

**Sayı** : 38591462-010.07.03-2025-1224

02.06.2025

**Konu** : 2025 Yılı Yoğunlaştırılmış Denetim Kampanyası  
(Balast Suyu Yönetimi Sözleşmesi)

Sirküler No: 439

Sayın Üyemiz,

Ulaştırma ve Altyapı Bakanlığı Denizcilik Genel Müdürlüğü tarafından Odamıza gönderilen 30.05.2025 tarihli ve 2743630 sayılı Ek'te sunulan yazıda, bölgesel liman devleti kontrolü (PSC) memorandumları kapsamında her yıl düzenli olarak önceden belirlenen konularda yoğunlaştırılmış denetim kampanyasının (CIC) düzenlendiği; bu kapsamda 1 Eylül – 30 Kasım 2025 tarihleri arasında Paris, Tokyo, Akdeniz ve Karadeniz Liman Devleti Kontrolü Memorandumlarında (MoU) Balast Suyu Yönetimi Sözleşmesi konulu CIC gerçekleştirileceği bildirilmektedir.

Yazıda devamla, uluslararası sefer yapan Türk Bayraklı gemilerin ve gemi personellerinin, 1 Eylül – 30 Kasım 2025 tarihleri arasında özellikle Paris ve Tokyo MoU'da gerçekleştirilecek olan denetim kampanyasına hazırlanmasının ve kampanya süresince bahse konu gemilerde tutulma yaşanmamasını teminen, Liman Başkanlıkları'nca ve Yetkilendirilmiş Kuruluşlar tarafından 2 Haziran–30 Kasım 2025 tarihleri arasında Balast Suyu yönetimi Sözleşmesi konulu CIC uygulanacağı belirtilmekte olup, uluslararası sefer yapan Türk Bayraklı gemilere yoğunlaştırılmış denetim kampanyası boyunca Liman Başkanlıklarında görevli gemi denetim uzmanları tarafından yapılacak olan her belgelendirme, ön sürvey veya program dışı denetimde, bir sureti yazıları Ek-1'de paylaşılmakta olan kontrol listesinin doldurulacağı, bir nüshasının gemiye bırakılacağı ancak bir defaya mahsus Elektronik Sertifika Sistemi (ESS)-Doküman-CIC-Kontrol Listesi (Dinamik Veri Girişi) kısmına girileceği bildirilmektedir. Kontrol listesine yönelik denetimin nasıl yapılacağına ilişkin bilgiler ise yazıları Ek-2'de yer alan rehber veya Elektronik Sertifika Sistemi (ESS)-Doküman-CIC kısmında bulunan kontrol listesi rehberinden ulaşılabileceği ifade edilmektedir.

Yetkilendirilmiş Kuruluşlar tarafından, uluslararası sefer yapan Türk Bayraklı gemilerin yoğunlaştırılmış denetim kampanyası boyunca gemi üzerinde yapılacak her periyodik sürveyin, yazıları ekinde yer alan Rehber dikkate alınarak, bir sureti yazıları ekinde paylaşılmakta olan kontrol listesinin gözetilerek gerçekleştirilmesi, kontrol listesinin bir suretinin gemiye bırakılması ve bir örneğinin Bakanlığa (psc@uab.gov.tr) adresine gönderilmesinin gerektiği belirtilmekte olup, konunun önemine binaen sektöre duyurulması istenmektedir.

Bilgilerinize arz ve rica ederim.

Saygılarımla,

*e-imza*İsmet SALİHOĞLU  
Genel Sekreter**Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile imzalanmıştır.**

Evrakı Doğrulamak İçin :  
<https://ebys.denizticaretodasi.org.tr/enVision.Sorgula/Belgedogrulama.aspx?eD=BSME3FZ9S>  
Bilgi için: Ece ERDOĞAN Telefon: 0212 252 01 30 / 157  
E-Posta: ece.erdogan@denizticaretodasi.org.tr  
Meclis-i Mebusan Caddesi No:22 34427 Fındıklı-Beyoğlu-İSTANBUL/TÜRKİYE  
Tel : +90 (212) 252 01 30 (Pbx) Faks: +90 (212) 293 79 35 KEP: imeakdto@hs01.kep.tr  
Web: www.denizticaretodasi.org.tr E-mail: iletisim@denizticaretodasi.org.tr



