

Circular From GARD

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Port State CICs in 2016**- Tokyo, Black Sea and Indian Ocean MoUs**

Their CICs for 2016 are aimed at verifying compliance with the relevant parts of SOLAS and related guidelines concerning procedures and measures in place for the safe stowage and securing of cargo. The CIC will also be important in light of the mandatory container weighing requirements that came into force on 1 July 2016.

In accordance with SOLAS Chapters VI/VII and the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), cargo units, including containers, shall be stowed and secured throughout the voyage in accordance with an approved Cargo Securing Manual. The Cargo Securing Manual is mandatory on all types of ships engaged in the carriage of all cargoes other than solid and liquid bulk cargoes. Guidelines for the preparation of the Cargo Securing Manual is available through [here](#).

It is important that securing devices meet the accepted functional and strength criteria applicable to the ship and its cargo. It is also important that officers on board are aware of the magnitude and direction of the forces involved and the correct application and limitations of the cargo securing devices. The crew and other persons employed for the securing of cargoes should be instructed in the correct application and use of the cargo securing devices on board the ship.

The Tokyo MoU press release dated 1 August 2016, contains a questionnaire with 10 selected items to be used by PSCOs during their regular inspections (click [here](#) for a copy). Similar questionnaires are likely to be used by attending PSCOs in all the MoU regions.

Recommendations

Gard's Members and clients are encouraged to become familiar with the CIC criteria prior to the commencement of the campaigns. As most of the Maritime Administrations have delegated the certification of ships under IMO Conventions and Codes to the classification societies, we also recommend contacting vessels' classification societies to obtain more detailed information on typical survey procedures related to the announced CICs.

A self-inspection/assessment on board is recommended and all crew members should be provided with training prior to entering the port of inspection during the CIC period.

When deficiencies are found, actions by the port state 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. The results of the CICs will be analysed and findings will be presented to the governing body of the MoUs for submission to the IMO.

Source of Information: Gard P&I Club