3.8	2024	37.6	0	0.0%
6	Are appropriate securing points or fittings being used for cargo securing?	3257	98.0	67	2.0	2062	38.3	0	0.0%
7	Is there a sufficient quantity of reserve cargo securing devices onboard?	3162	96.8	104	3.2	2120	39.4	0	0.0%
8	Is the vessel following the Cargo Safe Access Plan(CSAP)?	347	96.1	14	3.9	5025	93.3		
9	Were deficiencies recorded as a result of this CIC?	499	11.0	4025	89.0	862	16.0	0	0.0%
10	Was the vessel detained as a result of deficiencies found during this CIC?	19	0.4	4613	99.6	754	14.0	0	0.0%

Table 1 CIC Questionnaire results

⁽¹⁾ The percentages were calculated using the total number of inspections where the answer was "YES" or "NO" only.

⁽²⁾ The percentages were calculated using the total number of inspections.

3.1.2 Analysis of answers to CIC Questionnaire in relation to detention

Chart A shows the results of the CIC by flag State of the ships that were detained as a result of the CIC.

Chart A

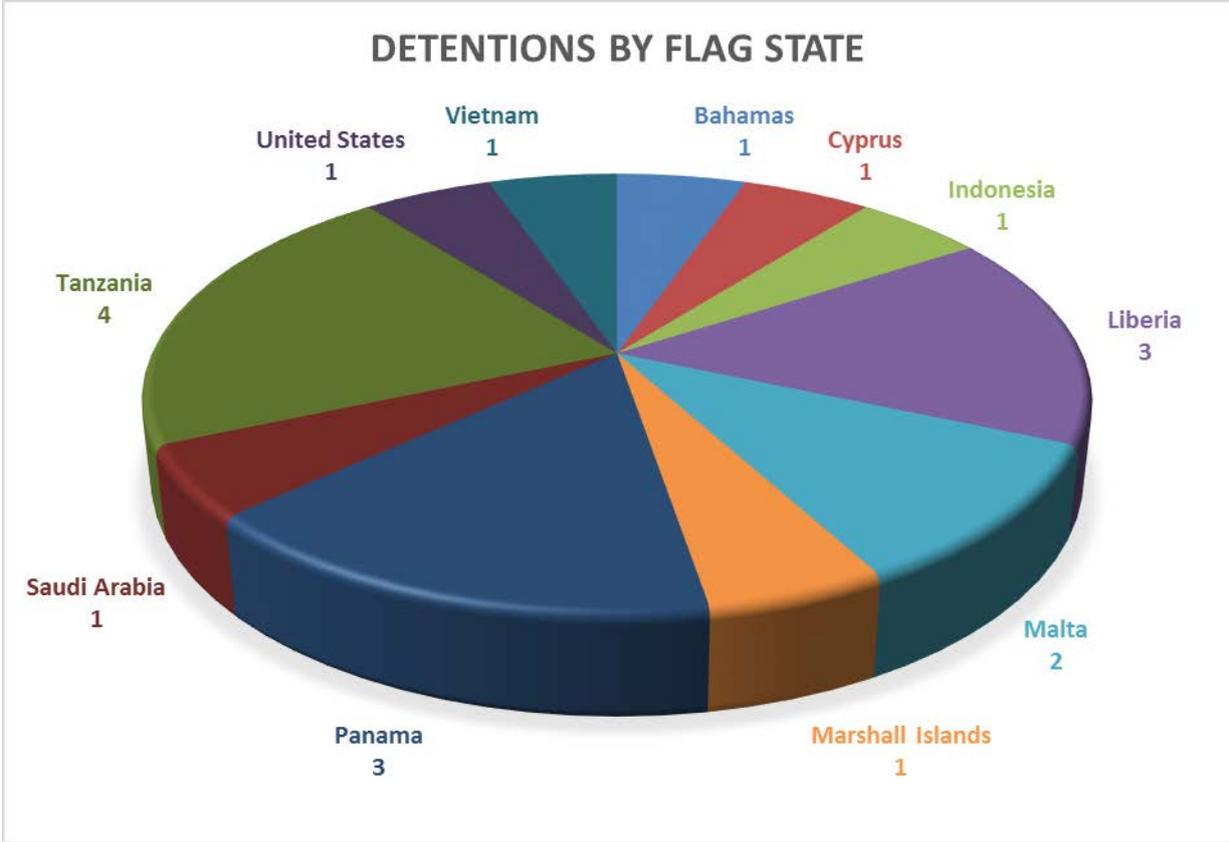


Chart B-1 shows the results of the CIC by Class Society of the ships that were detained as a result of the CIC.