**Ek:Denizcilik Genel Müdürlüğü'nden Alınan Yazı ve Ek'leri (19 Sayfa)****Dağıtım:****Gereği:**

- Tüm Üyeler (Odamız web sitesi ve e-posta ile)
- İMEAK DTO Şube ve Temsilcilikleri
- Türk Armatörler Birliği
- S.S. Armatörler Taşıma ve İşletme Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği Derneği)
- Gemi, Yat ve Hizmetleri İhracatçıları Birliği
- VDAD (Vapur Donatanları ve Acenteleri Derneği)
- TÜRKLİM (Türkiye Liman İşletmecileri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- GBD (Gemi Brokerleri Derneği)
- TURSSA (Gemi Tedarikçileri Derneği)
- S.S. Anadolu Yakası Kumcular Üretim ve Pazarlama Kooperatifi
- ROFED (Kabotaj Hattı Ro-Ro ve Feribot İşletmecileri Derneği)
- Yalova Altınova Tersane Girişimcileri San.ve Tic.A.Ş.
- UTİKAD (Uluslararası Taşımacılık ve Lojistik Hizmet Üretenleri Derneği)
- TAİS (Türk Armatörleri İşverenler Sendikası)
- GEMİMO (Gemi Makineleri İşletme Mühendisleri Odası)
- TMMOB GMO (Gemi Mühendisleri Odası)
- WISTA Türkiye Derneği
- Türk Uzakyol Gemi Kaptanları Derneği
- Türk Kılavuz Kaptanlar Derneği
- Gemi Acenteleri
- Gemi Sahibi Firmalar

**Bilgi:**

- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Şube YK Başkanları
- İMEAK DTO Meslek Komite Başkanları

**Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile imzalanmıştır.**

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**Tel :** +90 (212) 252 01 30 (Pbx) **Faks:** +90 (212) 293 79 35 **KEP:** imeakdto@hs01.kep.tr  
**Web:** www.denizticaretodasi.org.tr **E-mail:** iletisim@denizticaretodasi.org.tr





Gelen Tarih Sayı: 02.06.2025 - 2317

T.C.  
ULA TIRMA VE ALTYAPI BAKANLI I  
Denizcilik Genel Müdürlü ü



Sayı : E-80368960-105.99-2743630  
Konu : 2025 Yılı Yoğunlaştırılmış Denetim  
Kampanyası (Balast Suyu Yönetimi  
Sözleşmesi)

30.05.2025

DAĞITIM YERLERİNE

Bilindiği üzere, bölgesel liman devleti kontrolü (PSC) memorandumları kapsamında her yıl düzenli olarak önceden belirlenen konularda yoğunlaştırılmış denetim kampanyası (CIC) düzenlenmektedir. Bu kapsamda, 1 Eylül – 30 Kasım 2025 tarihleri arasında Paris, Tokyo, Akdeniz ve Karadeniz Liman Devleti Kontrolü Memorandumlarında (MoU) Balast Suyu Yönetimi Sözleşmesi konulu CIC gerçekleştirilecektir.

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Bu kapsamda, uluslararası sefer yapan Türk Bayraklı gemilere yoğunlaştırılmış denetim kampanyası boyunca Liman Başkanlıklarında görevli gemi denetim uzmanları tarafından yapılacak her belgelendirme, ön sürvey veya program dışı denetimde, bir sureti Ek-1'de gönderilmekte olan kontrol listesi doldurulacak, bir nüshası gemiye bırakılacak ancak bir defaya mahsus *Elektronik Sertifika Sistemi (ESS)-Doküman-CIC-Kontrol Listesi (Dinamik Veri Girişi)* kısmına girilecektir. Kontrol listesine yönelik denetimin nasıl yapılacağı hakkındaki bilgilere Ek-2'de yer alan rehber veya *Elektronik Sertifika Sistemi (ESS)-Doküman-CIC* kısmında bulunan kontrol listesi rehberinden ulaşılabilecektir.

Yetkilendirilmiş Kuruluşlar tarafından, uluslararası sefer yapan Türk Bayraklı gemilere yoğunlaştırılmış denetim kampanyası boyunca gemi üzerinde yapılacak her periyodik sürveyin, Ek-2'de yer alan Rehber dikkate alınarak bir sureti Ek-1'de gönderilmekte olan kontrol listesinin gözetilerek gerçekleştirilmesi, kontrol listesinin bir suretinin gemiye bırakılması ve bir örneğinin Bakanlığımız e-posta adresine ([psc@uab.gov.tr](mailto:psc@uab.gov.tr)) gönderilmesi gerekmektedir.

Bu itibarla, konunun önemine binaen sektöre duyurulması, gerekli tedbirlerin gemi donatanları/işletmecileri tarafından alınması önem arz etmektedir.

Bilgilerinizi ve gereğini rica ederim.

Mustafa ÇANKAYA  
Bakan a.  
Denizcilik Genel Müdürü V.

Ek:

- 1 - Kontrol Listesi (2 Sayfa)
- 2 - Rehber (15 Sayfa)

Bu belge, güvenli elektronik imza ile imzalanmıştır.

Do rulama Kodu: CB0D9297-79EF-4F1D-815A-B92BEBA53FD2

Do rulama Adresi: <https://www.turkiye.gov.tr/uab-ebys>

Hakkı Turaylıç Caddesi No:5 06338 Emek / Çankaya / ANKARA

KEP Adresi : [uab@hs01.kep.tr](mailto:uab@hs01.kep.tr)

Bilgi için:Necip Fazıl

KAYBAL

Denizcilik Uzmanı



Dağıtım:

Bölge Liman Başkanlıklarına

Yetkilendirilmiş Klas Kuruluşlarına

İstanbul ve Marmara, Ege, Akdeniz, Karadeniz

Bölgeleri Deniz Ticaret Odası Başkanlığı (İmeak)

Mersin Deniz Ticaret Odasına

**Bu belge, güvenli elektronik imza ile imzalanmıştır.**

Doğrulama Kodu: CB0D9297-79EF-4F1D-815A-B92BEBA53FD2

Doğrulama Adresi: <https://www.turkiye.gov.tr/uab-ebys>

Hakkı Turaylıç Caddesi No:5 06338 Emek / Çankaya / ANKARA

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Bilgi için:Necip Fazıl

KAYBAL

Denizcilik Uzmanı





T.C.

