

Top 10 tips

For success in CIC 2025



From September to November 2025, the member states of the Paris and Tokyo Memorandums of Understanding will run a Concentrated Inspection Campaign (CIC) focused on ballast water management. The following tips from Alfa Laval will help prepare ballast water management systems (BWMS) and crews for the questions from Port State Control.

In addition to the universal tips, we've provided some specific advice for owners of Alfa Laval PureBallast systems.

01

Have your IBWMC at hand

Be sure to have a valid International Ballast Water Management Certificate (IBWMC) for your vessel, and see that it's readily available on board.

An IBWMC is only issued after successful completion of a survey conducted in accordance with Regulation E-1 under the provisions of the Ballast Water Management Convention. The survey, which is carried out by the flag administration or by the administration's appointed classification society, includes [biological commissioning testing of the specific BWMS installation](#).

02

Have your approved BWMP at hand

All vessels must have and implement a Ballast Water Management Plan (BWMP) on board. Your BWMP should be approved by the flag administration in accordance with Regulation B-1 of the Annex to the Ballast Water Management Convention.

Guidance for completing the BWMP can be found in Part 2 of Resolution MEPC.127(53), *Guidelines for Ballast Water Management and Development of Ballast Water Management Plans (G4)*, and its most recent amendment, MEPC.370(80). The BWMP must be specific to your vessel and its BWMS, and not all aspects in the guidance will apply. There are also non-mandatory aspects suggested for inclusion, such as contingency measures and procedures for dealing with challenging water quality (see next tip).

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03

Be ready for challenging waters

Depending on where you sail, your BWMS may encounter an operational limitation or an inability to meet operational demand. If you want to perform reactive bypass without consulting your flag administration or the next port state, make sure your BWMP is updated and approved with the procedures you intend to use.

Challenging water quality (CWQ) should be handled in accordance with Resolution MEPC.387(81), Interim Guidance on the Application of the BWM Convention to Ships Operating in Challenging Water Quality Conditions. You can find more detailed information about CWQ procedures in our [CWQ white paper](#). For PureBallast owners: The system design limitations of your PureBallast system, which set the boundaries for when CWQ procedures may be used, can be found in its type approval certificate. Specific guidance for PureBallast related to CWQ procedures can be obtained from your local Alfa Laval sales company.

04

Have your BWRB in good shape

Ensure your Ballast Water Record Book (BWRB) is up to date and properly kept. Operations related to ballast water must be fully and correctly recorded, without delay. More information on the BWRB and how to work with it can be found in BWM.2/Circ.80/Rev.1, 2024, *Guidance on ballast water record-keeping and reporting*.

For PureBallast owners: Make sure you get the offline version of the Alfa Laval VisuALog reporting tool (version 3.0 or later) if you don't already have it. We supply the offline version free of charge. VisuALog provides an easy overview of all ballast water management operations, making it simpler for Port State Control officers to review system logs as part of the CIC. Likewise, it can help you verify that all operations are correctly recorded in the BWRB. The online version of VisuALog, which is available through PureBallast Connect, removes the need to manually retrieve log files.

05

Train the crew to handle the BWMS and documentation

Success in the CIC depends on the crew's ability to operate and maintain the BWMS – and to record the actions correctly. Additionally, one crew officer must be assigned to oversee ballast water management procedures and documentation.

Port State Control officers will check that crew members are familiar with the BWMS and that they understand their roles and duties. Furthermore, they will compare the BWMS logs and alarms against the procedures in the BWMP and the entries in the BWRB. All this makes training from your BWMS supplier extremely important.

For PureBallast owners: Alfa Laval offers many PureBallast training options, ranging from basic system introduction to in-depth training in operation, maintenance and service. Our trainings are available on board your vessel and at our training facilities around the world, as well as digitally. You can [explore the training options on our website](#).

06

Keep your BWMS maintained and calibrated

IMO regulations require that you maintain and calibrate your BWMS according to the manufacturer's instructions. These routines must be referenced in your vessel's BWMP, and Port State Control officers will check that the plan is being followed.

For PureBallast owners: With the PureBallast Compliance Service Package, we keep track of your system's service requirements and arrange what's needed to meet them. That includes calibration, replacement of parts and keeping crew knowledge up to date. You can learn more about the service and its advantages in our [Compliance Service Package brochure](#).

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07

Ensure your BWMS is operational and ready for use

IMO regulations require that you maintain and Port State Control officers will check that your BWMS is in good working order. The treatment process must be fully functional, and if your BWMS uses active substances, they will check that you have a sufficient stock of consumables on board.

No matter what technology your BWMS uses, you should always have critical spare parts on hand, so that you can restore proper BWMS function without delay.

For PureBallast owners: You'll find a list of critical spare parts in your PureBallast system's manual. More information about spare parts, including an Emergency Spare Part Kit that we recommend keeping on board, is available on the relevant [spare parts page](#) of our website.

08

Keep sediments under control

Make sure sediments are removed from your vessel's ballast water tanks and disposed of according to Regulation B-5 under the provisions of the Ballast Water Management Convention. The procedures must be described in your vessel's Ballast Water Management Plan, and the crew needs to be familiar with them.

The sediment volume in the ballast water tanks should be monitored on a regular basis. This is especially relevant if your BWMS has no filter. Without a filter, sediments will accumulate in the ballast water tanks more quickly.

09

Ensure any exemptions are documented

In certain circumstances, vessels can receive short-term exemptions that allow them to operate without a type-approved BWMS. If your vessel has been granted an exemption, see that the exemption and its conditions are recorded in the BWRB. Port State Control officers will check your exemption and verify that the vessel is meeting the conditions stated.

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Check frequently for the latest CIC information

It's important to know of any new developments related to the CIC, as they may affect your preparations and ability to clear Port State Control. The best place to look is on our dedicated CIC web page: www.alfalaval.com/cic2025

Additional resources

The IMO guidance documents referred to in these tips can all be accessed via the IMO website:

<https://wwwcdn.imo.org/localresources/en/OurWork/Environment/Documents/Biofouling%20pages/Compilation%20of%20relevant%20Guidelines%20and%20guidance%20documents%20-%202025-05.pdf>

The links in this document can also be accessed via www.alfalaval.com/cic2025