Chart B-1

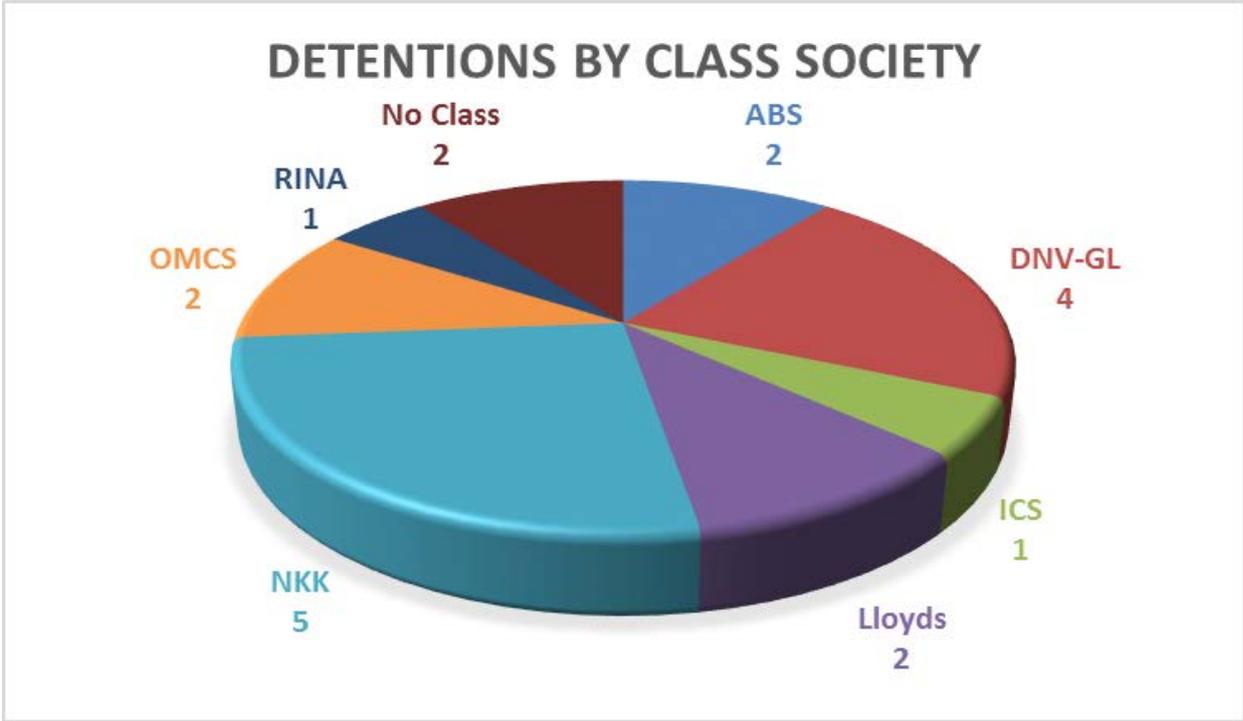
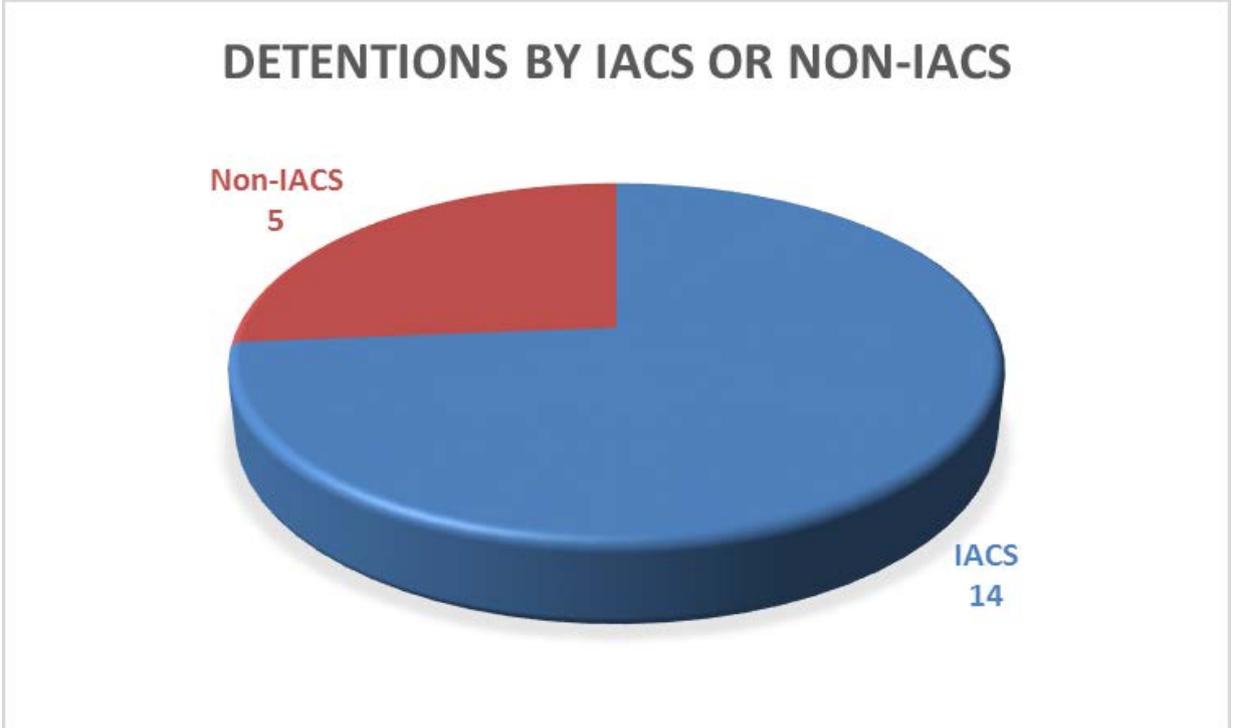


