



JAPAN P&I NEWS

To the Members

Frequently Asked Questions on Cargo Securing Manual (CSM)

We refer to the Japan P&I News [No.1385](#) dated 10 August 2026. The Paris and Tokyo MOUs are currently conducting a joint Concentrated Inspection Campaign (CIC) on Cargo Securing for three months from 1 September to 30 November 2026.

Regarding this ongoing CIC, ABS (American Bureau of Shipping) has published "[Regulatory News - Paris and Tokyo MoU Joint CIC for 2026 on Cargo Securing](#)". This article provides a clear summary of the inspection focus areas and recommends key items for owners and operators to review as follows. We encourage Members to refer to this article for further details:

- The approved Cargo Securing Manual (CSM) and associated procedures.
- Crew familiarity with cargo securing requirements, stack weight limitations, tier weight restrictions, and loading limitations for tank tops, hatch covers, and decks.
- Maintenance, inspection, and replacement records for fixed and portable lashing equipment.
- Cargo Safe Access Plans (CSAP).
- Heavy weather navigation procedures contained in the Safety Management System (SMS).
- Implementation of Verified Gross Mass (VGM) verification and cargo planning processes.
- Compliance with the inspection and maintenance scheme for cargo securing devices contained in the CSM.

Additionally, the "[Frequently Asked Questions - Cargo Securing Manual](#)" (PDF) can be directly downloaded from the bottom of the article. This FAQ provides highly valuable guidance by addressing common queries related to the preparation, approval and implementation of Cargo Securing Manuals (CSM), serving as an excellent and timely reference tool during the ongoing CIC.

As highlighted by the fact that cargo securing is designated as a focus area in this CIC, improper cargo stowage and securing can lead to cargo shifting and severe cargo damage during rough weather, which may ultimately compromise the vessel's stability and safety, resulting in major accidents.

We fully recognise and appreciate the continuous efforts made by our Members towards safe navigation and cargo loss prevention. Taking the ongoing CIC as an opportunity, we recommend this FAQ to Members as a useful aid when reviewing and organising relevant documents and maintenance, and when conducting thorough self-inspections of all securing devices and equipment (including the replacement of defective parts).

When stowing and securing cargo, CSM must be strictly complied with. The CSM is developed based on the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) adopted by the IMO. For further practical guidance on

the stowage and securing of non-standardised cargo in accordance with the CSS Code, please refer to the [P&I Loss Prevention Bulletin](#): “Stowage and securing of non-standardised cargo Part 1” issued in January 2026, and “Stowage and securing of non-standardised cargo Part 2” issued in March 2026 (for Members only).

We will continue to provide the latest information and technical insights to assist our Members in preventing accidents.

Yours faithfully,

The Japan Ship Owners’ Mutual Protection & Indemnity Association