



ZANZIBAR MARITIME AUTHORITY

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Circular No. FSI/010/2026

To: Ship Owners / Operators, Ship Managers, Masters, Recognized Organizations (RO), Recognized Security Organizations (RSO), Agents, and Other Interested Parties of Tanzania Zanzibar Registered Vessels

Subject: Joint Paris MoU – Tokyo MOU Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units, 1 September 2026 to 30 November 2026.

Purpose: This Circular informs all interested parties of the joint Concentrated Inspection Campaign announced by the Paris Memorandum of Understanding and the Tokyo Memorandum of Understanding on Port State Control and sets out the mandatory, verification, obligations and reporting requirements applicable to Tanzania Zanzibar flagged vessels and to Recognized Organizations acting on behalf of the Administration.

Scope and Applicability: This Circular applies to all Tanzania Zanzibar Registered Vessels engaged in International Voyages.

Date: 7 August 2026

1. Introduction

The Member Authorities of the Paris MoU and the Tokyo MOU on Port State Control have jointly announced a Concentrated Inspection Campaign (CIC) on the cargo securing of cargo units and cargo transport units. The campaign will be conducted from 1 September 2026 to 30 November 2026 in conjunction with routine Port State Control inspections. A ship will be subject to only one inspection under this CIC during the campaign period, per MoU.

The purpose of the campaign is to collect data on, and to verify compliance with, the applicable SOLAS requirements governing the loading, stowage and securing of cargo units and cargo transport units. Port State Control Officers (PSCOs) will apply a questionnaire jointly developed



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by the two Memoranda. The results will be analyzed and presented to the governing bodies of both Memoranda, with a view to future submission to the International Maritime Organization.

The Zanzibar Maritime Authority (ZMA) and the Tanzania Zanzibar International Register of Shipping (TZIRS) hereby draw the attention of all concerned parties to this campaign and require the actions set out in Sections 3 and 4 of this Circular to be completed before a vessel enters a port within the Paris MoU or Tokyo MOU regions during the campaign period.

2. Areas of Verification by Port State Control Officers

During the campaign, PSCOs will verify, among other matters, the following:

- The availability on board of an approved Cargo Securing Manual (CSM).
- Whether the CSM contains clear and ship-specific lashing instructions covering all stowage situations found on board.
- The familiarity of the relevant officers with the contents of the CSM in respect of container stack weight and tier weight distribution, and the weight limitations applicable to tank tops, hatch covers and decks.
- Actual compliance with the approved Cargo Securing Manual.
- Whether the cargo plan reflects the verified gross mass (VGM) of the containers being loaded.
- The availability of a Cargo Safe Access Plan (CSAP), where applicable.
- Whether sufficient approved portable cargo securing devices, of the correct brand and type, are carried on board.
- The condition, compatibility, inspection and maintenance of fixed and portable cargo securing devices in accordance with the inspection and maintenance scheme contained in the CSM.
- Compliance of the cargo stow with bridge visibility requirements.
- The existence and implementation of procedures covering heavy weather navigation, including precautions to prevent the loss of cargo.

Any deficiency identified during the campaign will be recorded by the PSCO. Depending on the nature and seriousness of the finding, port State action may range from recording a deficiency and requiring rectification to detention of the vessel.



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3. Mandatory Actions for Tanzania Zanzibar Flagged Vessels

All Tanzania Zanzibar flagged vessels within the scope of this Circular shall, prior to entering a port within the Paris MoU or Tokyo MOU regions during the campaign period.

1. Conduct a thorough onboard self-assessment using the CIC questionnaire reproduced at Annex I to this Circular, under the supervision of the Master.
2. Verify that the approved Cargo Securing Manual is available on board, is applicable to the vessel in its current configuration, and contains clear instructions covering all cargo stowage and securing arrangements in use.
3. Confirm that the cargo plan, container stack weights, tier weight distribution and structural weight limitations for tank tops, hatch covers and decks are correctly determined and consistent with the CSM.
4. Confirm that the verified gross mass of every container is correctly reflected in the cargo documentation and in the stowage plan.
5. Inspect all fixed and portable cargo securing devices and confirm that they are of an approved and compatible type, sufficient in quantity, suitable for the intended cargo arrangement, free from excessive corrosion, deformation, cracking, wastage or other damage, and inspected and maintained in accordance with the inspection and maintenance scheme contained in the CSM.
6. Ensure that no unapproved, incompatible, improvised, mixed-brand or defective cargo securing devices are used, and that any device found unfit for service is landed or clearly segregated and marked.
7. Verify that the relevant deck officers are fully familiar with the CSM, the applicable lashing arrangements, weight limitations and cargo securing calculations, and are able to demonstrate that familiarity to a PSCO.
8. Confirm that the cargo stowage arrangement does not impair the visibility required from the navigation bridge.
9. Review the Safety Management System procedures covering heavy weather navigation and the prevention of cargo loss and ensure that such procedures are understood and implemented.
10. Where the vessel carries containers, confirm the availability of a Cargo Safe Access Plan and the associated safe access arrangements for lashing personnel.