Chart B-2 shows the results of the CIC by IACS members in relation to the ships that were detained as a result of the CIC.

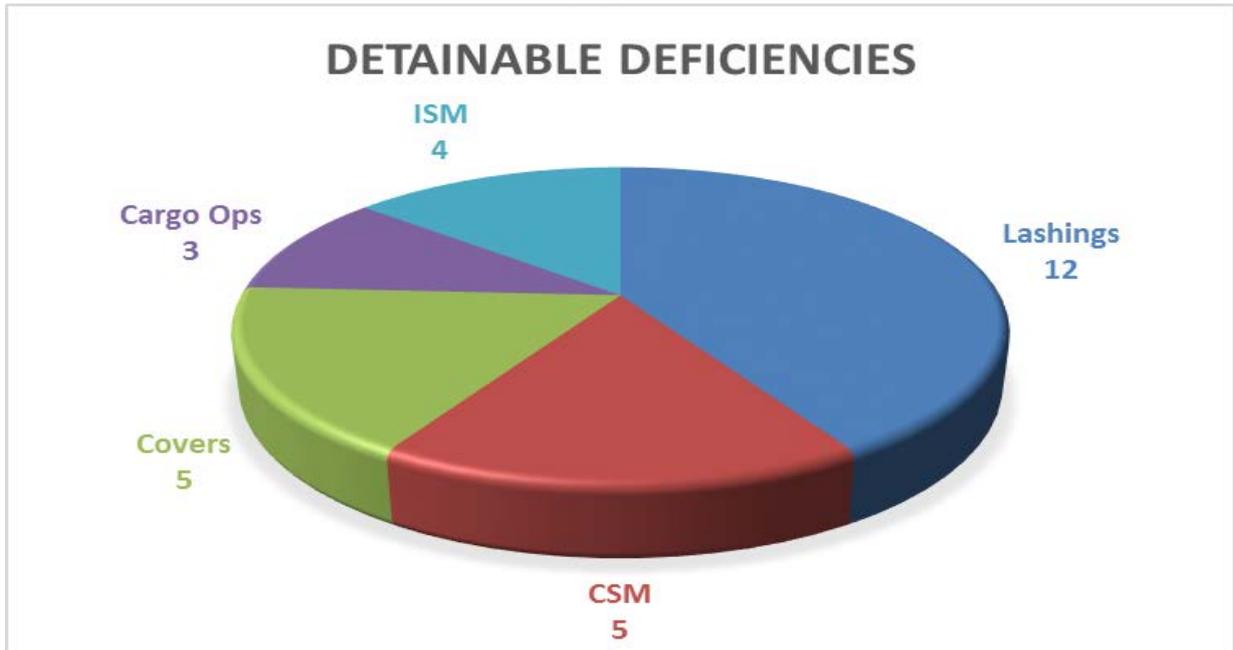
Chart B-2



3.1.3 Analysis of CIC-related deficiencies (ISM deficiencies)

There was a total of 725 deficiencies issued on cargo securing arrangements as a direct result of the CIC. This equates to a 0.17 deficiencies per actual inspection. 499 out of 4260 records/inspections (11.7%) contained deficiencies on cargo securing arrangements. Twenty-nine (29) deficiencies out of the 725 resulted in a detention. Chart C shows a breakdown of the detainable deficiencies as a result of the CIC.

