



Technical Circular

No.: 023/2025

Date: 08th August 2025

Subject: Concentrated Inspection Campaign on Ballast Water Management beginning from 1st September 2025 and ending on 30th November 2025 by Tokyo and Paris MoU.

1. A Concentrated Inspection Campaign (CIC) on Ballast Water Management will be commenced by the member authorities of Tokyo and Paris Memoranda of Understanding (MoU's) on Port State Control from 1st September 2025.
2. The inspection campaign will be held for three (3) months, beginning from 1st September 2025 and ending on 30th November 2025.
3. The purpose of the CIC is to promote the effective and consistent implementation of the Ballast Water Management (BWM) Convention on Ship.
4. The following items will be verified during port state inspections by the member authorities of Tokyo and Paris MoU:
 - Proper certification for BWM Convention.
 - Approval and update of the Ballast Water Management Plan (BWMP);
 - Crew familiarization in the implementation of the BWMP;
 - Ballast Water Management System approval and its operation;
 - Records of Ballast Water Record Book (BWRB);
 - Ballast water sediment management; and
 - Valid exemptions, if any.
5. During the campaign period, the Port State Control Officers (PSCOs) will use pre-defined questionnaire to assess the adequacy and adherence of Ships BWM requirements, that the master and crew members are familiar with operations relating to BWMP and that equipment is properly maintained and functioning.
6. Deficiencies found during the inspection will be recorded by the PSC officer and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until serious deficiencies have been rectified.



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. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

7. Accordingly, Owners and managers of the Shipping Companies are advised that the ship's Masters are communicated to ensure that Ballast Water Management System is maintained properly onboard and comply with the relevant requirements.
8. A list of deficiencies noted during the PSC inspections with respect to Ballast Water Management is attached to this technical circular for ready reference. Ship owners & managers to verify and ensure similar deficiencies do not exist on their ships.

Enclosure:

1. Press Release by Paris and Tokyo MoU
2. List of Common PSC finding with respect to Ballast Water Management

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1 August 2025

JOINT CONCENTRATED INSPECTION CAMPAIGN ON BALLAST WATER MANAGEMENT

The member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Ballast Water Management.

The purpose of the campaign is to determine if ships meet the mandatory requirements for Ballast Water Management (BWM) as prescribed in the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention). This 2025 campaign has been initiated in order to promote the effective and consistent implementation of the BWM Convention.

In order to determine if ships meet the requirements of the Convention, the following areas will be verified during inspections:

- Proper certification for BWM Convention;
- Approval and update of the Ballast Water Management Plan (BWMP);
- Crew familiarisation in the implementation of the BWMP;
- Ballast Water Management System approval and its operation;
- Records of Ballast Water Record Book (BWRB);
- Ballast water sediment management; and
- Valid exemptions, if any.

The inspection campaign will be held for three months, commencing from 1 September 2025 and ending 30 November 2025. A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers will use a pre-defined questionnaire to assess that the BWM requirements in the respective areas are met.

If any non-conformities are found, actions by the port State may vary from recording a deficiency and instructing the Master to rectify it within a certain period of time, to detaining the ship until the serious deficiencies have been rectified. Inspection results will be published on the websites of the Tokyo and Paris MoU.

The results of the campaign will be analysed and findings will be presented to the governing bodies of both MoUs for possible submission to the International Maritime Organization.

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Notes to editors:

Paris MOU	Tokyo MOU
Regional Port State Control was initiated in 1982 when the maritime Authorities of fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently the maritime authorities of 27 countries are members of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee. The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website. The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.	The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.
Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping.	

QUESTIONNAIRE

CONCENTRATED INSPECTION CAMPAIGN ON BALLAST WATER MANAGEMENT

Paris MoU/Tokyo MoU

Ship's name	
IMO No.	
Date of Inspection	

**QUESTIONS 1 TO 10 ANSWERED WITH A “NO” MUST BE ACCOMPANIED
BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.**

No.	Questions	Yes	No	N/A	Detention
1*	Is a valid International Ballast Water Management Certificate (IBWMC) on board? (01136 - BWM 2004 / Reg. E-2)				
2*	Is the approved Ballast Water Management Plan (BWMP) on board? (14801- BWM 2004 / Reg. B-1)				
3*	Is the BWMP up to date to reflect the applicable requirements to manage Ballast Water as required by the Convention? (14801- BWM 2004 / Reg. B-1)				
4*	Are officers and crew familiar with their duties in the implementation of the BWMP? (14806 - BWM 2004 / Reg.B-6)				
5*	Is the Ballast Water Management System (BWMS) approved by the Administration/Organization, as appropriate? (14812 – BWM 2004 / Reg. D-3 or BWMS Code)				
6*	Is the BWMS operational? (14811 - <u>BWM 2004 / Reg. D-2 or BWMS Code Section 4)</u>)				
7	Was the Ballast Water managed according to the BWMP? (14813 - BWM 2004 / Reg. B-1)				
8	Is the Ballast Water Record Book (BWRB) properly filled including exemptions if granted? (14802- BWM 2004 / Reg. B-2 & Reg. A-4.4)				
9*	Is the crew managing Ballast Water sediments in accordance with the BWMP? (14805 - BWM 2004 / Reg. B-5)				
10*	If an exemption has been granted, are the conditions of exemption implemented? (14809 – BWM 2004 / Reg. A-4)				

Common PSC Findings with respect to Ballast Water Management

List of commonly noted PSC findings for ready reference for Ship managers and owners:

1. Ballast water management certificate found expired.
2. QR Code not readable on electronic Interim International Ballast Water Management Certificate.
3. Use of electronic record book without flag state approval.
4. Annual survey for International Ballast Water Certification found overdue.
5. Malfunctions not recorded in the ballast water record book.
6. Ballast water management system not installed on board as per BWM convention.
7. Ballast water Treatment system inoperative, UV lamps are broken.
8. Ballast pump has a hole in the body and mechanical seal is leaking.
9. Ballast water capacity recorded in BWMC and in BWMP not matching.
10. BWM method in use & records- No evidence of discharge of treated ballast water to the sea available, Ballast water reporting form filled incorrectly.
11. Water ballast treatment system pressure differential sensor out of order.
12. Ballast water treatment system chemicals not available on board.
13. Some of ballast tanks level sensors air pipes supporting brackets found damaged by corrosion.
14. In few cases, water depth not recorded when ballast water up taken outside of port & remaining volume of ballast water not recorded.
15. Vessel unable to provide objective evidence for crew training, familiarization as per ballast water management plan.
16. BWMS not operated as per manufacturer's instructions.
17. Contingency measures not followed during system failure.
18. Failure to notify PSC about BWMS malfunctions.