



BELIZE

**HARBOURS AND MERCHANT SHIPPING ACT
CHAPTER 234**

REVISED EDITION 2020

**SHOWING THE SUBSIDIARY LAWS AS AT
31ST DECEMBER, 2020**

This is a revised edition of the Subsidiary Laws, prepared by the Law Revision Commissioner under the authority of the Law Revision Act, Chapter 3 of the Substantive Laws of Belize, Revised Edition 2020.

This edition contains a consolidation of the following laws—

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CHAPTER 234

**LANDING AND STORAGE OF GOODS
(FEE) REGULATIONS**

ARRANGEMENT OF REGULATIONS

1. Citation.
 2. Interpretation.
 3. Fees on goods landed at public wharf.
 4. Fees on goods stored in Government Landing Shed.
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CHAPTER 234

**LANDING AND STORAGE OF GOODS
(FEES) REGULATIONS**

Ch. 191.
S.I. 29 of 1966.
S.I. 17 of 1973.

[14th May, 1966]

1. These Regulations may be cited as the Citation.

**LANDING & STORAGE OF GOODS (FEES)
REGULATIONS.**

2. For the purpose of these Regulations, the expression Interpretation.
“ton” shall mean a ton of 2,240 lbs. or 1,000 kilos.

- 3.-(1) Subject to the provisions of subregulation (2) there shall be paid on all goods other than livestock arriving in Belize City from outside the country and landed at any public or private wharf fees assessed as follows— Fees on goods landed at public wharf.

- (a) cargoes not exceeding sixty tons, 40 cents a ton;

- (b) cargoes exceeding 60 tons, 50 cents a ton up to one hundred tons and 45 cents a ton for every ton in excess of one hundred tons.

(2) The provisions of subregulation (1) shall not apply where any goods are placed in the Government Landing Shed at Fort George.

Fees on goods
stored in
Government
Landing Shed.

4. There shall be paid on all goods arriving in Belize City from outside the country and stored in the Government Landing Shed at Fort George fees assessed as follows—

- (a) cargoes not exceeding sixty tons, 30 cents a ton;
 - (b) cargoes exceeding sixty tons, 40 cents a ton up to one hundred tons and 36 cents a ton for every ton in excess of one hundred tons.
-

CHAPTER 234

**FORT GEORGE WHARF
(DEFINITION) REGULATIONS**

ARRANGEMENT OF REGULATIONS

1. Citation.
 2. Definition.
 3. Application of definition.
-

CHAPTER 234

**FORT GEORGE WHARF
(DEFINITION) REGULATIONS**

Ch. 191.
Ch. 149.

(section 6)

1. These Regulations may be cited as the

Citation.

**FORT GEORGE WHARF (DEFINITION)
REGULATIONS.**

2. The Fort George Public Wharf shall be and include the entire area situate in the City of Belize and lying between the Queen's Bonded Warehouse and the Fort George Light and extending for a distance of forty feet on the seaward side of the said area.

Definition.

3. For the purposes of the Regulations to govern the payment of tonnage and wharfage dues and the leasing of public wharves, the Fort George Public Wharf shall be as defined in regulation 2.
-

Application of
definition.

CHAPTER 234**PUBLIC WHARVES REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
2. Interpretation.
3. Anchoring of ships at and moving ships from public wharves.
4. Tonnage duty.
5. Commutation of tonnage duty.
6. Distinguishing name or number on ship.
7. Measurement of tonnage.
8. Leases of portions of public wharves.
9. Wharfage dues.
10. Date when wharfage dues payable.
11. Goods at owner's risk.
12. Goods left without permission.
13. Seizure where dues not paid.
14. Removal of packages, etc., by Harbour Master.
15. Powers of customs and police officers.
16. Assaulting etc., officer.
17. Recovery of fines and penalties.
18. Payment of dues and rentals.

SCHEDULE

CHAPTER 234

PUBLIC WHARVES REGULATIONS

Ch. 149.
Ch. 191.