Chart C



3.1.4 Number of inspections and number of ships in CIC

The total number of inspections, inspections with a CIC recorded, and actual inspections of cargo securing arrangements is outlined in Table 2. The final column in this table represents those inspections where PSCOs actually carried-out an inspection of cargo securing arrangements (questions 4 through 7). In addition, the related detentions and detention percentages are shown.

Table 2

	Inspections	Inspections with CIC recorded	Inspections without CIC recorded	Inspections of Cargo Securing Arrangements
No. of Inspections	8,367	5,386	2,981	4,260
No. of Detentions	271	148	123	N/A
No. of Detentions as a direct result of CIC	N/A	19	N/A	19
%	3.24	2.75	4.1	0.45

3.1.5 Analysis of CIC-related deficiencies

Table 3 shows the results of the CIC in relation to the deficiencies recorded. Since a number of the questions correlated with the same deficiency code, a direct one to one correlation to the questions answered and the deficiencies recorded was not possible. Therefore, the results are outlined in relation to the deficiency name.

Table 3

	CIC INSPECTIONS	DETENTIONS CIC-TOPIC RELATED	DETENTIONS CIC-TOPIC RELATED WITH RO RESPONSIBLE
	(# of inspections with this deficiency) One inspection can have multiple deficiencies	(Number of inspections with this deficiency recorded as ground for detention)	(Number of inspections with this deficiency recorded as ground for detention and RO related)
Cargo Securing Manual Q1, Q2, Q3	256	5	0
Lashing Material Q4, Q5	304	12	0
Cargo Operations Q6, Q7	120	3	0
Other (cargo)	45	5	0
ISM Maintenance	315	4	0

3.1.6 Number of ships to number of inspections in CIC

Only one CIC related inspection was conducted on each ship during the course of the campaign.

3.1.7 Number of inspected ships per Ship Risk Profile

Table 4 shows the results of the CIC in relation to Ship Risk Profile.

Table 4

	HRS	SRS	LRS	No Risk Profile
Inspections w/CIC	1438	2416	1521	11
Detentions	78	45	23	2
Detention as % of Inspections	5.42	1.86	1.51	18.18
Detentions as Result	8	11	0	0
Detention as Result % of Inspections	0.56	0.46	0	0

3.1.8 Number of inspected ships and detentions per ship type

Table 5 shows the results of the CIC in terms of Type of ship.

Table 5

Type of Ship	Inspections w/CIC	Detentions	Detention as % of Inspections	Detentions as result	Detention as result % of Inspections
Container Ship	1258	16	1.27	7	.56
General Cargo/Multipurpose	1319	61	4.62	7	.53
Bulk Carrier	1792	54	3.01	3	.17
Offshore Supply	16	1	6.25	1	6.26
Other Special Activities	41	2	4.88	1	2.44
Chemical Tanker	165	4	2.42	0	0
Combination Carrier	6	0	0	0	0
Gas Carrier	79	1	1.26	0	0
Heavy Load	13	1	7.69	0	0
High Speed Passenger Craft	1	0	0	0	0
Livestock Carrier	8	1	12.5	0	0
NLS Tanker	3	0	0	0	0
Oil Tanker	180	1	.56	0	0
Passenger Ship	28	0	0	0	0
Refrigerated Cargo	121	1	.83	0	0
Ro-Ro Cargo	22	1	4.54	0	0
Ro-Ro Passenger Ship	18	0	0	0	0
Special Purpose Ship	6	0	0	0	0
Tugboat	18	0	0	0	0
Vehicle Carrier	241	4	1.66	0	0
Woodchip Carrier	51	0	0	0	0

3.1.9 Inspections and detentions per Flag State

(see Annex 1.4)

3.1.10 Inspections and detentions per Recognized Organization

See section 3.1.2.