ULAŞTIRMA VE ALTYAPI BAKANLIĞI

Republic of TÜRKİYE

Ministry of Transport and Infrastructure

**BALAST SUYU YÖNETİMİ SÖZLEŞMESİ YOĞUNLAŞTIRILMIŞ DENETİM  
KONTROL LİSTESİ**

*CONCENTRATED INSPECTION CAMPAIGN ON BALLAST WATER MANAGEMENT*

<b>Gemi Adı</b> <i>Ship's name</i>			
<b>IMO Numarası</b> <i>IMO No.</i>			
<b>Denetim Tarihi</b> <i>Date of Inspection</i>		<b>Denetim Limanı</b> <i>Port of Inspection</i>	

**HAYIR ile cevaplanan sorular, denetim raporu üzerinde eksiklik olarak  
kaydedilmelidir.**

*QUESTIONS ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON  
THE REPORT OF INSPECTION*

NO	SORULAR <i>QUESTIONS</i>	EVET <i>YES</i>	HAYIR <i>NO</i>	U/D <i>N/A</i>	TUTUKLAMA <i>DETENTION</i>
1*	<b>Geçerli Uluslararası Balast Suyu Yönetimi Sertifikası mevcut mu?</b> <i>Is a valid International Ballast Water Management Certificate (IBWMC) on board?</i> <b>(BWM 2004 / Reg. E-2)</b>				
2*	<b>Onaylı Balast Suyu Yönetim Planı (BWMP) gemide mevcut mu?</b> <i>Is the approved Ballast Water Management Plan (BWMP) on board? (BWM 2004 / Reg. B-1)</i>				
3*	<b>Balast Suyu Yönetimi Planı, Sözleşmenin gerektirdiği şekilde Balast Suyunu yönetmek için geçerli gereklilikleri yansıtacak şekilde güncel mi?</b> <i>Is the BWMP up to date to reflect the applicable requirements to manage Ballast Water as required by the Convention? (BWM 2004 / Reg. B-1)</i>				
4*	<b>Mürettebat, BWMP'nin uygulanmasındaki görevlerine aşina mı?</b> <i>Are officers and crew familiar with their duties in the implementation of the BWMP?</i> <b>(BWM 2004 / Reg.B-6)</b>				
5*	<b>Balast Suyu Yönetim Sistemi (BWMS), İdare/IMO tarafından uygun şekilde onaylanmış mıdır?</b> <i>Is the Ballast Water Management System (BWMS) approved by the Administration/Organization, as appropriate? (BWM 2004 / Reg. D-3)</i>				



T.C.

ULAŞTIRMA VE ALTYAPI BAKANLIĞI

Republic of TÜRKİYE

Ministry of Transport and Infrastructure

NO	SORULAR QUESTIONS	EVET YES	HAYIR NO	U/D N/A	TUTUKLAMA DETENTION
6*	Balast Suyu Yönetim Sistemi (BWMS) çalışır durumda mı? <i>Is the BWMS operational? (BWM 2004 / Reg. D-2 or BWMS Code Section 4)</i>				
7	Balast suyu, Balast Suyu Yönetim Planına göre mi yönetilmiştir? <i>Was the Ballast Water managed according to the BWMP?</i> (BWM 2004 / Reg. B-1)				
8	Balast Suyu Kayıt Defteri (BWRB), varsa muafiyetler de dahil olmak üzere uygun bir şekilde doldurulmuş mu? <i>Is the Ballast Water Record Book (BWRB) properly filled including exemptions if granted? (BWM 2004 / Reg. B-2 &amp; Reg. A-4.4)</i>				
9	Mürettebat Balast Suyu sedimanlarının BWMP'ye uygun şekilde yönetiyor mu? <i>Is the crew managing Ballast Water sediments in accordance with the BWMP? (BWM 2004 / Reg. B-5)</i>				
10	Muafiyet verilmişse muafiyet şartları uygulanıyor mu? <i>If an exemption has been granted, are the conditions of exemption implemented? (BWM 2004 / Reg. A-4)</i>				

\* Yukarıdaki sorular için "Hayır" işaretlenirse, gemi için tutuklama kararı verilebilir.

If "No" is marked for the above questions, detention may be issued for the vessel.