(section 6)

1. These Regulations may be cited as the

Citation.

PUBLIC WHARVES REGULATIONS.

2. In these Regulations if not inconsistent with the context the following terms have the meanings hereinafter respectively assigned to them—

Interpretation.

“day” shall for the purpose of collecting tonnage duty be deemed to mean a period of twenty-four consecutive hours from the time a vessel arrives within the limits of a wharf;

“public wharf” means any wharf the property of the Crown in Belize which shall, for the purposes of these Regulations, be declared to be such by the Minister by notice published in the *Gazette*;

“ship” shall mean and include every description of vessel, boat or other craft used in navigation.

3. No ship shall anchor or make fast within the limits of any public wharf or be taken alongside of or made fast to any public wharf except with the permission of the Harbour Master or any person or persons authorised by him. Any ship so within the limits of any public wharf or alongside of or made fast to any such wharf must at any time at the request of the Harbour Master or any officer authorised by him be moved therefrom or shifted from alongside of such wharf. The master or any person in charge of such ship who shall offend against any of the provisions of this regulation shall be liable for every such

Anchoring of ships at and moving ships from public wharves.

offence to a penalty not exceeding fifty dollars and to pay in addition the cost of the removal of any such ship required to be removed as aforesaid; and the Harbour Master or any person or persons authorised by him is hereby indemnified against any claim for damage or other to such ship during her removal or after she has been removed.

Tonnage duty.

4.-(1) (a) When any ship is anchored or made fast within the limits of any public wharf or is taken alongside of or made fast to any public wharf for the purpose of discharging or taking in cargo or landing or embarking passengers or any other purpose, there shall be paid in respect of such ship the duty per ton prescribed by or in accordance with the Schedule to these Regulations.

Schedule.

(b) If any ship in respect of which tonnage duty has been paid for one day is moved from the wharf by the direction or order of the Harbour Master or other port authority before the expiry of twenty-four hours from her first coming to the wharf the proportion of duty in respect of the unexpired portion of twenty-four hours shall be refunded.

(2) Tonnage duty shall be paid or secured to the satisfaction of the Harbour Master or any person or persons authorised by him before such ship is removed from alongside of any public wharf.

(3) Any person removing any ship from alongside any public wharf without such duty being paid or secured as aforesaid shall be liable to a penalty not exceeding fifty dollars.

Commutation of tonnage duty.

5. The Harbour Board may permit the tonnage duty payable in respect of any ship for any period of not less than one month nor more than one year to be commuted by the payment monthly, quarterly or half yearly in advance of such sum as may

be approved by the Harbour Board, subject to such conditions as the Board may deem expedient, and subject further to the approval of the National Assembly.

6. Every ship coming alongside of or within the limits of any public wharf shall bear in a conspicuous place on the outside of the hull a distinctive or permanent name or number and the master or person in charge of any ship that fails to comply with the provisions of this regulation shall be liable to a penalty not exceeding twenty-five dollars.

Distinguishing name or number on ship.

7. The master or person in charge of any ship liable to the payment of tonnage duty under these Regulations shall on demand produce to the Harbour Master the Belize, British or foreign certificates of registry in support of the declared measurement of such ship. Should the ship be unregistered or the certificate produced be unsatisfactory (of which the Harbour Master shall be the sole judge) the tonnage of the ship may be estimated and assessed by the Harbour Master whose assessment shall be final,

Measurement of tonnage.

provided always that the master or person in charge of the ship may elect *in lieu* of assessment by the Harbour Master to have his ship measured by the surveyor of shipping on payment of the prescribed fee as in the case of surveys of ships for registration.

8.-(1) Leases of portions of public wharves may be granted by the Harbour Board to persons or companies for their exclusive use on payment quarterly in advance at the following rates for the portion of wharf frontage so leased—

Leases of portions of public wharves.

