БЪЛГАРСКИ КОРАБЕН РЕГИСТЪР
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BULGARIAN REGISTER OF SHIPPING

BRS CIRCULAR

No 11 / 26

Date:	**25.08.2026**	**Port State Control CIC 2026 on Cargo Securing**
Substitutes	-	
Amendment to	-	
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Notice to: Ship Owners/ Managers/ Operators/ Surveyors / Auditors / DPAs / Masters

This circular is issued to advise that the Paris and Tokyo MoUs have agreed to run a joint **Concentrated Inspection Campaign** (CIC) on the topic of Cargo Securing, running from 01 September to 30 November 2026. BRS will be using a dedicated checklist in all Assignment Attendances. Managers/Operators may independently use the Questionnaire Guidance to enhance their preparation.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

The purpose of the CIC is to collect data on compliance with current SOLAS requirements in respect of the loading, stowage and securing of cargo units and cargo transport units.
Port State Control Officers will use a pre-defined questionnaire to assess that Cargo Securing requirements in the respective areas are met.

Owners/Managers may use the pre-defined questionnaire published by relevant MoUs, in ensuring that Cargo Securing documentation is in good order and available for PSC inspection, systems are operational, and crew well familiarized with their duties. BRS Surveyors will also use the checklist when attending onboard.
If any non-conformities are found, actions by the Port State may include:
• recording a deficiency and instructing the Master to rectify it within a certain time,
• detaining the ship until the serious deficiencies have been rectified.
Inspection results will be published on the websites of the Tokyo and Paris MoU.

Act now

Ship Owners, Managers, Operators, Surveyors, Auditors, DPAs, and vessel Masters should ensure that ships are well-prepared for the Concentrated Inspection Campaign and that all items on the checklist are in good order.

Notes to editors:

Paris MoU	**Tokyo MOU**
Regional Port State Control was initiated in 1982 when the maritime Authorities of fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MoU). Currently 27 countries are members of the Paris MoU. The European Commission, although not a signatory to the Paris MoU, is also a member of the Committee. The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website. The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.	The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.
Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping.	

QUESTIONNAIRE
CONCENTRATED INSPECTION CAMPAIGN (CIC) ON
CARGO SECURING OF CARGO UNITS AND CARGO TRANSPORT UNITS

Ship's name	
IMO No.	
Date of Inspection	

QUESTIONS 1 TO 10, EXCLUDING 6 AND 10a, ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.

No.	**Question**	**Yes**	**No**	**NA**	**Detention**
1	Is the CIC applicable to the vessel? *(question for information only)*				
2a*	Does the ship have an approved cargo securing manual onboard?				
2b*	Does the CSM contain clear lashing instructions for all specific stowage situations found on board? *(NA can only be recorded if Q2a is answered with No)*				
3*	Are relevant officers familiar with the contents of the cargo securing manual in respect of container stack weight and tier weight distribution as well as weight limitations for tank top, hatch covers and decks?				
4*	Is the Cargo Securing Manual being complied with?				
5*	Does the cargo plan reflect the verified gross mass of the containers being loaded?				
6	Does the ship have a "Cargo Safe Access Plan" (CSAP) to facilitate the proper stowage and securing of containers? *(question for information only)*				
7*	Does the ship carry sufficient approved portable cargo securing devices**,** from the correct brand and type**,** onboard to properly stow and secure the cargo in accordance with the cargo securing manual?				
8*	Are the fixed and portable cargo securing devices in good condition, compatible with the ship and maintained in accordance with the inspection and maintenance scheme contained in the CSM?				
9*	Does the cargo stow comply with bridge visibility requirements?				
10a	Does the ship have procedures or arrangements in place, for example within the ships safety management system, covering heavy weather navigation, including precautions to prevent the loss of cargo? *(question for information only)*				
10b	Where they exist, have the procedures covering heavy weather navigation, including precautions to prevent the loss of cargo been complied with? *(NA can only be recorded if Q10a is answered with No)*				

<u>If "No" is ticked for questions marked with an asterisk "*", the ship may be considered for detention.</u>

An answer 'yes' to any of the questions in this checklist does not indicate that the lashing arrangement and associated equipment complies with the intended design parameters.