

# Concentrated Inspection Campaign on Ballast Water Management (1 September – 30 November 2025)

The Paris Memorandum of Understanding (MoU), together with the Tokyo MoU and other regional Port State Control (PSC) regimes including the Mediterranean and Black Sea MoUs, will carry out a joint Concentrated Inspection Campaign (CIC) on Ballast Water Management (BWM) between 1 September and 30 November 2025. The campaign aims to verify ships' compliance with the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention).



During this campaign, inspections will be conducted using a standardized checklist across more than 50 MoU member authorities. Each ship will be subject to only one CIC inspection during this period. If significant non-compliance is found, the port State may issue deficiencies, require corrective action, or detain the vessel in serious cases.

## 1. Ballast Water Management Requirements

### 1.1 Ballast Water Management Plan (BWMP)

- A ship-specific and approved BWMP must be onboard, in accordance with Regulation B-1 of the BWM Convention.



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- The plan must include the ballast water treatment method in use, port of registry, name or title of the designated person responsible, and contingency measures for failures or challenging water quality conditions.
- The content of the BWMP must reflect the current onboard system configuration and actual operating procedures.

### **1.2 Ballast Water Record Book (BWRB)**

- A BWRB must be onboard, maintained up to date, and completed correctly in accordance with Regulation B-2 of the BWM Convention.
- Entries must be consistent with onboard operations and BWMS logs.
- A revised BWRB format, adopted under MEPC.369(80), entered into force on 1 February 2025, and all ships are expected to fully implement this format no later than 1 October 2025.
- If an electronic BWRB is used, flag State approval must be onboard, as per MEPC.383(81).
- Electronic or paper record books must be retained onboard for a minimum of two years, with company retention for a further three years as required by the BWM Convention.

### **1.3 Ballast Water Management System (BWMS)**

- A functioning, approved BWMS is required complying with the D-2 standard.
- Commissioning testing of the BWMS is mandatory upon installation or retrofit, as per recent amendments to Regulation E-1.
- Any failure, malfunction, or bypass of the system must be recorded in the BWRB, reported as required, and responded to in accordance with the contingency procedures set out in the BWMP.



## **2. Common Port State Control Findings Related to Ballast Water Management**

Recent PSC inspections have shown recurring deficiencies in several areas of ballast water management. Among the most frequent findings are issues with the Ballast Water Record Book, including missing or incorrect entries, mismatches between records and actual operations, and continued use of outdated formats. In cases where electronic BWRBs were used, vessels were found lacking the required flag State approval.

Deficiencies related to the Ballast Water Management System included inoperative equipment, failure to log malfunctions, and failure to inform authorities when systems were bypassed or shut down. In several cases, contingency measures were not properly applied during BWMS failure or when operating under challenging water quality conditions.

Another area of concern was the Ballast Water Management Plan. Inspectors found inconsistencies and outdated information related to the port of registry, treatment method, or the responsible person designated in the plan.

## **3. Recommended Preparations Before the Concentrated Inspection Campaign**

To ensure full compliance and reduce the likelihood of deficiencies or detentions during the CIC period, vessels should review their Ballast Water Management Plan and ensure it accurately reflects onboard practices and equipment. It is essential to confirm that the Ballast Water Record Book is up to date, completed accurately, and aligned with the new format required from February 2025. If an electronic version is used, the vessel must carry documented evidence of approval by the flag Administration.

The operational readiness of the Ballast Water Management System should be verified prior to arrival in port. Commissioning and maintenance records must be available for inspection, and crew should be able to explain how the system operates, including how malfunctions are detected and handled. In the event of a past failure or bypass, evidence of corrective actions taken should also be maintained onboard.



Crew training is another critical element. Officers responsible for ballast operations must be familiar with record-keeping procedures and the appropriate use of codes, particularly for exceptional situations. They should also understand and be prepared to implement contingency measures, including procedures for operations under challenging water quality conditions.

While not mandatory, maintaining voluntary tank-by-tank logs is considered a best practice. These logs can help crews prepare for inspections and support the information recorded in the BWRB. Conducting internal inspections is also encouraged to ensure both documentation and personnel are well prepared for PSC.

#### **4. Additional Considerations During the Inspection Campaign**

During the CIC, inspectors will focus on BWM during the first PSC inspection at participating ports, but the scope of the inspection will still cover standard regulatory items. Particular attention will be paid to compliance with the updated Ballast Water Record Book format and the approval status of any electronic BWRB systems.

For vessels operating in regions where challenging water quality is a factor, it is important to follow the interim guidance on contingency measures issued by the International Maritime Organization. These procedures must be clearly documented in the Ballast Water Management Plan and properly implemented during operations.



CIC on Ballast Water Management			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

No.	Item	Yes	No	N/A	Detention
1*	Is a valid International Ballast Water Management Certificate (IBWMC) on board?				
2*	Is the approved Ballast Water Management Plan (BWMP) on board?				
3*	Is the BWMP up to date to reflect the applicable requirements to manage Ballast Water as required by the Convention?				
4*	Are officers and crew familiar with their duties in the implementation of the BWMP?				
5*	Is the Ballast Water Management System (BWMS) approved by the Administration/Organization, as appropriate?				
6*	Is the BWMS operational?				
7	Was the Ballast Water managed according to the BWMP?				
8	Is the Ballast Water Record Book (BWRB) properly filled including exemptions if granted?				
9*	Is the crew managing Ballast Water sediments in accordance with the BWMP?				
10*	If an exemption has been granted, are the conditions of exemption implemented?				

**If “No” is ticked for questions marked with an asterisk “\*”, the ship may be considered for detention**

