



Australian Government

Australian Maritime Safety Authority

Published on *Australian Maritime Safety Authority* (<https://www.amsa.gov.au>)

[Home](#) > [Vessels & operators](#) > [Port State control](#) > Cargo securing focused inspection campaign 1 August–31 October 2020

Cargo securing focused inspection campaign 1 August–31 October 2020

This is advice for ship owners and masters. We will undertake a focused inspection campaign (FIC) on cargo securing arrangements from 1 August to 31 October 2020. This is in response to recent events where containers have been lost into the sea off the Australian Coast.

Purpose

The purpose of the campaign is to:

1. Draw the attention of ship owners and operators to their obligations under Chapter VI of SOLAS in respect of regulations 2 and 5.
2. Provide a specific inspection focus on the use of cargo information as well as stowage and securing of unitised cargo.

This is not a concentrated inspection campaign. This focussed inspection campaign has been initiated by AMSA, is specific to Australia, and will target foreign vessels in Australian waters. The focussed inspection campaign will only be carried out on vessels that have, or are required to have, cargo securing arrangements approved under regulation 5 of Chapter VI of SOLAS.

Australia gives effect to [Part A of Chapter VI of SOLAS through Marine Order 42](#) [1].

AMSA has implemented this focussed inspection campaign to demonstrate that inadequate cargo securing arrangements and the loss of cargo in Australian waters is not acceptable.

Inspection process

Wherever appropriate, surveyors will undertake this focussed inspection campaign in conjunction with normal port State control (PSC) inspections. Where a vessel is not eligible for a port State control inspection, we will still undertake specific standalone inspections of a vessel's container stowage and lashing arrangements during the term of the focussed inspection campaign.

Where a surveyor finds a deficiency in relation to the attached checklist, the surveyor will discuss this with the Master with a view to ensuring the vessel is brought into compliance with the relevant requirements.

Cargo Securing focussed inspection campaign inspections are not considered to be port State control inspections and focussed inspection campaign data will not be transmitted to regional port State control regime databases. However, where a vessel is deemed non-compliant, and clear grounds exist, then our surveyor may proceed to a full port State control inspection. Details of port State control inspections will be transmitted to regional port State control regime databases.

Outcome of the focussed inspection campaign

The results of the focussed inspection campaign will be analysed and a report prepared. This report will be published on our website.

Port State control

Cargo Securing focussed inspection campaign inspections are not considered to be port State control inspections and focussed inspection campaign data will not be transmitted to regional port State control regime databases. However, where a vessel is deemed non-compliant, and clear grounds exist, then our surveyor may proceed to a full [port State control inspection](#) [2]. Details of port State control inspections will be transmitted to regional port State control regime databases.

Source URL: <https://www.amsa.gov.au/vessels-operators/port-state-control/cargo-securing-focused-inspection-campaign-1-august-31-october>

Links

[1] <https://www.legislation.gov.au/Details/F2016L01018>

[2] <https://www.amsa.gov.au/vessels-operators/port-state-control>