



<b>Title:</b>	Insurance and Financial Security Requirements for Belize-Flagged Vessels in accordance with International Maritime Conventions	
<b>To:</b>	Deputy Registrars, Ship Owners, ISM Operators, Recognized Organizations, Recognized Security Organizations, Shipping Agents, General Safety Inspectors	
<b>MMN Superseded:</b>	MSN-0038 (31 October 2008)	<b>Revision No.:</b> N/A
<b>Issuance Date:</b>	23 September 2024	

## 1. REFERENCE

- Athens Convention relating to the Carriage of Passengers and their Luggage by Sea (Athens Convention)
- International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKER Convention)
- International Convention on Civil Liability for Oil Pollution Damage (CLC Convention)
- Maritime Labour Convention, 2006, as amended (MLC, 2006)
- Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention)

## 2. PURPOSE

- 2.1 To provide guidance on the compliance with international conventions (Athens, Bunker, CLC, MLC 2006, Nairobi) concerning insurance or financial security for shipowners regarding liabilities for damage.

## 3. BACKGROUND

- 3.1 **The Athens Convention relating to the Carriage of Passengers and their Luggage by Sea (Athens Convention)** establishes a regime of liability for damage suffered by passengers carried on a seagoing vessel. It declares a carrier liable for damage or loss suffered by a passenger if the incident causing the damage occurred in the course of the carriage and was due to the fault or neglect of the carrier.
- 3.2 **The International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention)** was adopted to ensure that adequate, prompt, and effective compensation is available to persons who suffer damage caused by spills of oil, when carried as fuel in ships' bunkers.



- 3.3 **The International Convention on Civil Liability for Oil Pollution Damage (CLC Convention)** was adopted to ensure that adequate compensation is available to persons who suffer oil pollution damage resulting from **maritime casualties** involving oil-carrying ships. The Convention ensures this by requiring ships covered by it to maintain insurance or other financial security in sums equivalent to the owner's total liability for one incident.
- 3.4 **The Maritime Labour Convention, 2006, as amended (MLC)** which was adopted in 2006 by the International Labour Conference (ILC) of the International Labour Organisation (ILO). The convention entered into force for Belize on 8 July 2015. The MLC 2006 provides internationally agreed maritime regulations and sets out the rights of seafarers to decent working and conditions of fair competition for shipowners. In 2014, the ILO agreed to implement Amendments to the MLC 2006 relating to financial security of seafarers in cases of abandonment (Reg 2.5), and contractual claims for compensation in the event of a seafarer's death or long-term disability due to an operational injury, illness or hazard (Reg 4.2).
- 3.5 **The Nairobi International Convention on the Removal of Wrecks (Nairobi Convention)** was adopted to provide a sound legal basis for Coastal States to remove, or have removed, from their coastlines, wrecks which pose a hazard to the safety of navigation or to the marine and coastal environments, or both. The treaty also covers any prevention, mitigation or elimination of hazards created by any object lost at sea from a ship (e.g. lost containers).

#### 4. INSURANCE REQUIREMENTS UNDER THE CONVENTION

##### 4.1 Athens Convention

The registered owner of any international carrier of passengers to or from a State Party to this Convention shall, in accordance with Article 4bis of the Convention, maintain compulsory insurance or other financial security, such as the guarantee of a bank or similar financial institution, to cover the limits for strict liability under the provisions of the Convention. Ships are to be issued with a certificate attesting that insurance or other financial security is in force (ARTICLE 4bis.2).

##### 4.2 Bunker Convention

The registered owner of any sea-going vessel and seaborne craft over **1000 gross tonnage**, of any type whatsoever that consumes bunkers and lubricating oil, and is registered at IMMARBEL shall be required to maintain insurance or other financial security, to cover the liability of the registered owner for pollution damage or contamination resulting from the escape or discharge of bunker oil from the ship.



