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Concentrated Inspection Campaign on Cargo Securing of Cargo Units and Cargo Transport Units

Applicable to: This FLEET SAFETY LETTER should be brought to the attention of ship-owners, ship managers, operators, Masters of Vanuatu-registered ships and Recognized Organizations

The Maritime Administrator of the Vanuatu International Shipping Registry hereby issues this Fleet Safety Letter, effective immediately, to draw the attention of all concerned parties to the joint Concentrated Inspection Campaign (CIC) on the cargo securing of cargo units and cargo transport units, announced by the Paris MoU and Tokyo MOU on Port State Control.

The campaign will be conducted from **1 September 2026 to 30 November 2026** in conjunction with routine Port State Control inspections. A ship will be subject to only one inspection under this CIC during the campaign period, per MoU.

1. Purpose and Scope of the Campaign

The purpose of the campaign is to assess compliance with the applicable SOLAS requirements concerning the loading, stowage and securing of cargo units and cargo transport units.

During the campaign, Port State Control Officers will use a specific questionnaire to verify, among other matters:

- The availability of an approved Cargo Securing Manual on board;
- Whether the Cargo Securing Manual contains clear and ship-specific lashing instructions for all applicable stowage arrangements;
- The familiarity of relevant officers with container stack weights, tier weight distribution and applicable weight limitations for tank tops, hatch covers and decks;
- Actual compliance with the approved Cargo Securing Manual;
- Whether cargo plans correctly reflect the verified gross mass of containers being loaded;
- The availability of a Cargo Safe Access Plan, where applicable;
- The availability and suitability of sufficient approved portable cargo securing devices;
- The condition, compatibility, inspection and maintenance of fixed and portable cargo securing devices;
- Compliance of the cargo stow with applicable bridge visibility requirements; and
- The availability and implementation of procedures covering heavy-weather navigation and precautions against the loss of cargo.

Any deficiencies identified during the campaign will be recorded by the Port State Control Officer. Depending on the nature and seriousness of the deficiencies, Port State action may range from recording a deficiency and requiring rectification to detention of the vessel.

2. Mandatory Actions for Vanuatu-Flagged Vessels

All Vanuatu-registered vessels to which the applicable cargo-securing requirements apply and which may call at a port under the Paris MoU or Tokyo MOU during the campaign period shall:

1. Conduct a thorough onboard assessment using the CIC questionnaire attached to this Fleet Safety Letter;
2. Verify that the approved Cargo Securing Manual is available on board, remains applicable to the vessel and contains clear instructions covering all cargo stowage and securing arrangements used on board;
3. Ensure that the cargo plan, container stack weights, tier weight distribution and structural weight limitations are properly verified and consistent with the Cargo Securing Manual;
4. Confirm that the verified gross mass of all containers is properly reflected in the applicable cargo documentation and stowage plan;
5. Inspect all fixed and portable cargo securing devices and confirm that they:
 - Are of an approved and compatible type;
 - Are sufficient in quantity;
 - Are suitable for the intended cargo arrangement;
 - Are free from excessive corrosion, deformation, cracking, wastage or other damage; and
 - Have been inspected and maintained in accordance with the inspection and maintenance scheme contained in the Cargo Securing Manual;
6. Ensure that no unapproved, incompatible, improvised or defective cargo securing devices are used;
7. Verify that relevant deck officers are fully familiar with the Cargo Securing Manual, applicable lashing arrangements, weight limitations and cargo securing calculations;
8. Confirm that cargo stowage arrangements do not impair the required visibility from the navigation bridge;
9. Review the vessel's Safety Management System procedures for heavy-weather navigation and the prevention of cargo loss, and ensure that such procedures are properly understood and implemented; and
10. Rectify any identified deficiency or non-conformity before the vessel enters a port under the Paris MoU or Tokyo MOU jurisdiction.

Appropriate familiarization and training shall be conducted for the relevant officers and crew. Such training, together with the internal inspection of cargo securing arrangements and equipment, shall be properly documented and retained on board.

3. Critical Reminder

The Maritime Administrator emphasizes that the attached CIC checklist shall be carefully reviewed and completed by the Master and responsible officers before entering ports within the Paris MoU or Tokyo MOU regions during the campaign period.

Questions marked with an asterisk are considered particularly important. A negative response to any such question may result in the vessel being considered for detention.

Shipowners, managers, operators and Masters are therefore required to exercise the utmost diligence and ensure that all documentation, cargo securing arrangements, equipment, maintenance records and crew familiarization are in full compliance with the applicable requirements.

The Paris MoU questionnaire published in connection with this campaign is appended to this Fleet Safety Letter for onboard review and preparation.

For additional information or clarification, please contact the Office of the Maritime Administrator at technical@register-vu.com.



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The Republic of Vanuatu

QUESTIONNAIRE

CONCENTRATED INSPECTION CAMPAIGN 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? <i>(question for information only)</i>				
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? <i>(NA can only be recorded if Q2a is answered with No)</i>				
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? <i>(question for information only)</i>				
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				

No.	Question	Yes	No	NA	Detention
	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? <i>(question for information only)</i>				
10b	Where they exist, have the procedures covering heavy weather navigation, including precautions to prevent the loss of cargo been complied with? <i>(NA can only be recorded if Q10a is answered with No)</i>				

If “No” is ticked for questions marked with an asterisk “*”, the ship may be considered for detention.

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.