

# 海事處

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2 August 2016

To: Shipowners, Ship Managers and Ship Masters

Dear Sir/Madam,

## **Concentrated Inspection Campaign on Cargo Securing Arrangements Period from 1 September to 30 November 2016**

A Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements will be conducted from 1 September to 30 November 2016 in the Tokyo MOU region. CIC on the same subject may be launched in other MOU regions.

The purpose of this CIC is 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.

This CIC will apply to all types of ships engaged in the carriage of all cargoes other than solid and liquid bulk cargoes, and to ships carrying solid or liquid bulk cargoes that have a cargo securing manual. A ship will be subject to one inspection under this CIC during this period and the inspection will be carried out in conjunction with the normal PSC inspection. Hence, a copy of the PSC inspection report (Form A and B) with the completed CIC questionnaire should be kept onboard for record purpose.

The CIC will verify the following main aspects:

- (1) whether there is approved and updated cargo securing manual onboard and that meets the guidelines in MSC.1/Circ. 1353/Rev.1;
- (2) whether master and the responsible officers are familiar with the cargo securing manual and the cargoes are secured according to the cargo securing manual;
- (3) whether the lashings and fittings are in consistent with the cargo securing

- manual and satisfactory for their intended use, and the appropriate securing points and fittings are used for cargo securing;
- (4) whether there is sufficient quantity of cargo securing devices reserved onboard;
  - (5) whether the Cargo Safe Access Plan (CSAP) is complied with (only for containerships constructed on or after 1 January 2015); and
  - (6) any other related to cargo securing arrangement not covered in above aspects.

Non-compliance with these aspects if detected may result in ship detention and cause to issue deficiency relating to ISM Code.

To facilitate masters of Hong Kong registered ships in preparing for this CIC, Guidance for Preparation of the Concentrated Inspection Campaign on Cargo Securing Arrangements for Hong Kong registered ships is enclosed in annex 1 for your reference. Your particular attention is drawn to the following:

- (1) Ship management company should distribute this circular letter and the guidance for the attention of their Hong Kong registered ships and make sure that all shipboard staff are aware of the campaign;
- (2) Ship management company and/or the ship's master should verify if the ship's cargo securing arrangement and the crew's operation are complying with the applicable cargo securing requirements at all times; and
- (3) Ship management company should further ensure that the ship's master and responsible officers could communicate effectively with the PSC officers.

During the inspection, the PSC officer will utilize a questionnaire to verify if the ship will comply with the requirements. The questionnaire has been published on the website (<http://www.tokyo-mou.org>) of the Tokyo MOU.

If you have any enquiry, please contact the undersigned.

Yours faithfully,

*No signature on website copy*

(K.F. KWAN)  
Senior Surveyor of Ships/Cargo Ships Safety  
for Director of Marine

Encl. Annex 1

**Guidelines for Preparation of the Concentrated Inspection Campaign  
on Cargo Securing Arrangements  
for Hong Kong Registered Ships  
(Period from 1 September to 30 November 2016)**

**Introduction**

A Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements will be conducted from 1 September to 30 November 2016 in the Tokyo MOU region. CIC on the same subject may be launched in other MOU regions.

This CIC will apply to all types of ships engaged in the carriage of all cargoes other than solid and liquid bulk cargoes, and to ships carrying solid or liquid bulk cargoes that have a cargo securing manual.

A ship will be subject to one inspection under this CIC during this period and the inspection will be carried out in conjunction with the normal PSC inspection. Hence, a copy of the PSC inspection report (Form A and B) with the completed CIC questionnaire should be kept onboard for record purpose.

**Purpose**

The purpose of this CIC is 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 operation. It aims to get master, officers and crew to familiarize with the procedures for cargo stowing arrangements and raise their awareness of the hazards associated with the cargo stowage and with safe practices for cargo stowage.

**References**

- (1) SOLAS 74 as amended, Regulation VI/5 and VII/5
- (2) 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
- (3) Revised Guidelines for the preparation of the Cargo Securing Manual - MSC.1/Circ.1353/Rev.1 dated 15 December 2014
- (4) The Code of Safe Practice for Ships Carrying Timber Deck Cargoes (Res. A.1048(27))

## **CIC Questions and Guidance for Crew's Preparation:**

### **Q1 Is an approved cargo securing manual onboard?**

The Cargo Securing Manual should be updated and approved by the flag Administration or the recognized organization on behalf of the flag Administration.

Ship will be considered for **detention** if no cargo securing manual onboard nor in place proper cargo securing arrangement being followed.

### **Q2 Cargo Securing Manual:**

#### **2A Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ.1353/Rev.1? (Note: If “Yes”, go to question 3)**

The manual should be in working language of the crew plus a translation into either English, French or Spanish. Referring to the guidelines, it should include 5 chapters

- (1) General;
- (2) Securing devices and arrangements;
- (3) Stowage and securing of non-standardized and semi-standardized cargo;
- (4) Stowage and securing of containers and other standardized cargo; and
- (5) Cargo Safe Access Plan (CSAP) (Apply only to containerships, the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015.) **Detention** will be considered if it is not available.

#### **2B If not, does the cargo securing manual meet a standard at least equivalent to the above guidelines?**

The master or person in charge of the cargo operations should be able to explain their cargo securing manual meeting a standard at least equivalent to the above guidelines.

### **Q3 Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?**

The master and person in charge of the cargo operations should demonstrate that they are familiar with the cargo securing manual, not only for the standardized cargo, but also the non-standardized, semi-standardized cargo and other information in the cargo securing manual. Ship will be considered for

**detention** if either master or person in charge of the cargo operations is unfamiliar with the cargo securing manual.

**Q4 Are the lashings/fittings as per the cargo securing manual?**

Master and responsible officers should check the lashings/fittings if they are being done in accordance with the cargo securing manual. Records of inspection, test certificates and any repairs should be properly kept. Ship will be considered for **detention** if lashings/fittings are not as per the cargo securing manual and/or the securing may pose an immediate threat to the safety of the crew or ship.

**Q5 The overall Condition of lashings/fittings**

The lashing/fittings including as container guides and buttresses, deck sockets, hatch top container bases, container fittings on ship side pedestals, etc. should be in satisfactory working condition for the intended use. Ship will be considered for **detention** if the general condition is not satisfactory that poses a hazard to the crew, ship or cargo.

**Q6 Are appropriate securing points or fittings being used for cargo securing?**

Master and responsible officers should ensure good foundation of the cargo securing points including securing for the hatch covers. Ship will be considered for **detention** if a significant hazard to the crew, ship or cargo is observed.

**Q7 Is there a sufficient quantity of reserve cargo securing devices onboard?**

The quantity of reserve cargo securing devices should be kept onboard in accordance with the cargo securing manual and in good working condition. Ship would be requested to take necessary actions to rectify the situation if it is not satisfactory.

**Q8 Is the vessel following the Cargo Safe Access Plan (CSAP)?**

Only the containerships, the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015 required to have the CSAP according to the MSC.1/Circ.1353 Rev.1 Para 4.2. Master and responsible officers should ensure that the crew is provided with the adequate access as outlined in the CSAP. Crew should be familiar with the access for proper cargo securing. Ship may be considered for **detention** if the CSAP is not being followed and there is immediate hazard to the crew, ship or cargo.

**Q9 Were deficiencies recorded as result of this CIC?**

Master and responsible officers should assess if deficiencies other than aspects covered in the previous questions may exist.

- The End -