



REPUBLIC OF CYPRUS
MINISTRY OF TRANSPORT,
COMMUNICATIONS AND WORKS



DEPARTMENT
OF MERCHANT SHIPPING
LEMESOS

Circular No: 20/2016

TEN: 5.13.09
16.3.01.1.14

11 August 2016

All Registered Owners, Registered Bareboat Charterers,
Managers and Representatives of ships flying the Cyprus Flag

Subject: Concentrated Inspection Campaign (CIC) on Cargo securing arrangements

I would like to inform you that the Maritime Authorities of the Tokyo MOU, Mediterranean MOU and Black Sea MOU will carry out a Concentrated Inspection Campaign (CIC) on Cargo securing arrangements. The aim of the CIC is to measure the compliance with the requirements of the applicable international conventions, to ensure that the Master, Officers, and Crew are familiar with procedures for cargo securing arrangements and to raise awareness of the hazards associated with cargo securing and [with] [of the] safe practices for cargo securing.

2. The Campaign will be conducted for a period of three months, commencing from 1st September 2016 to 30th November 2016. During the CIC, port State control officers will check the ship's procedures and measures that are in place with respect to cargo securing arrangements.

3. Port State Control Officers (PSCOs) of the Maritime Authorities of Tokyo, Mediterranean and Black Sea MOU will use a list of 10 questions (as per Annex 1) in order to ensure that the ship in question is in compliance with the requirements of the applicable international conventions and that the Master, Officers, and Crew are familiar with the procedures for cargo securing arrangements.

4. Owners and managers are urged to take all appropriate actions in order to ensure that all relevant crew members on board ships flying the Cyprus Flag are familiar with the procedures for cargo securing arrangements and that the ship's cargo securing manual is up-to-date with ship operations and that it has been approved and updated as necessary by one of the Recognised Organisations acting on behalf of this Administration.



5. It should be noted that when deficiencies are found, actions by the PSCOs may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until serious deficiencies have been rectified.

This Circular must be placed on board ships flying the Cyprus Flag.



Themis Evriviades
for Acting Director
Department of Merchant Shipping

- cc:
- **Permanent Secretary, Ministry of Transport, Communications and Works**
 - Permanent Secretary, Ministry of Foreign Affairs
 - Maritime Offices of the Department of Merchant Shipping abroad
 - Diplomatic and Consular Missions of the Republic
 - Honorary Consular Officers of the Republic
 - Cyprus Shipping Chamber
 - Cyprus Union of Ship Owners

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).