

CIRCULAR FOR P&I CLUBS



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GLOBALPANDI, S.A.
P&I CORRESPONDENTS

VENEZUELAN STATUS OF THE BWM2004

Even though by January 2021 Venezuela has not signed the BWM2004 – International Convention for the control and management of Ship's Ballast Water & Sediments – the National Institute of Aquatic Spaces (INEA), the country's maritime authority, had already established a local procedure for ballast water control since 2012, through administrative Order N° 363 dated 10 September 2012, lately ratified by Circular N° 017 dated 15 July 2020.


Order N° 363 loosely included the convention requirements for the convention's D1 standard. It requires the issuance by the vessel port agent of a ballast registry declaration to be presented to the Harbour Master, at least 24 hours before arrival and information entered in the Ballast management record book in line with normal entries: e.g. location of exchange, depth, quantity, origin of discharged ballast, salinity content, method of discharge, etc. including the possibility of the authority drawing ballast samples for analysis.

The inspections are designated by the local Harbour Master's office at each port, depending on the origin of the ship and other considerations. A private-listed inspection company is appointed to carry out an onboard inspection before

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carrying out any operations either in port or at anchor. The INEA provides a list of companies approved by them to carry out these inspections at each port. The Harbour Master is in charge of assigning the company which will ultimately, carry out the inspection and it usually alternates companies. Nowadays almost all vessels are being inspected.

It is important to note that, although these inspections were suspended by the INEA pursuant to Circular N° 05, following issuance of Circular N° 017, the inspections in question were resumed the maritime authority informing to all the interested parties that "the requests for taking samples of ships in accordance with the International Convention for the Control and Management of Ballast Water and Ship Sediments, 2004 (BWM), will be evaluated on a case-by-case basis by the INEA, in accordance with national and international regulations on the



matter, for the purposes of granting the respective authorisation”.

As Correspondents we would advise members calling Venezuelan marine terminals to keep updated ballast water record books and to make appropriate ballast exchange. Similarly, to carry an updated ballast water management certificate as required by the Convention.

As usual we recommend Members seek agents and correspondent assistance if needed.

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P&I CORRESPONDENTS

Correspondents for:

Britannia, British Marine, Carina, Charterers P&I Club, China P&I Club, EF Marine, GARD, Hydor, ITIC, Korea P&I Club, Nordisk Defence Club (Through Sabatino Pizzolante), North of England P&I Club, MS Amlin, Shipowners P&I Club, Skuld, The Standard P&I Club, Steamship Mutual, The American Club, The London P&I Club, Thomas Miller Specialty, West of England and Through Transport Club (TTC)

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