



MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING ADVISORY
NO. 21 OF 2026

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For the attention of: Singapore-flagged ships operators, Designated Persons (DPA) and Masters.

Concentrated Inspection Campaign on Ship Cargo Securing from 01 September 2026 to 30 November 2026 by Tokyo MOU (TMOU) and Paris MOU (PMOU)

This email is to draw your attention to the forthcoming Concentrated Inspection Campaign (CIC) focused on Ship Cargo Securing, which will be conducted by member states of the TMOU and PMOU from 01 September 2026 to 30 November 2026.

2 The 2026 CIC by the TMOU and PMOU would focus on cargo securing which will assess vessel compliance with Cargo Securing Manuals and the safe stowage/securing of cargo during the PSC inspections. PSC may verify compliance with the vessel's approved Cargo Securing Manual (CSM), assess the condition and suitability of cargo securing equipment, evaluate the proper application of lashings, and review the effectiveness of heavy-weather securing arrangements. Deficiencies in any of these areas that poses a significant risk to the vessel, crew, cargo, or the marine environment may result in PSC detention.

Call for Action

3 The ISM companies and Masters of Singapore-flagged ships are urged to conduct self-inspections to ensure the vessel are prepared for the CIC. Particular attention should be given to the following:

- a) Ensure that the Cargo Securing Manual (CSM), where applicable, is available onboard, approved by the vessel's Classification Society, and has accurately reflected the vessel's actual cargo arrangements and operations.
- b) Ensure that the vessel's cargo securing arrangement comply with the approved CSM, including the application of correct lashing angles, blocking and bracing arrangements, and heavy weather securing measures.
- c) Ensure regular inspections of the cargo securing equipment are carried out and that all

cargo securing equipment are maintained in good conditions. This includes, but is not limited to, lashing rods, turnbuckles, twist locks, chains, wire lashings, shackles, securing points and stanchions.

- d) Ensure that crew members are adequately trained and familiar with the CSM, equipment limitations, cargo securing procedures, and actions required during heavy-weather conditions.
- e) Ensure documentation and records are in order. The Master shall ensure that pre-departure cargo securing checks are carried out and maintenance records, inspection records, and voyage-specific cargo securing documentation are properly maintained and readily available.

4 The CIC checklist is appended in the Annex for the Companies and Masters serving onboard Singapore-flagged ships to perform self-inspection before calling to a port. We seek your full cooperation in preparing Singapore-flagged ships for this upcoming CIC.

5 Please do not hesitate to contact us via shipping@mpa.gov.sg if you have any query relating to this email. Thank you.

The Team from Flag State Control
MARITIME AND PORT AUTHORITY OF SINGAPORE

Annex

**MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION**



**CONCENTRATED INSPECTION CAMPAIGN
ON CARGO SECURING OF CARGO UNITS AND
CARGO TRANSPORT UNITS
01/09/2026 to 30/11/2026**

CIC on Cargo Securing of Cargo Units and Cargo Transport Units

Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

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.

This CIC is only applicable to ships required to have an approved Cargo Securing Manual onboard (such as Container Ship/Ro-Ro Ship/General Cargo Ship).

No.	Item	Yes	No	N/A	Detention
1a*	Does the ship have an approved cargo securing manual onboard?				
1b*	Does the CSM contain clear lashing instructions for all specific stowage situations found on board?				
2*	Are relevant officer's 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?				
3*	Is the Cargo Securing Manual being complied with?				
4*	Does the cargo plan reflect the verified gross mass of the containers being loaded?				
5*	Does the ship have a "Cargo Safe Access Plan" (CSAP) to facilitate the proper stowage and securing of containers?				
6*	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?				
7*	Are the fixed and portable cargo securing devices in good condition, compatible with the ship and maintained in accordance with Inspection and maintenance scheme contained in the CSM?				
8*	Has the cargo been secured throughout the voyage so as to prevent the loss of cargo overboard?				
9*	Does the cargo stow comply with bridge visibility requirements?				
10a	Does the ship have procedures or arrangements in place, within the ships safety management system, covering heavy weather navigation, including precautions to prevent the loss of cargo?				
10b	Where they exist, have the procedures covering heavy weather navigation, including precautions to prevent the loss of cargo been complied with?				

Note:

- Questions 1 to 10b answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.
- If the box "NO" is ticked off for questions marked with an "**", the ship may be considered for detention.