

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:	30 – code 30 (detention) may be considered if no manual is onboard nor being followed for proper securing of cargo. 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. 16 – rectify deficiency within 14 days should there be no evidence of the CSM being approved by the flag State.

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:	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> If answer is “No” to question 2A but “Yes” to question 2B, no deficiency should be issued. For Containerhips* constructed on or after 1 st January 2015 30 – code 30 (detention) may be considered if there is no CSAP.

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:	<p>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.</p> <p>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.</p>

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), constructed on or after 1st January 2015, 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