



PARIS MOU / TOKYO MOU CONCENTRATED INSPECTION CAMPAIGN (CIC) ON CARGO SECURING (1 SEPTEMBER 2026 – 30 NOVEMBER 2026)

Reference: SKN Maritime Circular MC 163 26, Dated 20 August 2026

To: All Shipowners, Managers, Masters, Recognized Organizations and Flag State Inspectors of St. Kitts & Nevis-flagged vessels

The St. Kitts and Nevis International Ship Registry (SKAN Reg) has issued Maritime Circular MC 163 26, raising awareness of the upcoming Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units, jointly conducted by the Paris MoU and Tokyo MoU between 1 September and 30 November 2026. This Technical Note summarises the principal points of the Circular for information.

1. Background

The campaign will verify compliance with SOLAS requirements relating to the loading, stowage and securing of cargo units and cargo transport units, and will be carried out during routine Port State Control inspections. It applies to vessels carrying cargo units and cargo transport units, including container ships, Ro-Ro vessels, general cargo and multipurpose ships, and is based on IMO Resolution MSC.380(94), the VGM Guidelines (MSC.1/Circ.1475) and the CSS Code.

2. Required Actions by Vessels

All Masters and shipboard management teams must conduct an immediate review of compliance with cargo securing requirements, including the availability and currency of the approved Cargo Securing Manual (CSM), accurate cargo planning reflecting Verified Gross Mass (VGM) and loading limitations, sufficient and well-maintained cargo securing equipment, and safe access arrangements including heavy-weather navigation procedures within the Safety Management System.

3. Flag Expectation and Enforcement

SKAN Reg maintains a zero-tolerance approach toward deficiencies that may compromise the safety of navigation, personnel, cargo or the marine environment, and all vessels are expected to demonstrate full compliance prior to and throughout the inspection period. A negative response to key CIC questionnaire items may result in vessel detention.

- All vessels must have an approved, up-to-date Cargo Securing Manual and demonstrate compliance with VGM and loading limitations.

NOTES:

- This Technical Note has been prepared to keep readers informed of current developments and is offered for general guidance purposes only.
- While reasonable care has been taken to keep the information accurate and complete, Capital Register of Shipping, its officers, employees, agents and subcontractors give no warranty as to its accuracy and accept no responsibility for any errors or omissions herein.
- Capital Register of Shipping shall not be held liable for any loss, damage or expense incurred, nor for any action taken by any party, arising from the use of or reliance upon the information contained in this Technical Note.

- A negative response to key CIC inspection questionnaire items may result in vessel detention.

Requirement	Effective Date / Status
Cargo Securing Manual (CSM)	Must be approved, available onboard and updated to reflect current cargo operations
Cargo planning and loading limitations	Must accurately reflect VGM information and comply with stack/tier weight, tank top, hatch cover and deck loading limits
CIC inspection period	1 September 2026 to 30 November 2026, jointly conducted by Paris MoU and Tokyo MoU

4. Action Required

Owners, Managers and Masters should review this Circular with shipboard officers, conduct a self-assessment against the CIC inspection checklist (FSI Form 23), verify that supporting records, manuals and certificates are readily available, and report any identified deficiencies to the Company without delay for corrective action before the CIC commences. Questions should be directed to technical@skanregistry.com.

For clarification on any of the above, please reach out to:

Capital Register of Shipping (CRS CLASS)

Address: 5589 NW 72nd Avenue, Miami, FL 33166, USA

Phone: +91 871 490 8886

E-mail: info@crsclass.com