8	Sector:	Transport
	Sub-Sector:	Aquatic Transport
	Industry Classification:	CPC 72
	Type of Reservation:	National Treatment (Article 3) Senior Management and Boards of Directors (Article 12)
	Level of Government:	Central Government
	Measures:	*Ley N° 28583, Ley de Reactivación y Promoción de la Marina Mercante Nacional, Diario Oficial "El Peruano" del 22 de julio de 2005, Articulos 4.1, 6.1, 7.1, 7.2, 7.4, 13.6.* *Decreto Supremo N° 028 DE/MGP, Diario Oficial "El Peruano" del 25 de mayo de 2001, Reglamento de la Ley N° 26620, Artículo I-010106, literal a).*
	Description:	1. A "National Shipowner" or "National Ship Enterprise" is understood as a natural person of Peruvian nationality or juridical person constituted in the Republic of Peru, with its principal domicile and real and effective headquarters in the Republic of Peru, whose business is to provide services in water transportation in national traffic or cabotage[2] and/or international traffic and who is the owner or lessee under a financial lease or a bareboat charter, with an obligatory purchase option, of at least one Peruvian flag merchant vessel and that has obtained the relevant Operation Permit from the General Aquatic Transport Directorate. 2. At least 51 percent of the subscribed and paid-in capital stock must be owned by Peruvian citizens. 3. The chairman of the board of directors, the majority of the directors, and the General Manager must be Peruvian nationals and residents in the Republic of Peru. 4. Peruvian-flagged vessels must have a Peruvian captain and the crew must have at least 80 percent of Peruvian nationals authorised by the "*Dirección General de Capitanías y Guardacostas*". In exceptional cases and after ascertaining that there is no Peruvian qualified captain with experience in that type of vessel available, a foreign national may be authorised to serve as captain. 5. Only a Peruvian national may be a licensed harbour pilot. 6. Cabotage is exclusively reserved to Peruvian flagged merchant vessels owned by a National Shipowner or National Ship Enterprise or leased under a financial lease or a bareboat charter, with an obligatory purchase option, except that: (a) up to 25 percent of the transport of hydrocarbons in national waters is reserved for the ships of the Peruvian Navy; and (b) foreign-flagged vessels may be operated exclusively by National Shipowners or National Ship Enterprises for a period of no more than six months for water transportation exclusively between Peruvian ports or cabotage when such an entity does not own its own vessels or lease vessels under the modalities previously mentioned.

[2] For greater certainty, water transportation includes transport by lakes and rivers.