Gemi Kaptanı

Master

Denetim Uzmanı

FSCO/RO Surveyor

Denetim Uzmanı

FSCO/RO Surveyor

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## **Guidelines for Port State Control Officers** **(Concentrated Inspection Campaign on Ballast Water Management)**

### **Purpose**

This document provides guidance to Port State Control Officers (PSCOs) as they answer questions related to the Concentrated Inspection Campaign (CIC) on Ballast Water Management (BWM). The questions are to be specifically answered during the current Port State Control (PSC) inspection procedures and are designed to specifically address areas where there are re-occurring deficiencies with respect to BWM. The questions will support PSCOs to determine if ships meet the mandatory requirements for BWM prescribed in the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention). This guidance document aims to ensure consistent and harmonized inspection and implementation of the requirements by all PSCOs.

### **Introduction**

The BWM 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 BWM 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.

There was a transitional period for full compliance, which has now been completed and all ships should comply with the new standard by September 8, 2024<sup>1</sup>. A CIC on this topic had never been held and in order to keep the momentum a CIC on Ballast Water Management in 2025 was decided. This CIC will promote implementation of the BWM Convention in an efficient and effective manner.

With respect to ships of non-Parties to the BWM Convention, port State control officers (PSCOs) of Parties should ensure that no more favourable treatment is given to such ships.

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<sup>1</sup> [https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/BWM%20infographic\\_FINAL.pdf](https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/BWM%20infographic_FINAL.pdf)

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## Scope

The CIC's development included areas where the Task Force members believed, since the coming into force of the Convention, issues were discovered. Therefore, in designing the questionnaire the following areas were addressed:

- Crew familiarization
- BWM Plan
- BWM system operation
- BW Record book
- Sediment Management and
- Valid exemptions

### General Guidance to Answer Questions of the CIC:

The inspection must be performed in accordance with the relevant established Memorandum of Understanding's (MoU) procedures for the BWM Convention. The CIC does not affect the type of inspection to be conducted in accordance with the procedures. Rather, it consists of a series of questions to be answered in addition to the inspection. The CIC does not limit the PSCO during the regular inspection to check further compliance with all the relevant IMO Instruments regarding safety in general. When necessary, the PSCO may consult this guidance with respect to how they will answer the CIC questions related to ballast water management.

In arriving at a "YES" or "NO" answer to each of the questions, the following should be considered:

- Should a question be answered "NO", a deficiency using the appropriate deficiency code listed in the guidance to the question must be used on the report of inspection Form "B".
- A "NO" answer in the questionnaire should not automatically lead to detention of the ship. In this case, the PSCO should use their professional judgement to determine whether the ship should be considered for detention.
- The column "N/A" is to be used only if the question is not applicable to the ship and consequently the question cannot be answered.
- If the Convention does not apply as per Article 3.2, the answers of all questions should be N/A.



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## **Questionnaire Guidance**

### **Q1\* – Is a valid International Ballast Water Management Certificate (IBWMC) on board?**

#### **1. The PSCO should**

- Check that a valid International Ballast Water Management Certificate (IBWMC) is on board.
- Check that an IBWMC has been issued after an initial or renewal survey to ships of 400 gross tonnage and above, excluding floating platforms, FSUs and FPSOs.
- Check that annual endorsement to the certificate was completed during the allowable time window.
- Note that where a Statement of Compliance is available, N/A should be used.
- Note that with permanently sealed tanks leading to non-applicability of BWMC, evidence of this must be provided to the PSCO.

#### **2. Requirements:**

Regulation E-2 Issuance or Endorsement of a Certificate:

- The Administration shall ensure that a ship to which regulation E-1 applies is issued a Certificate after successful completion of a survey conducted in accordance with regulation E-1. A Certificate issued under the authority of a Party shall be accepted by the other Parties and regarded for all purposes covered by this Convention as having the same validity as a Certificate issued by them.
- Certificates shall be issued or endorsed either by the Administration or by any person or organization duly authorized by it.
- Ship of 400 gross tonnage and above flying the Flag of a Party shall be required to be certified and to have valid International Ballast Water Management Certificate (IBWMC).

#### **3. Convention Reference:**

- BWM 2004 / Reg. E-2

#### **4. Deficiency Code:**

- 01136 (Ballast Water Management Certificate)

#### **5. Nature of Defect:**

- Expired, Incorrect language, Invalid, Missing, Not approved, Not as required, Survey not carried out within the window

#### **6. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box)

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**Q2\* – Is the approved Ballast Water Management Plan (BWMP) on board?**

**1. The PSCO should:**

- Check that the Ballast Water Management Plan (BWMP) is on board and is approved by the Administration as per Regulation B-1 (*Ballast Water Management Plan*).
- Take note that some flag Administrations may authorise their Recognised Organisation (RO) to approve the BWMP on their behalf.
- Check that the BWMP is written in the working language of the ship, (if the language used is not English, French, or Spanish, a translation into one of these languages shall be included).