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11. Rectify any identified deficiency or non-conformity before the vessel enters a port within the Paris MoU or Tokyo MOU jurisdiction.

Appropriate familiarization and training shall be conducted for the relevant officers and crews. Such training, together with the completed self-assessment and the internal inspection records for cargo securing arrangements and equipment, shall be documented and retained on board and made available to the PSCO on request.

4. Obligations of Recognized Organizations and Recognized Security Organizations

In accordance with Section 2 “Continuous compliance obligation” of Circular No. FSI/08/2026 and Section 3.9.2 “Communication/cooperation with flag State” of the RO Code, all ROs and RSOs authorized to act on behalf of TZIRS shall:

1. Circulate this Circular, together with Annex I, to all Tanzania Zanzibar flagged vessels within their portfolio without delay.
2. During any statutory survey, audit or verification carried out on a Tanzania Zanzibar flagged vessel before and during the campaign period, pay particular attention to the areas listed in Section 2 of this Circular and confirm that the onboard self-assessment at Annex I has been completed and retained on board.
3. Report to TZIRS, within twenty-four (24) hours after the attendance, any CIC-related deficiency recorded during the survey against a Tanzania Zanzibar flagged vessel.
4. Notify TZIRS immediately of any vessel found unfit to proceed to sea, any major non-conformity, dangerous occurrence, accident or structural breakdown connected with cargo stowage, securing arrangements or loss of cargo.
5. Submit to TZIRS a consolidated summary of CIC-related findings for the Tanzania Zanzibar fleet no later than 31 December 2026.

All reports required under this Section shall be submitted to technical@tzirs.tz

5. Critical Reminder – Detainable Items

The Administration emphasizes that the CIC questionnaire at Annex I shall be carefully reviewed and completed by the Master and the responsible officers and submitted to TZIRS (technical@tzirs.tz) before the commenced of the Concentrated Inspection Campaign (CIC) and



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must be continuously monitored during and until completion of the CIC to mitigate any risk of detention.

Questions marked with an asterisk (*) in Annex I are detainable items. A negative response to any such question may result in the vessel being considered for detention. Questions 1, 6 and 10a are for information only. Any question from 1 to 10, excluding 6 and 10a, answered “No” by a PSCO must be accompanied by a relevant deficiency on the Report of Inspection.

Shipowners, managers, operators, Masters and Recognized Organizations are accordingly required to exercise the utmost diligence and to ensure that all documentation, cargo securing arrangements, equipment, maintenance records and crew familiarization are in full compliance with the applicable requirements.

Note: An answer of “Yes” to any question in the questionnaire does not in itself indicate that the lashing arrangement and associated equipment comply with the intended design parameters. The Master remains responsible for satisfying himself or herself that the cargo is stowed and secured for the intended voyage.

6. Failure

Failure to comply with all requirements and obligations as set out in this circular may be treated as an offense and may lead to disciplinary actions against the offender.

7. Entry into Force and Enquiries

This Circular enters into force on 09 August 2026 and remains in effect until further notice by this Administration. This circular will be automatically revoked upon completion of the Concentrated Inspection Campaign and submission of the consolidated summary report by the RO by 31 December 2026.

For additional enquiries on this Circular, please contact: Email: technical@tzirs.tz



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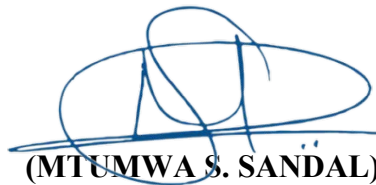
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(MTUMWA S. SANDAL)



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