



Aug 13, 2026
Circular No.: [2026] 06

Recommendations on the 2026 CIC for Ships Calling at Chinese Ports

Dear Sir / Madam,

The Tokyo and Paris Memoranda of Understanding (MOUs) will jointly conduct a Concentrated Inspection Campaign (CIC) on the securing of cargo units and cargo transport units from September 1 to November 30, 2026. As a member authority of the Tokyo MoU, the China Maritime Safety Administration (MSA) will implement this campaign across major ports, including Shanghai, Shenzhen, Guangzhou, Qingdao, Ningbo, Dalian, and Tianjin. All deficiencies identified during inspections will be recorded in the Port State Control (PSC) database, directly impacting vessel risk profiles and the performance records of both shipping companies and flag states.

The current CIC will be conducted in conjunction with routine PSC inspections. Accordingly, China MSA will not arrange separate boarding inspections. Nevertheless, all 10 items listed in the standardized questionnaire jointly developed by the two MOUs (see attachment) will be verified during the inspection.

We strongly advise relevant vessels, particularly those with frequent callings at Chinese ports, to conduct thorough self-inspections and rectify any identified deficiencies in advance. This proactive approach is essential to avoid PSC deficiency records and operational losses resulting from potential detentions.

Common PSC Deficiencies on Cargo Securing at Chinese Ports

Based on practical PSC enforcement at Chinese ports, we have compiled the common deficiencies under each inspection item in the questionnaire as follows:

No.	Item	Common Deficiencies
1a*/b*	Cargo Securing Manual (CSM) & Completeness of Securing Instructions	The CSM has expired or is not approved by the Class Society; Lack of dedicated securing schemes for special cargo units/cargo transport units.
2*	Familiarity of Senior Officers with CSM	The Chief Officer fails to state critical parameters such as stack weight limits and deck load capacity; During inspections, some PSCOs routinely question the Master and Chief Officer on key parameters as stated above. Failure to respond accurately may result in a major deficiency.
3*	Compliance with CSM	Reduction in the number of securing devices based on personal experience rather than compliance with the CSM requirements. PSCOs at major Chinese container ports adopt a zero-tolerance policy for such simplified securing practices.
4*	GM Stowage Plan & VGM	VGM data unavailable, or declared weight inconsistent with supporting documents.
5*	Cargo Safe Access Plan (CSAP)	CSAP unavailable on board, or designated safe access walkways blocked.
6*	Stock of Portable Securing Devices	Insufficient stock or use of securing devices with unapproved models.
7*	Condition of Securing Devices	Securing devices found deformed, cracked, seized, or severely corroded; Absence of maintenance records (high detention risk).
8*	Effectiveness of Securing During Voyage	Loose securing arrangements were not detected in time, posing a risk of cargo shifting or loss overboard.
9*	Bridge Visibility	Improper stowage of containers/cargo units obstructs the bridge visibility.
10a/10b	SMS Procedures for Heavy Weather Navigation	The Safety Management System (SMS) lacks procedures for heavy-weather navigation, including precautions to prevent cargo loss, or, where such procedures exist, the crew fails to implement them effectively.

Recommendations for Preparing for CIC Inspections at Chinese Ports

As an active member administration of the Tokyo MOU, China MSA is expected to intensify PSC inspections at domestic ports throughout this CIC. Accordingly, we recommend Shipowners implement the following targeted inspection response measures from both shore-based and on-board perspectives:

1. Shore-based Support

(1) Review SMS procedures for cargo protection under heavy-weather conditions and en-route securing inspections to ensure such procedures are clear and practicable.

(2) Verify the validity of each ship's CSM and ensure an adequate inventory of spare securing devices on board. For relevant ships trading on China routes, shore-based management is advised to procure spare devices in bulk in advance. This proactive measure will mitigate the risk of operational suspension and costly delays arising from the procurement of securing devices to rectify deficiencies detected during PSC/CIC inspections.

(3) Distribute the CIC questionnaire to all relevant ships and require thorough self-inspection before entering a Chinese port.

2. Measures Taken by Ships

(1) Document Preparation

- Chinese PSCOs place high emphasis on the completeness of documents and records. It is good practice to keep the CSM, securing device maintenance logs, stowage plans, VGM documents, and SMS heavy-weather procedures well-organized for quick access during inspections.
- Chinese PSCOs may examine securing device maintenance records for at least the preceding three months. Missing or incomplete records may lead to deficiency findings.
- Verify the CSAP's validity and ensure that designated safe access passages remain unobstructed.

(2) Inspection of Securing Devices

- The Chief Officer shall conduct a visual inspection on all fixed and portable securing

devices (including twistlocks, bridge fittings, turnbuckles, padeyes, etc.), and replace any fittings that are cracked, deformed, excessively worn, or otherwise damaged.

- Ensure the quantity and type of spare securing devices comply with CSM requirements.

(3) Cargo Stowage

- Obtain complete VGM data from terminals or shippers, and ensure the VGM of each cargo unit/cargo transport unit is clearly indicated on stowage plans.
- Dedicated lashing plans shall be formulated separately for special cargoes (e.g. heavy locomotives and Out-of-Gauge cargoes) and attached to the stowage documents. Ships without dedicated securing plans may face more detailed inspections.
- Strictly adhere to the lashing requirements stipulated in the CSM. Any attempt to reduce the number of lashings based solely on experience is strictly prohibited.
- Special attention must be paid to ensure cargo stowage does not obstruct the view from the navigation bridge.

(4) Crew Training

- Organize a special training session for this CIC to ensure all crew are familiar with inspection procedures and key inspection items.
- Ensure all relevant senior officers, especially the Chief Officer, are fully familiar with all contents of the CSM, particularly those clauses concerning container stack weight limits and deck load limits.

(5) Others

- Before commencing a trans-oceanic voyage or when heavy weather is anticipated,

the Chief Officer shall conduct a thorough inspection of all cargo securing arrangements and retain a documented record of the inspection.

- The Chief Officer shall accompany the PSCO throughout the inspection and respond accurately to all queries raised.

For any related questions, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,



CUI Jiyu

Head of Marine Team

Attachment:

**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	

Each question must be answered with either "Yes," "No," or "N/A." If a response of "No" is provided, please refer to the note below for further information.

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.