**2. Requirements:**

Regulation B-1 Ballast Water Management Plan:

Each ship shall have on board and implement a Ballast Water Management plan. Such a plan shall be approved by the Administration taking into account Guidelines developed by the Organization. The ballast water management plan shall be specific to each ship and shall at least:

- detail safety procedures for the ship and the crew associated with Ballast Water Management as required by this Convention;
- provide a detailed description of the actions to be taken to implement the Ballast Water Management requirements and supplemental Ballast Water Management practices as set forth in this Convention;
- detail the procedures for the disposal of Sediments:
  - 1. at sea; and
  - 2. to shore;
- include the procedures for coordinating shipboard Ballast Water Management that involves discharge to the sea with the authorities of the State into whose waters such discharge will take place;
- designate the officer on board in charge of ensuring that the plan is properly implemented;
- contain the reporting requirements for ships provided for under this Convention; and be written in the working language of the ship. If the language used is not English, French, or Spanish, a translation into one of these languages shall be included.

**2. Convention Reference:**

- BWM 2004 / Reg. B-1

**3. Deficiency Code:**

- 14801(Ballast Water Management Plan)

**4. Nature of Defect:**

- Incorrect, Incorrect language, Missing, Not approved

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**5. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box)

**Q3\* – Is the BWMP up to date to reflect the applicable requirements to manage Ballast Water as required by the Convention?**

**1. The PSCO should:**

- Check that the BWMP includes detailed safety procedures for the ship and the crew associated with Ballast Water Management.
- Check that the ballast water exchange process and treatment system are clearly described in the BWMP.
- Check any requirements for information from a ship which is unable to comply with the regulations A-3 (*Exceptions*) and B-4 (*Ballast Water Exchange*) of the Annex.

**2. Requirements:**

- Refer to requirements under Question 2.

**3. Convention Reference:**

- BWM 2004 / Reg. B-1
- Note to PSCOs Non-Mandatory under BWMP:

*If a Port State Control Officer (PSCO) observes that D-2 Treatment is mandatory but is unable to be met due to a breakdown or limitations in system design.*

*In those circumstances, the PSCO may request that the vessel demonstrate whether it has contingency measures in place to address the issue.*

*There are several available contingency measures, and it is up to the vessel to select one (such as retention, exchange, or utilizing port reception facilities) and propose it to the Port State Authority. Ultimately, it is the Port State Authority that will decide whether to accept the proposed contingency measures.*

Guidance on contingency measures under the BWM Convention BWM.2/Circ.62); and Interim guidance on the application of the BWM Convention to ships operating in challenging water quality (resolution MEPC.387(81)).

**4. Deficiency Code:**

- 14801(Ballast Water Management Plan)

**5. Nature of Defect:**

- Not updated

**6. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box)

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**Q4\* – Are officers and crew familiar with their duties in the implementation of the BWMP?**

**1. The PSCO should:**

- Check that an officer has been designated to be responsible for the implementation of the BWMP, and that officer matches that detailed in the BWMP.
- Check that an officer designated in charge of ballast water management on board is familiar with ballast water management practices.
- Check that the officers and crew are familiar with their duties in the implementation of the BWMP.
- Check that the relevant officers and crew are familiarized by interviews with regards to the ship's:
  - pumping arrangement,
  - BWMS operation,
  - positions of air and sounding pipes,
  - location of tanks and manholes
  - troubleshooting alarms when they are observed,
- Check that officers can find records for the control and monitoring equipment.
- 

**2. Requirements:**

Regulation B-6 Duties of Officers and Crew:

- Officers and crew shall be familiar with their duties in the implementation of Ballast Water Management in particular to the ship on which they serve and shall, appropriate to their duties, be familiar with the ship's Ballast Water Management plan.

Regulation B-1 Ballast Water Management Plan:

- Designate the officer on board in charge of ensuring that the plan is properly implemented.

**3. Convention Reference:**

- BWM 2004 / Reg.B-6

**4. Deficiency Code:**

- 14806 (Crew Training and familiarization)

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**5. Nature of Defect:**

- Lack of familiarity

**6. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box)

**Q5\* – Is the Ballast Water Management System (BWMS) approved by the Administration/Organization, as appropriate?**

**1. The PSCO should:**

- Check that the ballast water management systems installed on or after 28 October 2020 have been approved in accordance with the BWMS Code Resolution MEPC.300(72)).
- Check that the ballast water management systems installed before 28 October 2020 have been approved taking into account the guidelines developed by the Organization or the BWMS Code.
- Check that a copy of the type approval certificate for BWMS is issued by the Administration or the RO on its behalf (if available on board as not mandatory requirement)<sup>2</sup> and if that BWMS was approved in accordance with the BWMS Code, check that the type approval certificate (TAC) was issued in accordance with Part 7 of the annex to the BWMS Code
- If there are multiple TAC, check the original and the validity of subsequent documents that may specify any modifications made to that BWMS
- Check for BWMS familiarization of the crew.
- Check BWMS components that take measurements have a calibration certificate on board<sup>4</sup>

**Note:** A Type Approval Certificate of a BWMS shall be issued for the specific application for which the BWMS is approved, e.g., for specific ballast water capacities, flow rates, salinity or temperature regimes, or other limiting operating conditions or circumstances as appropriate. If the Type Approval Certificate is issued based on approval by another Administration, reference to that Type Approval Certificate shall be made (Ref: BWMS Code (2018)).

