



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DGS Engineering Wing Circular No. 34 of 2025

File No. :13-41011/1/2020-ENGG - DGS (C-1765)	Date: 25.08.2025
Subject : Concentrated Inspection Campaign (CIC) on Ballast Water Management by various MOU's from 1st September 2025 to 30th November 2025.	
1. Background <p>A Concentrated Inspection Campaign (CIC) is a targeted effort by Port State Control (PSC) authorities to focus on specific areas of maritime safety and compliance where higher risks of deficiencies or non-compliance are identified. This could be evidenced by the number of deficiencies encountered, accidents or where new convention requirements have recently entered into force. These campaigns involve a more in-depth inspection of vessels, typically lasting for a defined period (e.g., three months) and focusing on a particular theme or set of regulations.</p>	
2. Ballast Water Management Convention (BWMC) <p>The BWMC Convention entered into force on 8 September 2017. The primary objective of this convention is to combat the spread of invasive alien species and pathogens by mandating that ships effectively remove or neutralise any water-borne organisms and pathogens present in ballast water before its release elsewhere. The BWMC Convention serves as a vital tool in protecting marine ecosystems and reducing the ecological risks associated with ballast water discharge. It emphasizes the need for ships to employ approved Ballast Water Management Systems (BWMS) or alternative measures to achieve compliance with the Convention's standards.</p>	
3. Concentrated Inspection Campaign (CIC) on Ballast Water Management <p>Indian Ocean MOU, Tokyo MOU, and Paris MOU (Riyadh MOU also expected to Join the CIC) have announced a Concentrated Inspection Campaign (CIC) focused on Ballast Water Management (BWM). The campaign is scheduled to run from 1 September 2025 to 30 November 2025. During this period, vessels will be subject to detailed inspections concerning compliance with the IMO Ballast Water Management Convention (BWMC), 2004. Deficiencies found on Ballast Water Management Systems during this period have a high probability of being treated as Detainable deficiencies.</p>	

4. Objectives of Concentrated Inspection Campaign (CIC)

The primary objective of the CIC is to:

- Verify that vessels comply with BWM requirements.
- Confirm crew familiarity with BWM operations.
- Confirm availability of approved BWM Plan
- BWM system operational in entirety
- BW Record book updation
- Sediment Management
- Valid exemptions

5. Key Areas of Focus

Port State Control Inspectors will typically verify the following:

- 5.1 Availability of valid International Ballast Water Management Certificate (IBWMC) or SOC on board.
- 5.2 Availability of approved Ballast Water Management Plan (BWMP) on board.
- 5.3 BWMP up to date to reflect the applicable requirements to manage Ballast Water as required by the Convention.
- 5.4 Familiarity of officers and crew with their duties in the implementation of the BWMP.
- 5.5 Approval of the Ballast Water Management System (BWMS) / Ballast water Treatment System (BWTS) by the Administration/Organization, as appropriate.
- 5.6 Verification of management of the Ballast Water according to the BWMP.
- 5.7 Operational status of the BWMS/BWTS.
- 5.8 Verification of the Ballast Water Record Book (BWRB) being properly filled, including exemptions if granted.
- 5.9 Management of ballast water sediments in accordance with the BWMP.
- 5.10 If an exemption has been granted, are the conditions of exemption implemented.

6. Actions Required by Indian Flag Vessel Owners/Operators

All Indian-flagged vessels calling at foreign ports are directed to:

- 6.1. Review and verify that BWM certification and plans are current and available on board.
- 6.2 Test the BWTS for operational readiness and resolve any known issues immediately.
- 6.3 Ensure BWTS crew training and familiarization is up to date, especially those responsible for ballast operations.
- 6.4 Conduct a self-inspection or internal audit based on typical CIC checklists (IOMOU Checklist attached as Annexure 1)
- 6.5 Ensure entries in BWRB are accurate and up to date, including position, volume, and method of treatment.
- 6.6 Maintain sufficient spare parts and manufacturer's manual for BWTS equipment on board.

7. Directions to Indian Flag Vessel Owners/Operators and Flag State Surveyors

- 7.1 All stakeholders are advised ensure that their vessels are prepared in all respects and crew trained appropriately to undergo the CIC at various foreign ports of the participating MOU's.
- 7.2 Any requests for dispensations from the requirements of the BWMC during the period

of the CIC (1 September 2025 to 30 November 2025) will not be entertained if vessel is plying in foreign ports without valid justification and concurrence of the Port States Involved.

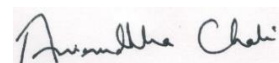
7.3 Detentions of vessels due to deficiencies or non compliance with BWMC requirements will be viewed with utmost seriousness by DGS.

7.4 Non-compliance may result in delays, penalties, or restrictions on ship operations and Immediate attention is requested by stakeholders to ensure vessels are well prepared ahead of the CIC commencement.

7.5 During Flag State Inspections/ General Inspections/ Statutory Surveys all Flag State/RO Surveyors are requested to verify with Master whether vessel will be trading abroad or intends to trade abroad during the CIC period and verify the status of compliance of the vessel to BWMC requirements and any non-compliance to be brought to the attention of the Directorate immediately.

8. All Stakeholders are also hereby intimated that the **Government of India vide Gazette Notification dated 18th August 2025 has notified the Merchant Shipping Act, 2025** incorporating the Ballast Water Management Convention into National Legislation.

This is issued with the approval of the Competent Authority.



(Aniruddha Chaki)
Dy. Chief Surveyor-cum-Sr. DDG(Tech.)

Enclosed:

Annexure-I : IOMOU Checklist for CIC on Ballast Water Management

To,

1. The Principal Officer/ Mercantile Marine Department, Mumbai/Kolkata/ Chennai/ Kandla/Kochi.
2. The Surveyor-in-charge, Mercantile Marine Department, Goa/Jamnagar/Port Blair /Visakhapatnam /Tuticorin /Noida /Haldia/ Paradip /Mangalore.
3. All Recognised Organizations.
4. Indian National Ship-owners' Association (INSA), Mumbai.
5. CS/NA (I/C)/CSS (I/C)
6. Hindi Cell with request to provide Hindi translation.
7. Computer Cell with request to upload on DGS website

**MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE INDIAN OCEAN REGION**



**CONCENTRATED INSPECTION CAMPAIGN
ON BALLAST WATER MANAGEMENT
01/09/2025 to 30/11/2025**

CIC ON BALLAST WATER MANAGEMENT

Inspection Authority				
Ship Name		IMO No.		
Date of Inspection		Inspection Port		

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

Note:

- If “No” is ticked for questions marked with an asterisk “*” the ship may be considered for detention
- Question no. 10, If no Exemption granted, the answer to this question to be “NA”.