#### 4.3 CLC Convention

The registered owner of any sea-going vessel and seaborne craft carrying **more than 2,000 tons** of oil in bulk as cargo and registered at IMMARBE shall be required to maintain insurance or other financial security to cover the liability of the registered owner for oil pollution damage.

#### 4.4 Maritime Labour Convention

To ensure that seafarers are able to return home at no cost to themselves and to ensure that seafarers are protected from the financial consequences of sickness, injury or death occurring in connection with their employment, Belize registered ships, to which the convention applies, are required to provide financial security. All commercial ships of **500 gross tonnage** and above and subject to the MLC 2006, must carry on board an MLC (financial security) Certificate. This Certificate must be issued by an insurer or other financial security provider confirming that insurance or other financial security is in place.

#### 4.5 Nairobi Convention

The registered owner of any sea-going vessel and seaborne craft over **300 gross tonnage**, of any type whatsoever, and registered at IMMARBE shall be required to maintain insurance or other financial security to cover liability for the removal of a wreck which poses a hazard in the Convention area.

### 5. CERTIFICATION REQUIREMENT UNDER THE CONVENTION

- 5.1 Every vessel to which the above conventions apply shall be provided with adequate insurance or other financial security to cover the respective listed convention.
- 5.2 A certificate attesting that insurance or other financial security shall be kept on board in accordance with the provisions of the relevant Convention. This certificate shall be issued to each ship after this Administration has determined that the requirements of the Convention insurance or other financial security have been complied with.

### 6. MAKING AN APPLICATION

- 6.1 All operators to which the above conventions apply shall make an application to the Administration using the below Application Form.
  - a. RDF-009 Application for Wreck Removal Convention
  - b. RDF-010 Application for Bunker Civil Liability Certificate
  - c. RDF-017 Application for Civil Liability Certificate
  - d. RDF-022 Application for Athens Convention
  - e. TDF-005 Application for DMLC PART I



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6.2 All applications shall be accompanied by Proof of Insurance-Blue Card approved by:

- a. Protection and Indemnity Club which is a member of the International Group of P & I Clubs;  
or
- b. Member of an insurance body/group of similar international standing
- c. Financial Institutions of similar international standing

6.3 For vessels which are registered with Non-State Parties, in addition to the respective application and requirements listed in section 6.2, the operators shall provide:

- a. A valid Certificate of Registration issued by the vessel's registry.

## 7. FEES

7.1 Fees will be in accordance with Merchant Marine Notice [MMN-19-003](#), as revised and the IMMARBE fee schedule.

## 8. ACTIONS REQUESTED

8.1 The Administration encourages Shipowners, Operators, Deputy Registrars, Recognized Organizations, and Recognized Security Organizations to review and comply with the contents of this Notice and to ensure that its provisions are enforced on vessels registered with IMMARBE.

## 9. DISCIPLINARY MEASURES

9.1 Failure to adhere to the requirements outlined in this Notice may result in disciplinary action as deemed appropriate by IMMARBE. This may include, but is not limited to:

- a. Suspension or revocation of the vessel's certification.
- b. Imposition of fines or penalties.
- c. Restrictions on the vessel's operations or trading activities.
- d. Other legal actions as specified under the Belize Merchant Ships (Registration) Act (in its latest revision) and Statutory Instrument 56 of 1999 (as revised).

It is imperative that all parties adhere fully to the procedures and requirements outlined in this Notice to ensure proper certification and avoid regulatory issues.



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The Administration encourages Shipowners, Operators, Deputy Registrars, and Recognized Organizations to review and comply with the contents of this Notice and to ensure that its provisions are enforced on vessels registered with IMMARBE.

IMMARBE appreciates your cooperation and assistance.

This notice was issued in Belize City, Belize on 23 September 2024.

Eduardo  
Signature

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Date:

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Valarie Lanza (Mrs.)  
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Any queries related to this Notice should be directed to [technicalservices@immarbe.com](mailto:technicalservices@immarbe.com) and [registrationservices@immarbe.com](mailto:registrationservices@immarbe.com).