**2. Requirements:**

Regulation D-3 Approval requirements for Ballast Water Management systems:

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<sup>2</sup> refer to paragraph 2 of the Unified interpretation of appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention related to "date installed" contained in BWM.2/Circ.66, as amended.

<sup>2</sup> Refer to paragraph 2 of the Unified interpretation of appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention related to "date installed" contained in BWM.2/Circ.66, as amended

<sup>3</sup> Refer to [resolutions MEPC.125\(53\)](#), [MEPC.174\(58\)](#) [MEPC.279\(70\)](#), as appropriate."

<sup>4</sup> Refer to resolution [MEPC.174\(58\)](#) as appropriate."

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- 1- Except as specified in paragraph 2, ballast water management systems used to comply with this Convention shall be approved by the Administration as follows:

([Res.MEPC.296\(72\)](#))

- 1) ballast water management systems installed<sup>1</sup> on or after 28 October 2020 shall be approved in accordance with the BWMS Code, as may be amended; and
  - 2) ballast water management systems installed<sup>2</sup> before 28 October 2020 shall be approved taking into account the guidelines<sup>3</sup> developed by the Organization or the BWMS Code, as may be amended."
- 2- Ballast Water Management systems which make use of Active Substances or preparations containing one or more Active Substances to comply with this Convention shall be approved by the Organization, based on a procedure developed by the Organization.

**Note:** 'Active substances' are defined by the Convention as "substances or organisms, including a virus or a fungus, that have a general or specific action on or against harmful aquatic organisms and pathogens". Active substances and preparations may be added to the ballast water or be generated onboard ships within the BWM system. These substances must comply with the BWM Convention. BWM systems that make use of active substances need to be approved by IMO, based on a procedure developed by the Organization. Active substances required for Ballast Water Management Systems (BWMS) are to be part of the ship's critical inventory. If not available, this could result in detention because the vessel would have to bypass their BWMS. .

**3. Convention Reference:**

- BWM 2004 / Reg. D-3 / BWMS Code

**4. Deficiency Code:**

- 14811 (Ballast Water Management System (BWMS) [or proposed new Def. Code – include a name)

**5. Nature of Defect:**

- [not approved,] documentation missing,

**6. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box)

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**Q6\* Is the BWMS operational?**

**NOTE: The experience building phase for the Ballast Water Management Convention is still in effect at the time of this CIC and as a such a vessel should not be detained solely for exceeding the permitted levels in the D2 standard. See Requirements section for more details.**

**1. The PSCO should:**

- Check that the BWMS and associated equipment is in good working order and that the treatment process is fully working (i.e., filters, pumps, all the UV lights and back flushing equipment).
- Check that the treatment process is fully functional as per the operation manual.
- Check that the officer and crew are following safety procedures associated with operation of the BWMS
- Check that the ballast water record book (BWRB) aligns with the onboard control equipment, including the self-monitoring device of the BWMS e.g. alarms and data logs.
- Check that the BWMS has not been bypassed. If BWMS has been bypassed due to challenging water quality, check that interim guidance on the application of the BWM Convention to ships operating in challenging water quality (CWQ) conditions (Res.MEPC 387(81)) has been complied with.
- Check, where required, that Active Substances are present in adequate supply on board the ship, and where present, that they being introduced into the BWMS.
- Ensure that access is available for PSC officer to take samples of ballast water if required

**Note:**

PSCOs may take samples in accordance with their national procedures to support any deficiency written, however, the vessel should not be unduly delayed whilst awaiting results.

**2. Requirements:**

Regulation D-2 Ballast Water Performance Standard:

1. Ships conducting Ballast Water Management in accordance with this regulation shall discharge less than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum dimension and less than 10 viable organisms per millilitre less than 50 micrometres in minimum dimension and greater than or equal to 10 micrometres in minimum dimension; and discharge of the indicator microbes shall not exceed the specified concentrations described in paragraph 2.
2. Indicator microbes, as a human health standard, shall include:
  - a. Toxicogenic *Vibrio cholerae* (O1 and O139) with less than 1 colony forming unit (cfu per 100 millilitres or less than 1 cfu per 1 gram (wet weight) zooplankton samples;
  - b. *Escherichia coli* less than 250 cfu per 100 millilitres;
  - c. Intestinal Enterococci less than 100 cfu per 100 milliliters.

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Active Substances: Some of the active substances are discolored/expired, and hence it is better to check the inventory of active substances.

**Note:**

BWM.2/Circ.79 sets out a Ballast Water Convention Review Plan and confirms that the experience building phase (EBP) is ongoing until the autumn of 2026 when a list of priority amendments is planned to be brought into force.

The priority amendments are to implement improvements to the Convention as a result of lessons learnt in the EBP before the end of non-penalization measures specific to the EBP that are set out in resolution MEPC.290(71).

