

Tokyo MoU 和 Paris MoU

联合集中检查货物系固集中检查活动 (CIC)

海事信息通知的范围是为航运业提供与 RINA 相关的信息，包括其组织、倡议和服务，以及传播 RINA 认为可能感兴趣的一般性信息。所提供的信息并不旨在详尽无遗，仅供参考。

Tokyo MoU 和 Paris MoU 关于港口国监督 (Port State Control) 的成员主管机关将针对货物单元和货物运输单元的货物系固开展联合集中检查活动 (CIC)。

本次活动旨在核查船舶是否按照 SOLAS 第 VI 章和第 VII 章的要求，符合货物系固相关强制性规定。CIC 2026 计划的目的是收集有关货物单元和货物运输单元在装载、积载和系固方面是否符合现行 SOLAS 要求的数据。

检查期间将核查以下方面：

- 货物系固手册 (CSM)；
- 对 CSM 的了解和熟悉程度；
- 货物系固作业是否符合 CSM；
- 货物安全通行计划 (CSAP)；
- 货物系固设备的可用性和状况；
- 适当的货物系固安排；以及
- 是否符合驾驶室视线要求。

RINA provides a wide range of services across the Energy, Marine, Certification, Transport & Infrastructure and Industry sectors through a global network of 200 offices in 70 countries.

RINA activities are carried out in accordance with the RINA governance model, which safeguards impartiality and prevents conflict of interest situations.

RINA is a member of key international organizations and an important contributor to the development of new legislative standards.

本次活动将持续三个月，自 2026 年 9 月 1 日开始，至 2026 年 11 月 30 日结束。

CIC 检查将与常规港口国监督检查同时进行，并在适用情况下适用于所有船舶。每艘船舶在活动期间仅接受一次 CIC 检查。

港口国监督检查官将使用预先制定的问卷（随本海事通知附上，供快速参考），评估相关领域是否满足货物系固要求。

如发现缺陷，港口国可采取相应措施，从记录缺陷并要求船长在规定期限内纠正，到滞留船舶直至严重缺陷得到解决。检查结果将在 Tokyo MoU 和 Paris MoU 官方网站上公布。

本次活动的结果将进行分析，相关发现将提交给两个 MoU 的管理机构，并可能进一步提交至国际海事组织。

Paris MoU 和 Tokyo MoU 新闻稿全文随本《海事信息通知》一并附上。

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3 August 2026

CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING

The Member Authorities of the Tokyo MOU and Paris MoU will undertake a Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units. This CIC will be conducted from 1 September to 30 November 2026.

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.

During the campaign, Member Authorities of the MOUs will carry out the inspection in conjunction with routine port State control inspections. A ship will be subject to only one inspection under this CIC during the period, per MOU.

Port State Control Officers (PSCOs) will apply a questionnaire, developed by the Tokyo and Paris MOUs, to check how cargo securing obligations have been complied with.

Any deficiencies identified during the inspection campaign will be recorded by PSCOs, and actions by a port State may vary from recording a deficiency to detaining the ship.

The results of the campaign will be analysed and findings presented to the governing bodies of both MOUs, with a view to future submission to the International Maritime Organization.

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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.	

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.