

Ref. T5/1.01

**MEASURES ADOPTED BY IMO MEMBER STATES TO MINIMIZE THE
RISKS POSED BY THE INTRODUCTION OF UNWANTED AQUATIC
ORGANISMS AND PATHOGENS FROM SHIP'S BALLAST
WATER AND ASSOCIATED DISCHARGES**

The Government of Chile has submitted a copy of its "order for preventive measures to avoid transmission of harmful organisms and epidemics by ballast water", adopted on 10 August 1995, for distribution to all IMO Member States, as shown on the following pages.

CHILEAN NAVY

Division for Maritime Territory
and the Merchant Marine
Maritime Safety and Operations Department
Maritime Search and Rescue
and Pollution Prevention Service

DGTM. and MM. ORD. NO.12600/228 VRS.
ORDER FOR PREVENTIVE MEASURES
TO AVOID TRANSMISSION OF HARMFUL ORGANISMS
AND EPIDEMICS BY BALLAST WATER

Valparaiso, 10 August 1995

HAVING REGARD TO: the provisions of Section IX of Navigation Law No. 2,222 of 21 May 1978; the Maritime, Air and Frontier Health Regulations, approved by Decree No.263/85; the Regulations governing Reception and Discharge by Ships, approved by Decree No.680/80; the Regulations for Order, Safety and Discipline on Board Ships and on the Coast of the Republic, approved by Decree No.1,340bis/41; Resolution DGTM. and MM. ORD. No.12600/300 date 21 February 1991; Resolution DGTM. and MM. ORD. No.12600/1979, dated 7 November 1991; the information given to this Division by the Commonwealth Scientific and Industrial Research Organization (CSIRO) of Australia concerning the serious risks posed by the transmission of harmful organisms by ships' ballast water; the representations made to the International Maritime Organization (IMO) about this problem by a number of countries, including Canada; the importance that this Organization attaches to the problem; and the powers vested in me by Decree No.292 of 25 July 1953,

I HEREBY RESOLVE:

1. THAT IT IS ORDERED, as from today's date, that any ship coming from abroad ballasted with seawater shall be required to renew its ballast at least once before arriving in Chilean ports, at a distance of not less than 12 nautical miles from the coast, and that this procedure must be recorded in the bridge and engine-room logs, with the inclusion of the following data:

Place: Geographical co-ordinates where the operation was carried out.

Volume: Amount of water replaced, and what percentage of total ballast capacity it represents.

Date and time at which the change of ballast water was carried out.

2. In cases where irrefutable proof cannot be provided, by means of the bridge and engine-room logs, that this requirement has been complied with, the ship, before commencing deballasting in port, must add to its ballast tanks 100 grams of powdered sodium hypochloride or 14 grams of powdered calcium hypochloride per tonne of ballast water, ensuring that it is mixed throughout the content of the tank and allowing a minimum of 24 hours to elapse before beginning the emptying process. Compliance with this rule shall be the responsibility of the ship's master in his capacity as certifying officer. Without prejudice to the foregoing, the Maritime Authority may carry out any inspections it deems necessary to ensure that this provision is complied with.

3. Any ship coming from zones affected by cholera or by any similar contagious epidemic shall be required to adopt the procedures indicated in paragraphs 1 and 2 of this resolution.

4. The present document renders invalid the instructions contained in Resolution DGTM. and MM. ORD. No.12600/1979 dated 7 November 1991.

This Order is to be NOTED, REGISTERED AND COMMUNICATED to those responsible for its implementation.

(signed)

ARIEL ROSAS MASCARO
Vice-Admiral
Director-General