During the EBP, the ship should not be penalized (sanctioned, warned, detained or excluded) solely for exceeding the permitted levels for D2 compliance described in regulation D-2 of the Convention, following use of a ballast water management system (BWMS), provided that:

1. the BWMS is approved in accordance with regulation D-3.1;
2. the BWMS has been installed correctly;
3. the BWMS has been maintained in accordance with the manufacturer's instructions;
4. the Ballast Water Management Plan approved in accordance with regulation B-1 of the Convention has been followed, including the operational instructions and the manufacturer's specifications for the BWMS; and
5. either the self-monitoring system of the BWMS indicates that the treatment process is working properly, or the port State has been advised that the BWMS is defective prior to the discharge of any ballast water;

For example if the D2 standard cannot be met due to challenging conditions in worldwide operations.

The resolution MEPC.290(71) recommends that the port State, flag State and shipowner should take into account any guidelines developed by the Organization on contingency measures in determining the most appropriate solution to allow for the discharge of non-compliant ballast water.

Aside from these non-penalization measures, the EBP does not alter the roles, responsibilities, obligations, and recommendations under the Convention and relevant guidance. The measures also recognize the need to protect the environment, human health, property, and resources in port States from the discharge of non-compliant ballast water.

**3. Convention Reference:**

- BWM 2004 / Reg. D-2 or BWMS Code Section 4

**4. Deficiency Code:**

- 14812 (Ballast Water Management System (BWMS) – Operational

**5. Nature of Defect:**

- Malfunctioning, , inoperative, not as required, Not ready for use



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**6. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box)

**Q7 Was the Ballast Water managed according to the BWMP?**

**1. The PSCO should:**

- Check the designated officers and crew are following their duties as set out in the BWMP.
- Check the Ballast Water Management practices on board are in line with the BWMP.
- Check the alarm/operation log does not contradict the BWRB.
- Check that correct methodology is being adhered as per the requirements of the BWMP, including current voyages.
- If any contingency measures are used they should adhere to the BWMP<sup>3</sup>.

**2. Requirements:**

Q2 is verifying if the crew is familiar with the requirements of the BWMP, this question verifies the proper implementation of the BWMP, therefore it has same requirements under Regulation B-1 Ballast Water Management Plan.

**3. Convention Reference:**

- BWM 2004 / Reg. B-1

**4. Potential new deficiency code:**

- 14813 [Ballast Water Management Plan (BWMP) not implemented]

**5. Nature of Defect:**

[Not as Required, Not Properly Implemented, Documentation Missing]

**6. Suggested Action Taken:**

- Code 17

**Q8 – Is the Ballast Water Record Book (BWRB) properly filled, including exemptions if granted?**

**1. The PSCO should:**

- Check the Ballast Water Record Book (BWRB) is available on board and meets the requirements of the BWM Convention (Reg. B-2).
- Check that the officer in charge of the operation signed each entry in the record book and the Master signed each completed page.

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<sup>2</sup> MEPC306(73) para 4.3

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- Check that details of all ballast water operations carried out are recorded in the BWRB together with any exemptions granted (Reg. B-2).
  - Check that the BWRB entries are maintained onboard the ship for a minimum period of two years after the last entry has been made.
  - Check that the entries are in the working language of the ship. If it is not English, French, or Spanish the entries shall contain a translation into one of those languages.
  - If a ship is using an electronic BWRB, check that the an declaration of the BWMC electronic record book is issued by the Administration or the RO on its behalf. (Refer to Res.MEPC. 372(80)).

## **2. Requirements:**

### **Regulation B-2 Ballast Water Record Book:**

1. Each ship shall have on board a Ballast Water record book that may be an electronic record system, or that may be integrated into another record book or system as per Appendix II.
2. Ballast Water record book entries shall be maintained on board the ship for a minimum period of two years and for Company's control for a minimum period of three years.
3. Pursuant to regulations A-3, A-4 or B-3.6 or in the event of other accidental or exceptional discharge of Ballast Water An entry shall be made in the Ballast Water record book describing the circumstances of, and the reason for, the discharge.
4. The Ballast Water record book shall be kept readily available for inspection at all reasonable times.
5. Each operation concerning Ballast Water shall be fully recorded without delay in the Ballast Water record book. Each entry shall be signed by the officer in charge of the operation concerned and each completed page shall be signed by the master.
6. Officers duly authorized by a Party may inspect the Ballast Water record book on board any ship to which this regulation applies while the ship is in its port or offshore terminal, and may make a copy of any entry, and require the master to certify that the copy is a true copy.

### **Regulation A-4 Exemptions<sup>4</sup>:**

Reg. A-4.4 - Any exemptions granted under this regulation shall be recorded in the Ballast Water record book.

## **3. Convention Reference:**

- BWM 2004 / Reg. B-2 & Reg. A-4.4<sup>5</sup>

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<sup>4</sup> MEPC 80 adopted Resolution MEPC.369(80) on July 7, 2023 – one aspect related to BWRB will take effect prior to this CIC 1 February 2025. (Link to be provided when available)

<sup>5</sup> Res.MEPC 383(81), entering into force 01 Oct 2025,

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**4. Deficiency Code:**

- 14802 (Ballast Water Record Book)

**5. Nature of Defect:**

- Entries missing, Incorrect, Incorrect language, Missing, Not properly filled.

