



IMMARBE INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE

CIRCULAR LETTER No. TD-IMM-GOB001-19

Issued under the authority of the Merchant Ships (Registration) Act of 2010 (Part 1/Section 5)

To: DEPUTY REGISTRARS, SHIP OWNERS/ISM OPERATORS/RECOGNIZED ORGANIZATIONS/SHIPPING AGENTS/GENERAL SAFETY INSPECTORS

Subject: Vessels operating in the Tokyo MOU and Occasional Survey Program for detained vessels operating in the area.

It has come to our attention that Belize flagged vessels have been repeatedly being detained in the Tokyo MOU Area affecting our aim to improve our status in this region.

After consultation with our technical personnel, the analysis brought that only 6 vessels incurred in 14 detentions during the year 2018 making our goal to become a White Listed Flag in this region impossible; therefore, we consider that urgent actions are needed in the region.

After serious consideration of the negative effects of allowing multiple detentions by a single vessel within the Tokyo MOU and safeguarding the integrity and reputation of the Belize Registry with an aim to accomplish our future expansion goals, we have decided to enforce with immediate effect from 1st March 2019, the following directives applicable to the following:

- 1. Occasional Survey Program for detained vessels operating in the area.**
- 2. Vessels operating in the Tokyo MOU.**

1. All registered vessels regardless of age detained twice in the Tokyo MOU in the past 12 months will immediately enter into our Occasional Survey Program for a period of 24 months starting from the date of detention with the intention to minimize the risk of further detentions.

1.1. This occasional survey will be performed by the RO that issued the statutory certificates; in case that the vessel is holding statutory certificates issued by different RO, the occasional survey shall be carried out by the RO that issued the Cargo Ship Safety Construction Certificate, Load Line Certificate, Safety Equipment Certificate, or the Passenger Ship Safety Certificate. After completion of the survey the RO shall issue a Statement and shall communicate to IMMARBE's Technical Department, prior to the vessel's departure to a port located within a country member of the Tokyo MOU. The Statement together with the Survey Report shall be submitted directly to IMMARBE Technical Department: technicalofficer@immarbe.com; technicalofficer2@immarbe.com; techsupport@immarbe.com.

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1.2. The scope of such occasional survey must cover all conditions as far as practicable related to construction, security, pollution prevention, maritime safety, maritime labor and compliance with all national and international regulations applicable to the vessel; in other words, the scope will be equivalent to Annual Surveys. If deficiencies are found at the time of the occasional survey, they need to be rectified before departure of the detention port unless an extension is granted by IMMARBE's Technical Department due to exceptional circumstances.

1.3. This occasional survey will be valid for six (6) months and can be advanced with the purpose to make it concurrent with the annual, intermediate, or renewal survey, but it may not be delayed for these same reasons. This means that, if the vessel is still trading to ports within the Tokyo MOU, and the occasional survey was carried out more than six months ago, a new occasional shall be carried out.

1.4. The operators and owners are under the obligation to request such survey ahead of time to the RO. It is the obligation of the RO, which certifies the vessel, to notify the operators and owners the need to conduct such survey under the conditions established by this Circular. When this survey is requested by operators or owners for any reason, the RO cannot avoid the responsibility to carry out this survey.

1.5. In the case our Administration identifies a vessel to be included in the Occasional Survey Program, which are operating within the ports of country members to the Tokyo MOU, the occasional survey must be performed before the vessel departs the port where it may be at the time this circular is implemented.

1.6. In the case that the RO had issued the vessels Statutory Certificates within a thirty (30) days' timeframe, the Technical Department of IMMARBE can accept the submission of a Statement from the RO stating that the vessel is found in compliance with this circular, which will have a validity of six (6) months.

1.7. The Technical Department will recommend disciplinary actions against RO if a vessel is detained within the Tokyo MOU jurisdiction immediately after an occasional survey as described above has been carried out.

1.8. Those vessels subject to the requirements established in this circular, which do not perform the obligatory occasional survey or that are detained two (2) times within a six (6) months period or three (3) times within 12 (twelve) months period by a Maritime Authority member of the Tokyo MOU, will be fined and cancelled from the registry.

2. All Belize registered vessels operating within Tokyo MOU Area or intended to call any Tokyo MOU Port shall comply with all requirements stated in our Merchant Marine Notice 15-02 regarding PSC Analysis of Detentions and submit relevant PSC Checklist and Crew List within the time frame stated in this notice to IMMARBE Technical Department: technicalofficer@immarbe.com; technicalofficer2@immarbe.com; techsupport@immarbe.com prior proceeding to any Tokyo MOU Port.

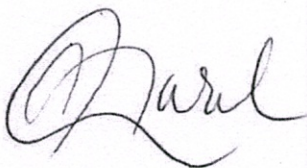
IMPORTANT NOTE:

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

Additionally, all new registration cases where owners wish to appoint poor performing ROs will be evaluated on a case by case basis before approval to certify the ship is given.

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 over loading, 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: Very poor safety record-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 obtainment of 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.



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