

Concentrated Inspection Campaign (CIC) 2025

Paris and Tokyo Memorandums of Understanding (MoU)

September – November

Focus on ballast water management

When entering ports connected with the Paris or Tokyo MoU, foreign-flagged vessels will be asked the following questions by Port State Control officers.

- 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 IMO Ballast Water Management 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?**
(14811 - BWM 2004 / Reg. D-3)
- 6. Is the BWMS operational?**
(14812 BWM 2004 / Reg. D-2 or BWMS Code Section 4)
- 7. Was the ballast water managed according to the BWMP?**
[[14807/14810] - 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)

Get the resources you need to prepare

Behind the questions above are deeper issues and requirements. No matter which BWMS you use, there are valuable insights and support that can help you avoid deficiencies, detentions and fines. Visit Alfa Laval's dedicated web page: www.alfalaval.com/cic2025