



TD-IMM-GOB001-24 PARIS MOU POLICY

TO: RECOGNIZED ORGANIZATIONS, SHIP OWNERS/ISM OPERATORS, DEPUTY REGISTRARS, GENERAL SAFETY INSPECTORS.

REFERENCE: PARIS MOU POLICY

Circular Superseded:
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Introduction

The International Merchant Marine Registry of Belize (IMMARBE) with the aim to eliminate sub-standard shipping within our fleet and to continuously improve our performance in the Paris MoU, has decided to revoke its existing Paris MoU Policy "Circular Letter No. TD/IMM/GOB001-17" and replace it with a reissued Paris MoU Policy. The policy seeks to provide clear instructions to all operators and RO/RSOs of ships trading or intending to trade in Paris MoU. It is expected that the reissued policy will deter vessels from being detained in the first instance and streamline actions to be taken to prevent repeated detention of vessels calling Paris MoU ports.

This policy shall take immediate effect and shall consider the following:

- 1. New Registration of vessels intending to operate in the Paris MoU.**
- 2. Occasional Survey Program for vessels detained in the Paris MoU.**
- 3. RO and Owner/Operator Responsibilities.**
- 4. Noncompliance.**
- 5. Vessels operating in the Paris MoU not subjected to the Occasional Survey Program.**

1. New Registration

1.1 Any vessel newly accepted for registration with the Belize flag which have been detained in the past 24 months will be accepted under the condition that the ship must be certified by an IACS or a High-Performance Non-IACS Member in accordance with the latest Paris MoU RO Performance List.

2. Occasional Survey Program

- 2.1 Any vessel detained in the Paris MoU will immediately enter the occasional survey program. As such, the vessel will be subjected to an occasional survey in accordance with the scenarios listed in section 2.5 of this circular and for a cumulative period of 24 months starting from the date of the detention.
- 2.2 This occasional survey shall be completed by the RO in charge of the Statutory Certification. In cases of mixed ROs, the RO in charge of the statutory certificates will remain in charge of the Occasional Survey program.
- 2.3 Upon satisfactory completion of the Occasional Survey, the RO shall issue a Statement of Compliance (SOC) with a validity of six (6) months confirming the satisfactory result of the Occasional Survey performed.

The Occasional Survey can be advanced to make it concurrent with the annual, intermediate, or renewal survey, but it may not be delayed for these same reasons.

- 2.4 The scope of the occasional survey shall be equivalent to an Annual Mandatory Survey in compliance with International and National requirements. In cases where deficiencies are found, the RO must report these findings immediately to IMMARBE with evidence of corrective actions. However, if the deficiency cannot be rectified before the departure, the RO shall establish/propose adequate temporary measures and seek the agreement of the flag State before the vessel is permitted to sail to a repair location.

2.5 Scenarios:

1. The first occasional survey:

- i. The first occasional survey shall be done at the port of detention.

2. The Second occasional survey:

- i. If the mandatory survey is to be done after the detention, the second Occasional Survey will be together with the mandatory survey.
- ii. If the mandatory survey was completed before the detention, the second occasional survey shall be performed 6 months after the last mandatory survey to ensure that the survey matches with the next mandatory survey.
- iii. After the second occasional survey, all occasional surveys will be performed every 6 months thereafter until the program is complete.

3. RO Responsibilities

- 3.1 After completion of each occasional survey and the issuance of the Statement of Compliance (SOC) following the above-mentioned requirements, the Statement together with the Survey Report, supported with photo report(s), shall be submitted directly to IMMARBE's Technical Department at technicalservices@imarbe.com and inspections@imarbe.com.

3.2 All ROs are obliged to establish appropriate mechanisms to be notified of the due dates of each occasional survey and to inform owners, (with IMMARBE Technical Department in cc) of due occasional surveys at least 30 days before the date.

4. Noncompliance

4.1 The operators/owners are obliged to make the necessary arrangements to ensure that their vessel is made available for the mandatory occasional survey well in advance of the due date and to communicate these arrangements with the RO.

4.2 Any vessel which fails to complete the occasional survey program or is detained whilst being included in the program will be subjected to disciplinary actions in accordance with our Statutory Instrument 56 of 1999 (Disciplinary Regulations, 1999) as seen below.

- i. Failure to comply: A fine and/or Cancellation.
- ii. First detention: A fine and/or Cancellation.
- iii. Second detention: Immediate cancellation.

4.3 If an RO fails to complete the required occasional survey, or if the vessel is detained 90 days after RO attendance, the detention will be attributed to the responsible RO as per our [MSN-0012](#) "Attribution of Detentions & Targeting of ROs".

5. Vessels operating in the Paris MoU not subjected to the Occasional Survey Program.

5.1 All Belize registered vessels operating within Paris MoU Area or intending to call any Paris MoU Port shall comply with all requirements stated in our Merchant Marine Notice MMN-19-006 (revised), MMN-23-001 and MMN-23-006 (see reference below) in the latest version regarding PSC Analysis of Detentions and submit relevant PSC Checklist, Crew List and/or PSC Inspection Report (Form A and B) within the time frame stated in the applicable notice to IMMARBE Technical Department technicalservices@immarbe.com and inspections@immarbe.com prior proceeding to any Paris MoU Port.

IMPORTANT NOTE:

Those ROs with the most detentions accountable to them within a year of this circular coming into effect will be issued warning letters by the Belize Administration. The Belize Administration may cancel the authorization granted to a repeat offender RO if deemed necessary during the initial evaluation of its performance.



Fines

The following is a guideline for the imposition of fines for detentions and other offences. Bear in mind that these guidelines are applied taking into consideration the size and type of vessel, the severity of the offence, record of previous offences, etc.

- \$3,000 to \$4,000: Detentions as a result of first detention due to serious violations of STCW or SOLAS, violation of any traffic separation scheme, vessel overloading, etc.
- \$4,500 to \$5,000: Second detention within 12 months, disregard of restrictions imposed on navigation patents, permits to proceed or prohibition from sailing notices, recurring crew-related matters.
- \$6,000 - \$15,000: Poor safety record – three (3) or more detentions within a year, major safety deficiencies, forged statutory certificates, contravention of MARPOL, unauthorized flying of the Belize flag, e.g., after obtaining permission to charter out, after ex-officio/official cancellation.
- \$16,000 to \$50,000: Major offences/violations such as drug trafficking, oil spills, contraband, human trafficking, etc.

6. REFERENCE

- 6.1 Merchant Shipping Notice 0030 – Guidelines to Owners/ISM Operators and Masters on Port State Control Inspections (in its latest revision).
- 6.2 Merchant Shipping Notice 0033 – Minimizing the Risk of Port State Control Detention (in its latest revision).
- 6.3 Merchant Marine Notice MMN-19-006r3 – Port State Control Analysis and Self-Inspection Program (in its latest revision).
- 6.4 Merchant Marine Notice MMN-23-001 – Reporting on Port State Control Inspections and Detentions (in its latest revision).
- 6.5 Merchant Marine Notice MMN-23-006 – Belize requirements relating to Paris MoU inspection regime (in its latest revision).
- 6.6 S.I. Number 56 of 1999 (Disciplinary Regulations, 1999).

The Circular was issued in Belize city, Belize 25 January 2024.



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