3.1.11 Ship age overview

(Table 6)

Table 6 Ship age overview

SHIP AGE (YEARS)	# OF INSPECTIONS	DETENTIONS	DETENTION AS A % OF INSPECTIONS	DETENTIONS CIC-TOPIC RELATED	DETENTIONS CIC-TOPIC RELATED AS A % OF INSPECTIONS
0-5	886	9	1.02	0	0
6-10	3169	80	2.52	2	.06
11-15	1848	66	3.57	6	.32
16-20	975	30	3.08	4	.41
21-24	674	31	4.60	2	.30
25-29	476	21	4.41	2	.42
30-34	248	24	9.68	1	.40
35+	91	10	10.99	2	2.20
Total	8367	271	N/A	19	N/A

3.2 Previous CIC results on the same subject matter

This was the first CIC on cargo securing arrangements in the Tokyo MOU.

3.3 Results from other CIC participants

3.3.1 Analysis

The members of the Black Sea MOU participated in this CIC campaign. The results of their CIC can be found online at <http://www.bsmou.org/>.

The members of the Viña Del Mar MOU participated in this CIC campaign. The results of their CIC will be available on their website.

The members of the Indian Ocean MOU participated in this CIC campaign. The results of their CIC will be available on their website.

3.3.2 Comparison of CIC-results with other participants

(table 7)

Table 7 Comparison of CIC-results with other participants

	TMOU	BLACK SEA MOU	VIÑA DEL MAR	INDIAN OCEAN
Inspections	5386	849	1410	1443
Detentions	148	44	12	89
Detention %	2.75	5.18	0.85	6.17
Detentions with CIC-topic related deficiencies	19	0	7	3
Detentions with CIC-topic related deficiencies % of inspections	.35	0	.49	.21

	TMOU	BLACK SEA MOU	VIÑA DEL MAR	INDIAN OCEAN
Detentions with CIC-topic related deficiencies % of detentions	12.84	0	58.3	3.37

Annex 1 CIC Questionnaire

Annex 1.1 CIC on Cargo Securing Arrangements

Inspection Authority:			
Ship Name:		IMO Number:	
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 lashings/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).

Annex 1.2 & 1.3 – Additional Instructions and Explanatory notes

CIC – Cargo Securing Arrangements

CIC Additional Instructions

These guidelines have been prepared to assist Port State Control Officers (PSCOs) in carrying out this Concentrated Inspection Campaign. It is expected that the PSCOs should already be familiar with the inspection of cargo securing arrangements and the applicable international regulations and guidelines.

These guidelines are not intended to be a definitive listing or check list. The PSCO should use his or her professional judgement and knowledge of the applicable requirements while conducting the inspection and obtaining answers to the questions. These guidelines in no way are meant to limit the PSCO in the performance of his or her duties.

This CIC applies to all types of ships engaged in the carriage of all cargoes other than solid or liquid bulk cargoes, and to ships carrying solid or liquid bulk cargoes that have a cargo securing manual. Special attentions should be paid to Ro-Ro passenger ships when carrying out this CIC. For ships carrying bulk cargoes that have a cargo securing manual questions 4 through question 8 should be answered N/A. For ships carrying bulk cargoes that do not have and are not required to have a cargo securing manual, all questions should be answered N/A.

A ship should only be subject to one inspection under this CIC during the period of the campaign (1 September to 30 November 2016). PSCOs should check the Port State Control records on the APCIS to determine whether the CIC has been previously conducted on the ship during the CIC period.

Purpose

The purpose of this CIC is to gain knowledge on the compliance of ships with applicable Cargo Securing requirements and the overall safety of ships and seafarers engaged in cargo securing operations. It is strongly recommended that PSCOs read and review this guidance prior to carrying out an inspection under this CIC.

