

Subject

Instruction by the Administration of Marshall Islands regarding quantity of reserve cargo securing devices

ClassNK

Technical Information

No. TEC-1091
Date 16 November 2016

To whom it may concern

The Tokyo MoU is currently in the process of carrying out a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements, as described in ClassNK Technical Information No.TEC-1081. With respect to this campaign, the Administration of the Marshall Islands has issued instructions regarding requirements for the quantity of reserve cargo securing devices to be onboard as follows.

- Some amount of reserve cargo securing devices is required onboard ship in addition to what is required to secure the existing cargo onboard. The actual amount of such devices may vary based on the service or charter in which the ship is engaged, and the type and amount of cargo being carried.
- If the actual amount of reserve cargo securing devices differs from what is outlined in the Cargo Securing Manual (CSM), then the CSM should be updated to reflect the amount of reserve cargo securing devices required for the service intended.
- If the CSM does not specifically outline the amount or a percentage of reserve cargo securing devices to be carried, owners and operators should have an addendum made to the CSM and approved by the designated Recognized Organization (RO) on behalf of the Administration.
- An addendum may also be incorporated into the ship's Safety Management System (SMS) outlining the specific amount or percentage of reserve cargo securing devices required for the service in which the vessel is engaged.

(To be continued)

NOTES:

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1. MARINE SAFETY ADVISORY No.33-16

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MARINE SAFETY ADVISORY No. 33-16

To: Owners/Operators, Masters, Nautical Inspectors, Recognized Organizations

Subject: TOKYO MOU – CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING ARRANGMENTS

Date: 23 September 2016

- References:** (a) **SOLAS**, *International Convention for the Safety of Life at Sea*, Regulations VI/5 & VII/5
(b) **IMO Circular** [MSC.1/Circ.1353/Rev.1](#), *Revised Guidelines for the Preparation of the Cargo Securing Manual*, issued 15 December 2014

The Tokyo Memorandum of Understanding (MoU) is in the process of carrying out a Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements on all ships that will continue through the month of November 2016. Since 01 September 2016, the start of the CIC, the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) has received a number of questions and requests for additional guidance on the Administrator’s position regarding (Question number 7 on the attached Tokyo MoU CIC questionnaire) Cargo Securing Arrangements and the amount of reserve securing devices required to be carried onboard a RMI flagged ship. The purpose of this Advisory is to provide that guidance and the Administrator’s interpretation of the reserve cargo securing requirements.

IMO Circular MSC.1/Circ.1353/Rev.1 states “there should be a sufficient quantity of reserve cargo securing devices on board the ship.” Although this is a Circular and the term “should” is used in the language rather than “shall”, the Administrator’s interpretation is that some amount of reserve cargo securing devices is required onboard a ship in addition to what is required to secure the existing cargo onboard. The actual amount of reserve cargo securing devices onboard a ship at any given time may vary based on the service or charter the ship is engaged, and the type and amount of cargo being carried.

In no case should the total number of cargo securing devices be less than that required for the cargo being carried and the appropriate percentage above as outlined in the ship’s Cargo Securing Manual (CSM). If the CSM does not specifically outline the amount or a percentage of reserve cargo securing devices to be carried, owners and operators should have an addendum made to the CSM and approved by the designated Recognized Organization (RO) on behalf of the Administrator. An addendum may also be incorporated into the ship’s Safety Management System

This MSA expires one (1) year after its issuance, unless otherwise noted, extended, superseded, or revoked.

(SMS) outlining the specific amount or percentage of reserve cargo securing devices required for the service the vessel is engaged.

In summary, ships should be following their CSM for the stowage and securing of cargo onboard. If the actual amount of reserve cargo securing devices differ from what is outlined in the CSM, then the CSM should be updated to reflect the amount of reserve cargo securing devices required for the service intended.



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PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CARGO SECURING ARRANGEMENTS

The Member Authorities of the Tokyo MOU with other co-operating MOUs will carry-out a concentrated inspection campaign on Cargo Securing Arrangements on the 1st September 2016 through the 30th November 2016. The purpose or goal of this year's 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. The objectives of the Tokyo MOU member states in the performance the CIC are to:

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

During the period of the CIC, member authorities of the Tokyo MOU will inspect cargo securing arrangements during the normal port state control inspections. Port State Control actions associated with this campaign may range from the issuing of deficiencies to more severe control measures such as detaining a ship to prevent it from going to sea in an unsafe condition. However, the purpose of this campaign is not to detain ships, but rather to improve safety and compliance related to cargo securing arrangements. Ships will only be subject to one CIC inspection during the campaign. The Master of the ship will receive a copy of the CIC questionnaire from the port state control officer as evidence that the CIC was performed.

Masters and ship's crew are encouraged to review cargo securing procedures and

arrangements as outlined in their ship's Cargo Securing Manual and ensure they are securing cargo in accordance with the manual and following all applicable safety procedures. Vessel owners and operators are encouraged to review the ship's cargo securing manual to ensure it is up-to-date with ship operations and that it has been approved and updated as necessary by their Administration or the Recognized Organization authorized to act on behalf of the Administration.

The results of this CIC will be analyzed and findings presented to the International Maritime Organization in an effort to measure and/or improve the effectiveness of IMO instruments.

1 August 2016

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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), constructed on or after 1 January 2015, the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).