

Merchant Marine Notice **MMN-23-006**

Belize requirements relating to Paris MoU inspection regime and the targeting system for Port State Control inspections.

TO: SHIPOWNERS, OPERATIONS, DEPUTY REGISTRAR AND GENERAL SAFETY INSPECTORS.

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PURPOSE

The purpose of this notice is to remind all shipowners and operators of vessel trading in the Paris MoU of the existing Paris MoU inspection regime and the targeting system used for selecting ships for inspections. The selection scheme is divided into two priorities:

Priority I: ships must be inspected because either the time window has closed or there is an overriding factor.

Priority II: ships may be inspected because they are within the time window, or the port State considers an unexpected factor warrants an inspection.

All Belize-flagged vessels are strongly requested to pay attention to their inspection priority and to take adequate steps should an overriding factor become a certainty.

BACKGROUND

To improve its Port State Control performance, the Belize Maritime Administration has launched its Merchant Marine Notice MMN-19-006 (as revised) which provides key information with the intention to be used as a tool to prevent deficiencies and/or detentions. To further improve our Port State Control performance, the Administration has decided to add information on the Paris MoU inspection regime and the targeting system used for selecting ships. This system is based on the Ship Risk Profile (SRP) which considers the following factors and uses details of the ship's inspections in the Paris MoU area in the last 36 months.

Factors considered are:

- Type and age of the ship
- Number of deficiencies (ISM and Non-ISM related)
- Number of detentions

- Performance of ship's flag
- Performance of the Recognised Organisation (RO)
- Performance of the Company responsible for the ISM Management (holder of Document of Compliance)

In addition, other factors may trigger additional inspection - for example:

OVERRIDING FACTORS ARE PRIORITY I:	UNEXPECTED FACTORS ARE PRIORITY II:
-Collision	-Outstanding Deficiencies
-Illegal Discharge	-Previously Detained Ships (After 3 Months From Detention)
-Unsafe Manoeuvring	-Complaint
-Suspended Or Withdrawn Class	-Cargo Problems
-No Ship Data In The Database	-Reporting By Pilots

INSPECTION INTERVALS & PRIORITY

A risk assessment matrix is used to govern the inspection intervals based on the Ship Risk Profile as seen below. Vessels calling Paris MoU are categorized into three clusters following the risk assessment.

High Risk Ship:

- Priority II: between 5-6 months after the last inspection in the Paris MoU area.
- Priority I: after the 6th month ship must be inspected.

Standard Risk Ship:

- Priority II: between 10-12 months after the last inspection in the Paris MoU area.
- Priority I: after the 12th month ship must be inspected.

Low Risk Ship:

- Priority II: between 24-36 months after the last inspection in the Paris MoU area.
- Priority I: after the 36th month ship must be inspected.

It is the operator's responsibility to evaluate its own Risk Profile prior to calling Paris MoU. This can be completed using the link seen here <https://parismou.org/PMoU-Procedures/ship-risk-calculator>. Additionally, the company risk profile can be completed at <https://parismou.org/PMoU-Procedures/company-performance-calculator>.

If an operator encounters any problem in evaluating its own Risk Profile, IMMARBEL's Technical Department is willing to assist. In these cases, a proper request is to be submitted to technicalservices@immarbe.com.

ACTIONS REQUIRED

With the intention to continue to improve our position in the Paris MoU White-Grey-Black list, the Technical Department of the International Merchant Marine Registry of Belize (IMMARBE) requires that All vessels within Priority I or II and intending to call a Paris MoU port:

1. Fully implement **Form TDL-018r2 Annex 1 –Self-Inspection Checklist** 15 days before ETA as a tool for early identification of deficiencies with subsequent rectification prior to arrival (ETA) in the port or anchorage or before leaving the previous port if the voyage is expected to take less than 15 days.
2. The master shall verify the proper implementation of the Safety Management System (SMS) onboard with special attention to **training and maintenance**.
3. The notifications shall be made to the Belize Flag Administration at technicalservivces@immarbe.com along with Form TDL-018r4 Annex 1 –Self-Inspection Checklist.
4. The subject of the email shall include the NAME OF THE SHIP / IMO# 1234567 - Reporting on Paris Mou Priority
5. Failure to properly implement this notice will result in **disciplinary measures** in accordance with our Statutory Instrument No. 56 of 1999, Registration of Merchant Ships Disciplinary Regulations 1999.

This notice will take immediate effect; therefore, all vessels due or entering priority I and II within the period stipulated in the above item 1 shall submit to the above email address the Form TDL-018r2 Annex 1 – Self-Inspection Checklist in accordance with these requirements before calling Paris MoU.

We anticipate your cooperation and assistance in this regard and look forward to receiving confirmation of this email.



Eng. Eduardo Simon
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International Merchant Marine Registry of Belize

Friday, 10th November 2023