The following guidance is being provided to assist PSCOs in the performance of their duties in relation to carrying out this CIC. In addition to this guidance, PSCOs should refer to the following documents:

- SOLAS 74 as amended, regulation VI/5 and VII/5.
- The Code of Safe Practice for Cargo Stowage and Securing (CSS Code) (Res. A.714(17) as amended by MSC.Circ.664, 691, 740, 812, 1026 and MSC.1 Circ.1352/Rev.1)
- MSC.1 Circular 1353, Rev.1 dated 15 December 2014
- The Code of Safe Practice for Ships Carrying Timber Deck Cargoes (Res. A.1048(27))

Objective

The objective of this CIC is to:

- measure compliance with the requirements of the applicable international conventions;
- ensure that the Master, Officers, and Crew are familiar with procedures for cargo stowing arrangements; and,
- raise awareness of the hazards associated with cargo stowage and with safe practices for cargo stowage;

CIC Questionnaire Guidance

Question 1	
Is an approved cargo securing manual onboard?	
The cargo securing manual shall be approved by the Administration (flag State of the vessel).	
Some Flag Administrations have Recognized Organizations approve Cargo Securing Manuals on their behalf.	
Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 1
Deficiency Code:	06101
Nature of Defect:	Missing or not approved.
Suggested Action:	<p>30 – code 30 (detention) may be considered if no manual is onboard nor being followed for proper securing of cargo.</p> <p>17 – rectify deficiency before departure should be considered where there is no manual onboard, however, it is evident that proper cargo securing arrangements are in place and being followed.</p> <p>16 – rectify deficiency within 14 days should there be no evidence of the CSM being approved by the flag State.</p>

Question 2 (2A and 2B)

2A. Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ. 1353/Rev.1?

2B. 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".

The Cargo Securing Manual (CSM) shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization (IMO).

Check:

- Is the CSM in the working language of the crew? If the language of the crew is not English, French or Spanish, a translation into one of these languages should be included.
- Outline of general arrangements for cargo securing including the manual outlines the securing for the type of cargo onboard, provides specifications for fixed cargo securing devices, provides specifications for portable cargo securing devices (if used), outlines the inspection and maintenance of cargo securing devices, provides information on stowage and securing of non-standardized and semi-standardized cargo as applicable, provides information on stowage and securing of containers and other standardized cargo as applicable, and for ships carrying containers provides a Cargo Safe Access Plan (CSAP).
- Regarding CSAP:
CSAP applies to containerhips* which constructed on or after 1st January 2015.

* containerhips 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.

Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 5 SOLAS (as amended) - Chapter VII - Carriage of dangerous goods - Part A - Carriage of dangerous goods in packaged form - Regulation 5
Deficiency Code:	06101
Nature of Defect:	Not equivalent
Suggested Action:	<p>If answer is "No" to question 2A and 2B. 16 – rectify deficiency within 14 days or 18 – rectify deficiency within 3 months <i>Guidance note: Although the guidelines are not mandatory for member states to apply, SOLAS 1974, Reg. VI/5.6 requires the cargo securing manual to meet a standard at least equivalent to the guidelines developed by the IMO.</i></p> <p>If answer is "No" to question 2A but "Yes" to question 2B, no deficiency should be issued.</p> <p>For Containerhips*</p> <p>30 – code 30 (detention) may be considered if there is no CSAP.</p>

Question 3	
Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?	
The Master and Person in Charge of cargo operations should be familiar with the cargo securing manual. The PSCO should review a portion of the manual with these personnel to determine whether or not they can show familiarization with the manual.	
Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 5
Deficiency Code:	06107
Nature of Defect:	Cargo Operations not as required
Suggested Action:	<p>30 – code 30 (detention) may be considered if either Master or Person in Charge of cargo operations is completely unfamiliar with the CSM.</p> <p>17 – rectify deficiency before departure should the Master or Person in Charge of cargo operations be unfamiliar with any one aspect of the CSM.</p> <p>16 – rectify deficiency within 14 days if in the professional judgement of the PSCO, the Master or Person in Charge of cargo operations needs additional familiarization with the CSM.</p>

Question 4	
Are the lashings/fittings as per the cargo securing manual?	
It is not intended to examine all the various lashings and fittings outlined in the cargo securing manual.	
A random check should be conducted to ensure the lashings and fittings are being done in accordance with the manual. Have the person in charge of cargo securing show that the lashings and fittings used for securing are used in a manner consistent with the cargo securing manual.	
Also review records of inspection, test certificates, and any repairs that have been carried out.	
Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 5
Deficiency Code:	06104
Nature of Defect:	Lashings/fittings not as required
Suggested Action:	30 – code 30 (detention) may be considered if lashings/fittings are not as per the cargo securing manual and the PSCO determines the securing may pose an immediate threat to the safety of the crew, ship, or cargo. 17 – rectify deficiency before departure should be considered if the lashings/fittings have been damaged due to weather or rough seas. This code may also be used for minor variations of cargo securing not in accordance with the CSM.