**6. Suggested Action Taken:**

- Code 17

**Q9\* – Is the crew managing ballast water sediments in accordance with the BWMP?**

**1. The PSCO should:**

- Check the procedures for the disposal of sediments at sea and to shore.
- Check details of method(s) used on board for sediment control including step-by-step operational procedures.
- Check that the officers and crew are managing ballast water sediments in accordance with the BWMP.
- Check that the officers and crew are aware of the precautions to take when handling sediments.
- Check the officers and crew familiarity associated with ballast water sediments management. If applicable check ballast tank entry records against the BWMP requirements.
- Check the record of disposal in respect of ballast water sediments. (e.g. drydock order, not only limited to BWRB)

**2. Requirements:**

Regulation B-5 Sediment Management for Ships:

1. All ships shall remove and dispose of Sediments from spaces designated to carry Ballast Water in accordance with the provisions of the ship's Ballast Water Management plan.
2. Ships described in regulation B-3.3 to B-3.5: should, without compromising safety or operational efficiency, be designed, and constructed with a view to minimize the uptake and undesirable entrapment of Sediments, facilitate removal of Sediments, and provide safe access to allow for Sediment removal and sampling, taking into account guidelines developed by the Organization. Ships described in regulation B-3.1 should, to the extent practicable, comply with this paragraph.

Regulation B-3.1:

*A ship constructed before 2009:*

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1. *With a ballast water capacity of between 1,500 and 5,000 cubic metres, inclusive, shall conduct ballast water management that at least meets the standard described in regulation D-1 or regulation D-2 until the renewal survey described in paragraph 10, after which time it shall at least meet the standard described in regulation D-2;*
  2. *With a ballast water capacity of less than 1,500 or greater than 5,000 cubic metres shall conduct ballast water management that at least meets the standard described in regulation D-1 or regulation D-2 until the renewal survey described in paragraph 10, after which time it shall at least meet the standard described in regulation D-2.*
- Regulation B3.3-3.5:
3. *A ship constructed in or after 2009, but before 2012, with a ballast water capacity of 5,000 cubic metres or more shall conduct ballast water management in accordance with paragraph 1.2.*
  4. *A ship constructed in or after 2012 and before 8 September 2017 with a ballast water capacity of 5,000 cubic metres or more shall conduct ballast water management that at least meets the standard described in regulation D-2 from the date of the renewal survey described in paragraph 10.*
  5. *A ship constructed on or after 8 September 2017 shall conduct ballast water management that at least meets the standard described in regulation D-2.*

- Foot note Question 8 - New MEPC369(80) to be investigated

**3. Convention Reference:**

- BWM 2004 / Reg. B-5

**4. Deficiency Code:**

- 14805 (Sediment removal and disposal)

**5. Nature of Defect:**

- Inoperative, Not as required, Not carried out, Not properly maintained

**6. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box)

**Q10\* - If an exemption has been granted, are the conditions of exemption implemented?**

*Note: If no Exemption granted, the answer to this question to be "NA".*

**1. The PSCO should:**

- Check whether a ship that has been granted exemption/s operates exclusively between the specified ports or locations, and meets any other conditions of the exemption.
- Check any exemptions granted to ships that do not mix Ballast Water or Sediments other than between the ports or locations.

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- Check that exemptions granted are effective for a period of no more than five years subject to intermediate review.
  - Check that any exemptions granted have been recorded in the Ballast Water record book.

If there is an exemption it needs to meet the conditions for the exemption.

## **2. Requirements:**

Regulation A-4 Exemptions:

1. A Party or Parties, in waters under their jurisdiction, may grant exemptions to any requirements to apply regulations B-3 or C-1, in addition to those exemptions contained elsewhere in this Convention, but only when they are:
  - a. granted to a ship or ships on a voyage or voyages between specified ports or locations; or to a ship which operates exclusively between specified ports or locations;
  - b. effective for a period of no more than five years subject to intermediate review;
  - c. granted to ships that do not mix Ballast Water or Sediments other than between the ports or locations specified in paragraph 1.1; and
  - d. granted based on the Guidelines on risk assessment developed by the Organization.
2. Exemptions granted pursuant to paragraph 1 shall not be effective until after communication to the Organization and circulation of relevant information to the Parties.
3. Any exemptions granted under this regulation shall not impair or damage the environment, human health, property or resources of adjacent or other States. Any State that the Party determines may be adversely affected shall be consulted, with a view to resolving any identified concerns.
4. Any exemptions granted under this regulation shall be recorded in the Ballast Water record book.

## **3. Convention Reference:**

BWM 2004 / Reg. A-4

## **4. Deficiency Code:**

14809 (Conditions for exemptions)

## **5. Nature of Defect:**

Expired, Invalid, Not approved, Not properly filled, Not updated, Withdrawn.

## **6. Suggested Action Taken:**

- Code 17
- Grounds for Detention (tick box).