

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.	