Question 5

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

To answer this question, the PSCO should consider the overall condition of the lashings/fittings and their intended use.

The PSCO should inspect a random sample of the lashings/fittings along the length of the cargo deck visually inspecting items such as:

- container guides and buttresses,
- deck sockets, hatch top container bases, container fittings on ship side pedestals,
- lashing securing points such as "D" rings,
- rods and tensioning devices such as turnbuckles,
- chains and wire tensioning devices, and,
- twistlocks

The PSCO is reminded to only conduct a visual inspection of the above items. Installed lashings/fittings should not be handled by the PSCO.

If some of the fittings/lashings are not satisfactory for their intended use, the PSCO should take the necessary steps to ensure these fittings/lashings do not pose a hazard to the crew, ship or cargo.

Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 5
Deficiency Code:	06104
Nature of Defect:	Lashings/fittings not as required
Suggested Action:	<p>30 – code 30 (detention) may be considered if the lashings/fittings that are in use are in a condition that is not satisfactory for their intended use and may pose a hazard to the crew, ship, or cargo.</p> <p>17 – rectify deficiency before departure should be considered if there are some lashing that are not satisfactory for their intended use, but there is no immediate hazard to the crew, ship, or cargo.</p>

Question 6	
Are appropriate securing points or fittings being used for cargo securing?	
The PSCO should conduct a random check of various securing points or fittings to ensure they are being used in accordance with the cargo securing manual and as intended for the cargo being stowed.	
In addition, the PSCO should confirm that the securing base such as a hatch cover is appropriately secured so as to provide a good foundation. Are the hatch cover cleats fitted as intended to properly secure the hatch covers?	
Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 5
Deficiency Code:	06104
Nature of Defect:	Securing points or fittings not as required
Suggested Action:	30 – code 30 (detention) may be considered if a significant hazard to the crew, ship or cargo exists as a result of improper or inadequate securing points or fittings. 17 – rectify deficiency before departure should be considered for more minor issues with securing points or fittings.

Question 7	
Is there sufficient quantity of reserve cargo securing devices onboard?	
The PSCO should ask this question to the Master or person in charge of cargo operations and follow-up the answer with a visual inspection of the reserve devices.	
The quantity of reserve cargo securing devices kept onboard should be in accordance with CSM.	
The PSCO should also determine whether or not the reserve lashings are in at least as good of condition as the lashing being currently used. Should the reserve lashing be in poor condition, the PSCO should take the necessary actions to rectify this situation.	
Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 5
Deficiency Code:	06104
Nature of Defect:	Not sufficient
Suggested Action:	17 – rectify deficiency before departure

Question 8	
Is the vessel following the Cargo Safe Access Plan (CSAP)?	
CSAP applies to containerhips* which constructed on or after 1st January 2015.	
* containerhips 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 PSCO should check N/A if this question does not apply.	
The PSCO should conduct a random visual inspection of Access to cargo for securing and ensure the crew is provided with the access as outlined in the CSAP.	
The PSCO may also ask random questions to the crew to determine if there is adequate access to properly secure cargo in accordance with the CSAP.	
Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions - Regulation 1
Deficiency Code:	06101 or 06199
Nature of Defect:	Missing or not as required
Suggested Action:	30 – code 30 (detention) may be considered if the CSAP is not being followed and there is an immediate hazard to crew, ship, or cargo. 17 – rectify deficiency before departure should be considered if the PSCO determines the Master, Person in Charge of cargo operations, or the crew are not familiar with the CSAP.

Question 9

Were deficiencies recorded as a result of this CIC?

If a deficiency was issued regarding Cargo Securing arrangements, this question should be recorded as a "yes".

A deficiency may be recorded even if all the questions in the CIC are answered "yes". A deficiency may be recorded in a related area of cargo securing that was identified as a result of the focus on the securing arrangements.

The details of any deficiencies should be appropriately entered in the PSC report of Inspection – Form B and include the appropriate action taken code as outlined in this guidance.

Deficiencies not related to cargo securing arrangements should not be included in this part.

NOTE: For this question, N/A is only applicable for ships carrying bulk cargoes that do not have and are not required to have a cargo securing manual.

Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions
Deficiency Code:	N/A
Nature of Defect:	N/A
Suggested Action:	N/A

Question 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).

The details of the detainable deficiencies should be appropriately entered in the PSC report of Inspection – Form B and include the appropriate action taken code.