*Per running ft. of
wharf frontage p.a.*

Up to 25' \$3.00

Over 25' and up to and including 50' \$2.50

Over 50' and up to and including 75' \$2.25

Over 75' \$2.00,

provided that the charge for the lease of a portion of a public wharf to the owner, manager or agent of a vessel under contract with the Government shall be two-thirds of the above rates so long as such leased portion of wharf frontage is used exclusively by such contract vessel.

(2) The period for which a lease may be granted by the Harbour Board as above shall be one year but such period may be extended thereafter from year to year subject to six months' notice by either side,

provided that a lease may be cancelled by the Harbour Board at any time with the approval of the Minister for a breach of any of the following conditions—

- (a) A lessee shall not be permitted to tie up permanently alongside any portion of wharf frontage leased by him more than two ships abreast. Three ships may be permitted to be moored abreast temporarily in positions where such mooring shall not interfere with or obstruct the fairway but no more than three ships shall at any time be permitted to be moored abreast alongside any leased or other portion of a public wharf.
- (b) A lessee shall not sublet any part of the portion of a public wharf leased to him.
- (c) A lessee shall not allow any ships other than his own ship or ships doing *bona fide* business with him to use the portion of the wharf frontage so leased to him.

- (d) The owner of any ship or ships tied up alongside a portion of wharf frontage leased by him or by a person or company with whom he is doing *bona fide* business shall be exempt from the payment of tonnage dues in respect of such ship or ships.

9. There shall be levied and paid in respect of any goods remaining on a public wharf with the permission of the Harbour Master a like rental according to the rates for bonding goods in a Queen's Warehouse,

Wharfage dues.

provided that the maximum charge for any one package, article or thing shall not exceed two dollars a month, and the charge for sawn lumber shall be at the rate of two dollars per M superficial feet, and for any other lumber or hard woods not sawn the sum of fifty cents a ton or part of a ton for a month or part of a month after the first three days,

provided further that the Minister may levy rates of rental lower than the rates contained in this regulation, if in his opinion special circumstances exist for so doing, or the nature of the goods to be left on the public wharf would render the above-mentioned rates excessive.

10. The date from which wharfage dues on cargo other than lumber and hard woods shall become due and payable shall be as follows—

Date when wharfage dues payable.

- (a) in respect of goods landed from a ship in the harbour, when all other cargo from such ship shall have been cleared from the landing shed and/or such shed vacated; and
- (b) in respect of goods landed from a ship which discharged alongside the wharf and paid tonnage dues, after the expiration of twenty-four hours of the landing of such goods.

Goods at
owner's risk.

11. All goods or articles whatsoever left on a public wharf as aforesaid shall be at the sole risk of the importer or owner thereof.

Goods left
without
permission.

12. Goods or articles left on a public wharf for more than twenty-four hours without the permission of the Harbour Master may be impounded and after the expiration of one month sold for the benefit of the general revenue.

Seizure where
dues not paid.

13. Any goods in respect of which there shall be any neglect or refusal to pay the dues appointed to be paid by these Regulations may be seized and detained at the expense and risk of the owner, consignee or importer as the case may be and after the expiration of fourteen days from the date of seizure may be sold by public auction and there shall be paid out of the proceeds of sale all customs and wharfage dues and any other expenses incurred in respect of such goods.

Removal of
packages, etc.,
by Harbour
Master.

14. Whenever it shall appear necessary to the Harbour Master it shall be lawful for him to order or cause to be removed any case or package or vehicle found upon any public wharf and the owner or any person in charge of such case or package or vehicle who neglects or refuses to remove such case or package or vehicle when required so to do by the Harbour Master or any officer authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars.

Powers of
customs and
police officers.

15. It shall be lawful for the Harbour Master or any customs or police officer to prevent any unauthorised person from coming on to a public wharf and also to order any unauthorised person already there to leave the same and any such person neglecting or refusing to leave such wharf when requested so to do may be taken into custody without a warrant by the Harbour Master or any such customs or police officer and shall upon conviction before a District Magistrate be liable to a fine not exceeding fifty dollars.

Assaulting etc.,
officer.

