

Fishing Vessel Notice

Date: 31 January 2024

Notice Number 009-2024

To: All Ship Owners, Operators, Deputy Registrars, Resident Agents, Representatives, and other Stakeholders

Subject: **PARIS MOU PILOT ON PORT STATE CONTROL ON FISHING VESSELS.**

This Notice serves to inform all fishing vessel owners of the International Merchant Marine Registry of Belize (IMMARBE), Merchant Marine Notice MMN-24-001 issued 26th January 2024.

The purpose of this Notice is to inform all parties that the Paris MoU will be conducting a pilot exercise on Port State Control (PSC) on fishing vessels during 2024 and 2025. In order to minimize or avoid instances of detention during this pilot program, it is imperative that all fishing vessels operating or making landing in this region adhere to and maintain high standards particularly with regard to the living conditions on board the vessels.

The pilot requirements mandate that all fishing vessels operating within the Paris MOU region or intending to call at any port within the region, comply with both national and international standards. It is important to note that periodic inspections of vessels may be carried out. Additionally, the General Safety Inspectors will conduct annual inspections specifically focused on the living conditions of the vessel.

The Belize High Seas Fisheries Unit (BHSFU) advises all fishing vessel owners and operators to ensure that all valid documentations are duly kept on board their vessel/s, always maintain an active VMS, and uphold national and international standards to avoid any detentions.



Please direct all queries and concerns to:

Valarie Lanza

Director of High Seas Fisheries

Director@bhsfu.gov.bz



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

Reference: Paris MoU pilot on PSC on Fishing Vessels

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PURPOSE

The International Merchant Marine Registry of Belize (IMMARBE) with the aim to avoid detentions during the Paris MoU pilot on PSC on Fishing Vessels requires all addressed parties to ensure that fishing vessels are always maintained and within standards.

CONTENT

Given the accident statistics and the increasing regulations of fishing vessels, the Paris MoU is conducting a pilot on PSC on Fishing Vessels to evaluate whether it could be of added value to implement a harmonized approach to port State control on internationally operating fishing vessels of 24 meters and above. Upon completion of the pilot period, a report will be submitted to the Paris MoU Port State Control Committee for further analysis and decision.

This pilot will be conducted in 2024 and 2025 and will be held by a limited number of Paris MoU members: Canada, Croatia, Denmark, France, Germany, Ireland, Netherlands, Norway, Spain, and United Kingdom.

Participants of this pilot will take into consideration the following nine (9) criteria and context:

1. Any internationally operating fishing vessel will be visited only once a year, unless specific signals that a ship is substandard would give reason to do otherwise.



2. A port State control visit is based on the rights of the port State as set out in international conventions which state port State control can be enforced.
3. The visit is also for information purposes and may be used to raise awareness and inform the fishing industry of the convention requirements, where appropriate.
4. Parties participating in the pilot are flexible in visiting fishing vessels. No specific targeting methodology is used.
5. The collection of information will cover general information, ship particulars and compliance at a general level relating to safety, environmental requirements and living and working conditions in force in current conventions.
6. Current conventions in effect which will be at least taken into account are: SOLAS, MARPOL (Annex I, IV, V, VI), STCW-F and ILO 188.
7. In this pilot project of gathering information, general remarks, not specifically based on a convention requirement can be recorded as well, if deemed appropriate for information and evaluation purposes.
8. Should a Port State Control Officer (PSCO) consider it necessary to detain the fishing vessel, due to non-compliance related to currently applicable conventions, the PSCO will detain the vessel based on national legislation.
9. The principles applied within the Paris MoU related to undue delay of the vessel and the code of good practice (attached) are also applicable during the pilot project.

Action Required from Owners /Flag Inspectors/Recognized Organizations during the Paris MoU pilot on PSC on Fishing Vessels.

1. All Fishing Vessels currently trading within the Paris MoU region or intended to call any port of any Paris MoU member participating in the pilot shall always maintained the vessel within national and international standards as well as to understand that its vessel can be inspected at any time and the frequency will be subject to the Port State Control Authority. The existing maintenance plan onboard is to be revised to ensure that all aspects are covered.
2. Annual Flag Inspections to be carried out by General Safety Inspectors with immediate effect shall be extended as far as practicable to cover items related to the above-mentioned criteria. Special attention to the vessel and living conditions shall be taken.



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3. Recognized Organizations that will carry out any statutory surveys shall ensure with immediate effect that items related to the above-mentioned criteria are covered with special attention to the vessel and living conditions.

The above actions will remain in force during the pilot period (2024-2025) on PSC on Fishing Vessels.

Looking forward to your cooperation and assistance.

The Notice was issued in Belize city, Belize 26 January 2024

Eng. Eduardo Simon
Technical Manager
IMMARBE

Any queries related to this Notice should be directed to technicalservices@immarbe.com



Annette Garel (Mrs.)
Senior Deputy Registrar
IMMARBE