



Ship Type: All      Trade Area: Peru

## **Bulletin 472 - 06/06 - Ballast Water Change Procedures - Peru**

**As of May 2006 the regulations regarding change of ballast water before arriving at Peruvian ports have been reviewed; Directorial Resolution 178-96-DCG in force since 1996 has been superseded by Directorial Resolution 072-2006-DCG. All national and foreign ships discharging ballast water in Peruvian ports must have changed ballast water at sea 12 miles beyond the coast.**

Members should be aware that in Annex A of the Directorial Resolution, steps 3 and 4 mention the existence of step 5 which has not been published with the resolution for unknown reasons. Ship agents acting for the ship must provide updated instructions to all ships before arriving at Peruvian ports including the format of Annex A, on the ship's arrival at the port.

Newly incorporated by the Resolution 072-2006-DCG are the following

- The obligation by the ship to issue a Ballast Water Notification to the Maritime Authority (Harbourmaster) as per Annex A of the Resolution
- The obligation of the ship to keep a special Ballast Water Register book
- The prohibition to discharge previously unchanged ballast at the port even if treated. Should the need to discharge unchanged ballast arise, the ship must request authorisation from the Harbourmaster and sail to the designated area to discharge/change ballast at sea
- The obligation to change ballast to be discharged at Peruvian ports prior to arrival and beyond 12 miles from the Coast even if the ballast water has been taken at another Peruvian port
- Sensitive areas will be established as no discharge zones by local authorities.

Port State Control enforced by the Maritime Authority may

- Ensure the existence of a Ballast Water Management Plan
- Ensure designation of key crewmen to put the Ballast Water Management Plan in practice
- Verify crew training or familiarisation with the above plan
- Take samples of ballast water to determine the presence of harmful agents.

It is important to note that ballast water taken on board at sea beyond the 12 mile coastal zone may be seen as coming from a different environment. Unless necessary for safety reasons, Members are advised to have their ships change ballast as close to the 12 mile coastal zone as practicable to avoid complications on arrival at the port.

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