16. Any person assaulting, resisting or interfering with or interrupting any officer of customs or police officer in the

discharge of his duties in connection with these Regulations shall be liable on conviction to a fine not exceeding two hundred and fifty dollars.

17. All fines and penalties imposed by these Regulations shall be recoverable on summary conviction.

Recovery of
fines and
penalties.

18. The tonnage and wharfage dues and wharf rentals imposed by these Regulations shall be paid at the Custom House at Belize City or at the office of the Ports Commissioner elsewhere in Belize and shall be credited to and form part of the funds of the Harbour Board.

Payment of dues
and rentals.

SCHEDULE

Tonnage duty for one day or any part thereof.

Vessels of—	\$ c.
Under 3 tons	0.25
3 tons and over and under 10 tons	0.50
10 tons and over and under 20 tons	0.75
20 tons and over and under 30 tons	1.00
30 tons and over	1.50

Note. - Lighters, barges, launches and/or other craft engaged in transporting cargo to or from the landing sheds are exempt from the payment of tonnage duty while so employed.

CHAPTER 234**HARBOUR BOARD REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
 2. Helm orders.
 3. Penalty.
-

CHAPTER 234

Ch. 191.
Ch. 149.

HARBOUR BOARD REGULATIONS

(section 6)

Citation.

1. These Regulations may be cited as the

HARBOUR BOARD REGULATIONS.

Helm orders.

2. No person on any British ship registered in Belize shall when the ship is going ahead give a helm or steering order containing the word “starboard” or “right” or any equivalent of “starboard” or “right”, unless he intends that the head of the ship shall move to the right, or give a helm or steering order containing the word “port” or “left”, or any equivalent of “port” or “left”, unless he intends that the head of the ship shall move to the left.

Penalty.

3. Any person who contravenes the provisions of these Regulations shall for each offence be liable to a fine not exceeding two hundred and fifty dollars.
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CHAPTER 234

TONNAGE AND WHARFAGE REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Citation.
2. Interpretation.
3. Mark on ship.
4. No ship alongside wharf without consent of the Harbour Master.
5. Tonnage duty.
6. Commuted tonnage duty.
7. Certificate of registration.
8. Lease of public wharf.
9. Goods left on wharf.
10. Rent payable on goods left on wharf.
11. Removal of goods.
12. Penalties.
13. Where monies payable.
14. Application.

SCHEDULE I

SCHEDULE II

CHAPTER 234

Ch. 191.
S.I. 14 of 1966.
S.I. 18 of 1973.

TONNAGE AND WHARFAGE REGULATIONS

(section 6)

[2nd April, 1966]

Citation.

- 1.** These Regulations may be cited as the

TONNAGE AND WHARFAGE REGULATIONS.

Interpretation.

- 2.** In these Regulations—

“alongside” means in such proximity to a public wharf that access may be had to such wharf other than by use of a lighter, barge, dorey or similar craft, excluding such a craft which is made fast to such wharf;

“day” means the period of twenty-four consecutive hours from the time that a ship arrives alongside a public wharf;

“public wharf” means any wharf which is the property of the Crown and any other wharf declared by the Minister by notice in the *Gazette* to be a public wharf for the purpose of these Regulations.

Mark on ship.

- 3.-(1)** Every ship coming alongside any public wharf shall bear in a conspicuous place on the outside of the hull a distinctive and permanent name or number.

(2) The master of any ship which is not marked in accordance with the provisions of subregulation (1) commits an offence.

No ship
alongside wharf
without consent
of the Harbour
Master.

- 4.-(1)** No ship shall anchor or make fast alongside any public wharf without the consent of the Harbour Master.

(2) Any ship anchored or made fast alongside any public wharf shall at any time be moved therefrom at the request of the Harbour Master.

(3) Where any ship which has been requested to be moved under the provisions of subregulation (2) is not moved within the time stipulated in such request the Harbour Master may cause such ship to be moved.

(4) Where any ship is moved under the provisions of subregulation (3) the master of such ship shall be liable to pay the cost of such removal.

