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## **PRESS RELEASE**

### **PRELIMINARY RESULTS OF THE CIC ON BALLAST WATER MANAGEMENT 2025**

The Concentrated Inspection Campaign (CIC) on aspects of the Ballast Water Management Convention (BWM) was carried out by the Memorandum of Understanding on Port State Control in the Asia - Pacific Region (Tokyo MOU) from 1 September 2025 to 30 November 2025, jointly with the Paris MoU. The campaign included relevant questions pertaining to the mandatory provisions of the BWM.

The campaign involved the member Authorities of the Tokyo MOU that have ratified the BWM. This CIC was conducted under the campaign coordination of the Administration of Singapore. The campaign shows the following preliminary results.

Over the course of the CIC period, involving all types of ships, a total of 9,244 inspections were carried out. Of these inspections, 6,930 (74.96%) inspections were performed using the CIC questionnaire and a ship was subjected to only one CIC inspection during the campaign period. During the period, 184 ships where CIC was carried out were detained in total (2.66% detention rate). Of which, 30 detentions were the result of inspections with CIC questionnaires, which were detained as a direct result of the CIC concerning deficiencies, reflecting a CIC topic related detention rate of 0.43%.

The most common deficiencies (and deficiencies that resulted in a detention) found during the campaign were associated with under the deficiency code 14811 (Q6 – Is the BWMS operational?) underscoring the fact that the operation and maintenance of BWMS onboard remains a critical area for the effective implementation of the intent of the Convention.

During the campaign, vessels registered under the flags of 94 different States were inspected under the CIC scope. The greatest number of CIC inspections were carried out on ships flying the flags of Panama with 1,983 inspections (28.61%), Liberia with 958 inspections (13.82%) and the Marshall Islands with 683 inspections (9.86%).

The highest absolute number of CIC-related deficiencies was recorded on ships flagged to Panama (475), Liberia (234) and Marshall Islands (168). This reflects the high inspection exposure of these flag States during the campaign. When normalised against the number of inspections conducted with a CIC questionnaire, the corresponding deficiency ratios were 23.95%, 24.42% and 24.59%, respectively.

Most ships with CIC-topic related deficiencies marked as grounds for detention were in the High Risk category (26/30), or 86.6% of all detentions. By ship type, General Cargo/multipurpose ships accounted for 43.33% of all CIC-topic detentions (13 detentions) followed bulk carriers (4), Oil tankers (5), Gas carriers (3), Oil Chem (3), Container Ships and other special activities (1) each. Ship age did show a correlation with CIC-topic detention rate. Most of the detentions were recorded for ships aged between 19 – 24 years of age. The majority of flag States associated with CIC-topic detentions were listed on the Tokyo MOU High Performance List.

Further analysis of the results of the campaign will be considered by the Port State Control Committee meeting scheduled in September 2026.

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## Notes to editors:

\* 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. At present, Tokyo MOU consists of 22 member Authorities: 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. Cambodia, the Democratic People's Republic of Korea, Macao (China), Samoa, Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization, the International Labour Organization and the Secretariats of the Abuja, the Black Sea, the Caribbean, the Indian Ocean, the Mediterranean, the Paris and the Riyadh Memoranda of Understanding on Port State Control and the Viña del Mar Agreement are associated with the Tokyo MOU as observers.

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 center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.

Port State Control (PSC) is a check on visiting foreign ships to verify their compliance with international rules on safety, security, marine environment protection 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 defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping and PSC is the second defense for ensuring safety, security, marine environment protection and seafarers living and working conditions.