

PSC 2026 Cargo Securing Pre-Arrival Checklist

A practical shipboard preparation aid for the Paris MoU and Tokyo MOU Concentrated Inspection Campaign, 1 September to 30 November 2026.

VESSEL

IMO NUMBER

PORT / ETA

APPLICABLE MOU / AUTHORITY

COMPLETED BY

DATE / TIME

CAMPAIGN WINDOW

1 Sep - 30 Nov

PARIS FORM

8 starred checks

TOKYO FORM

10 starred checks

01 BEFORE USING THIS CHECKLIST

- ☐ Download the official questionnaire issued by the inspecting authority. The published Paris and Tokyo forms are aligned in purpose but are not identically numbered or worded.
- ☐ A negative response can result in a deficiency. A starred question may lead the PSCO to consider detention; detention is not automatic.
- ☐ This campaign checks compliance with existing SOLAS requirements. It does not create new cargo securing obligations on 1 September.
- ☐ Use this document as an operational aid only. The approved CSM, SMS, flag and class instructions, company procedures and master's judgement take precedence.

02 THE FOUR-WAY COMPLIANCE TEST

MANUAL

Approved, vessel-specific requirements

PLAN

Cargo plan, VGM, limits and voyage evidence

EQUIPMENT

Correct type, compatibility and condition

CREW

Practical familiarity, not memorised answers

HIGHEST EXPOSURE

Document gap + physical defect + weak officer answer

Documents and Cargo Plan

Reconcile the approved requirement, final plan and records before the physical inspection begins.

A APPLICABILITY AND APPROVED DOCUMENTS

- ☐ Confirm which campaign questions apply to the vessel, cargo and voyage.
- ☐ Official questionnaire for the inspecting MoU downloaded and retained in the preparation file.
- ☐ Approved Cargo Securing Manual onboard, current, vessel-specific and readily available.
- ☐ Ship identity, approval pages, revisions and amendments in the CSM verified.
- ☐ CSM contains clear instructions for every specific stowage situation currently found onboard.
- ☐ Cargo Safe Access Plan available and workable where applicable.
- ☐ Previous PSC, flag, class and internal cargo-securing findings reviewed and closed with evidence.

B CARGO PLAN, WEIGHTS AND STRUCTURAL LIMITS

- ☐ Final cargo plan reflects the actual cargo positions onboard.
- ☐ Container VGM information is reflected in the final plan; late changes, restows and shut-outs are controlled.
- ☐ Stack and tier weight distributions are within the approved limits.
- ☐ Tank-top, deck and hatch-cover permissible loads have been checked for the present cargo.
- ☐ Lashing software inputs and outputs agree with the approved CSM and actual loading condition, where used.
- ☐ Cargo stow complies with applicable bridge visibility requirements.
- ☐ Any deviation from the approved arrangement has been corrected or formally escalated before arrival.

Equipment and Deck Condition

The physical arrangement must support the story told by the manual, plan and records.

c FIXED AND PORTABLE SECURING DEVICES

- ☐ Sufficient approved portable securing devices of the correct brand and type are onboard.
- ☐ Equipment inventory is current and agrees with the quantity physically available.
- ☐ Compatible spare twistlocks, lashing rods, turnbuckles and other required devices are available.
- ☐ Fixed and portable devices are compatible with the vessel and approved CSM arrangement.
- ☐ No visible cracks, deformation, excessive corrosion or wastage.
- ☐ Threads, locking mechanisms, pins and retaining arrangements operate correctly.
- ☐ No unauthorised repairs, makeshift arrangements or unapproved mixed equipment types.
- ☐ Identification and traceability are legible where required.
- ☐ Defective equipment has been isolated, marked and removed from service.
- ☐ Loose equipment is safely stored and does not create a deck hazard.

d ARRANGEMENT AND SAFE ACCESS

- ☐ Actual lashing pattern and number of devices match the approved arrangement.
- ☐ Tensioning and locking arrangements are correctly applied.
- ☐ Access routes, platforms, handrails, lighting and working areas are safe and unobstructed.
- ☐ Maintenance and inspection records match the visible condition of the equipment.

Crew, Heavy Weather and Close-Out

Test practical familiarity and leave a clear record of every unresolved gap.

E OFFICER FAMILIARITY AND VOYAGE EVIDENCE

- ☐ Responsible officers can locate the applicable CSM section without delay.
- ☐ Officers can explain stack, tier, tank-top, deck and hatch-cover limitations for the current cargo.
- ☐ Officers can explain how VGM data was incorporated into the final cargo plan.
- ☐ Officers can identify incompatible or defective securing equipment and the rejection criteria used onboard.
- ☐ SMS contains procedures for heavy-weather navigation and precautions against cargo loss.
- ☐ Forecast review, route and speed decisions, deck checks and corrective actions are documented.
- ☐ Crew can explain what to do if actual stowage or securing does not match the CSM.
- ☐ No crew member is expected to enter an unsafe deck area merely to create a checklist record.

F REGIONAL FORM DIFFERENCE

PARIS MOU

Separate applicability question. CSAP is information-only. Eight questions are marked as possible detention considerations.

TOKYO MOU

CSAP is starred. A separate starred item asks whether cargo remained secured throughout the voyage. Ten items are starred.

G OPEN ITEMS AND SIGN-OFF

UNRESOLVED DEFECT / RISK

SHORE SUPPORT REQUESTED

CORRECTIVE ACTION AND TARGET TIME

MASTER / RESPONSIBLE OFFICER

SIGNATURE

DATE / TIME