Convention Reference:	SOLAS (as amended) - Chapter VI - Carriage of cargoes and oil fuels - Part A - General provisions
Deficiency Code:	N/A
Nature of Defect:	N/A
Suggested Action:	N/A

Annex 1.4 Inspections and detentions per Flag State

Table Annex 1.4

Flag State	Inspections w/CIC	Detentions	Detention as % of Inspections	Detentions as result	Detentions as result % of Inspections	BGW List
Antiqua & Barbuda	80	3	3.75	0	0	W
Australia	1	0	0	0	0	
Bahamas	150	4	2.67	1	.67	W
Bangladesh	5	0	0	0	0	G
Barbados	2	0	0	0	0	G
Belgium	3	0	0	0	0	W
Belize	145	8	5.52	0	0	G
Bermuda (UK)	6	0	0	0	00	W
Brazil	1	0	0	0	0	
Cayman Islands (UK)	19	0	0	0	0	W
Chile	2	0	0	0	0	
China	109	0	0	0	0	W
Cook Islands	5	0	0	0	0	G
Croatia	3	1	33.33	0	0	G
Curacao	4	0	0	0	0	G
Cyprus	95	4	4.21	1	1.05	
Denmark	40	1	2.5	0	0	W
Dominica	4	2	50	0	0	G
Egypt	1	0	0	0	0	
Ethiopia	1	0	0	0	0	
Fiji	4	0	0	0	0	
France	10	1	10	0	0	W
Germany	19	0	0	0	0	W
Gibraltar (UK)	13	0	0	0	0	W
Greece	49	1	2.04	0	0	W
Hong Kong, China	552	3	.54	0	0	W
India	13	0	0	0	0	G
Indonesia	15	2	13.33	1	6.67	B
Iran	9	0	0	0	0	G
Ireland	1	0	0	0	0	
Isle of Man (UK)	31	0	0	0	0	W
Israel	3	0	0	0	0	
Italy	19	2	10.53	0	0	W
Jamaica	10	0	0	0	0	G
Japan	30	1	3.33	0	0	W
Kiribati	23	2	8.70	0	0	G
Korea – Democratic People's	42	5	11.90	0	0	B

Flag State	Inspections w/CIC	Detentions	Detention as % of Inspections	Detentions as result	Detentions as result % of Inspections	BGW List
Republic						
Korea, Republic of	261	0	0	0	0	W
Kuwait	3	0	0	0	0	G
Liberia	443	9	2.03	3	.68	W
Luxembourg	10	0	0	0	0	
Malaysia	24	2	8.33	0	0	W
Malta	161	5	3.10	2	1.24	W
Marshall Islands	361	9	2.49	1	.28	W
Micronesia, Federated States of	74	8	10.81	0	0	B
Moldovia	1	0	0	0	0	
Mongolia	12	2	16.67	0	0	B
Montenegro	1	0	0	0	0	
Myanmar	1	0	0	0	0	
Netherlands	15	2	13.33	0	0	W
Niue	7	2	28.57	0	0	B
Norway	40	2	5	0	0	W
Pakistan	1	0	0	0	0	
Palau	4	0	0	0	0	B
Panama	1550	37	2.38	3	.19	W
Papua New Guinea	1	0	0	0	0	
Philippines	42	0	0	0	0	G
Portugal	46	0	0	0	0	W
Russian Federation	62	1	1.61	0	0	W
Saint Kitts & Nevis	1	0	0	0	0	G
Saint Vincent & the Grenadines	8	0	0	0	0	W
Saudi Arabia	4	1	25	1	25	G
Sierra Leone	44	5	11.36	0	0	B
Singapore	369	2	.54	0	0	W
South Africa	1	0	0	0	0	
Sri Lanka	2	0	0	0	0	
Sweden	5	0	0	0	0	G
Switzerland	13	0	0	0	0	G
Taiwan, China	18	1	5.56	0	0	G
Tanzania	19	6	31.58	4	21.05	B
Thailand	37	0	0	0	0	W
Togo	49	7	14.28	0	0	B
Turkey	5	0	0	0	0	G
Tuvalu	9	0	0	0	0	W
United	41	0	0	0	0	W

Flag State	Inspections w/CIC	Detentions	Detention as % of Inspections	Detentions as result	Detentions as result % of Inspections	BGW List
Kingdom (UK)						
United States of America	9	1	11.11	1	11.11	W
Vanuatu	11	0	0	0	0	G
Viet Nam	101	6	5.94	1	.99	W