(5) Where any ship is moved under the provisions of subregulation (3) no action shall lie against any person for any damage caused to such ship by or during such removal.

5.-(1) Subject to the provisions of regulations 6 and 8 there shall be paid in respect of any ship anchored or made fast alongside any public wharf tonnage duty assessed in accordance with the provisions of Schedule I to these Regulations.

Tonnage duty.

Schedule I.

(2) Any tonnage duty payable under the provisions of these Regulations shall be paid to or secured to the satisfaction of the Harbour Master before such ship is moved from alongside any public wharf.

(3) Any person moving any ship before the tonnage duty has been paid or secured in accordance with the provisions of subregulation (2) commits an offence.

6. There may be paid in respect of any ship *in lieu* of the tonnage duty payable under the provisions of regulation 5 a commuted tonnage duty for any period of not less than one month or more than one year. Such commuted tonnage duty shall be assessed in each case by the Harbour Master, subject to the approval of the Minister, and shall be paid in advance.

Commuted
tonnage duty.

Certificate of
registration.

7. The master of any ship in respect of which tonnage duty is payable under the provisions of these Regulations shall produce on demand to the Harbour Master the certificate of registration showing the tonnage measurement of such ship. Where no such certificate is produced or where such certificate does not show the tonnage measurement the tonnage shall be assessed by the Harbour Master whose assessment shall be final,

provided that the master of any ship may elect, *in lieu* of assessment by the Harbour Master, to have his ship measured by a surveyor of ships on payment of the fees specified in Schedule VI to the Act.

Schedule VI.

Lease of public
wharf.

8.-(1) The Minister may grant to any person a lease of the whole or any portion of a public wharf for a period of one year and any such lease shall be subject to the following conditions—

- (a) no public wharf shall be sub-leased;
- (b) no ships other than the ships of the lessee or any person transacting *bona fide* business with him shall be allowed to use the said public wharf;
- (c) not more than two ships shall be permanently abreast alongside such public wharf nor more than three ships temporarily abreast alongside such public wharf,

provided in any event that at no time shall any ship tied alongside such public wharf interfere with or obstruct the fairway.

(2) A lease granted under the provisions of subregulation (1) may be renewed from year to year and shall be terminable by six months' notice on either side,

provided that the Minister may determine a lease at any time for breach of any of the conditions attached thereto.

(3) There shall be payable in respect of the lease of any public wharf rent assessed in accordance with the provisions of Schedule II to these Regulations and such rent shall be payable quarterly in advance,

Schedule II.

provided that the rent in respect of the lease of any public wharf by the owner of a vessel under contract with Government shall, if such wharf be used exclusively by such vessel, be two thirds of the rent otherwise payable under the said Schedule.

Schedule.

(4) No tonnage dues shall be payable in respect of any ship anchored or made fast at any public wharf which has been leased in accordance with the provisions of this regulation.

(5) For the purpose of this regulation any reference to a public wharf shall include, where only a portion of a public wharf has been leased, any such portion as has been leased.

9.-(1) No goods shall be left on any public wharf for a period exceeding twenty-four hours without the consent of the Harbour Master.

Goods left on wharf.

(2) Any goods left on any public wharf contrary to the provisions of subregulation (1) may be seized and, unless such goods be claimed by the owner thereof and any rent payable under the provisions of regulation 10 paid, after 14 days may be sold by public auction.

(3) Where any goods have been sold under the provisions of subregulation (2) the Harbour Master shall after deduction therefrom of the cost of such auction and any rent payable under the provisions of regulation 10, pay the proceeds of such auction to the owner of the goods.

10.-(1) All goods left on any public wharf shall be at the sole risk of the owner or importer.

Rent payable on goods left on wharf.

(2) There shall be payable by the importer of all goods remaining on a public wharf more than twenty-four hours after

they have been landed the same rent as would be payable if the goods were lodged in the Queen's Warehouse under the Customs (Warehouse Rent) Regulations.

(3) Any rent due under the provisions of subregulation (2) shall be payable by the owner on demand by the Harbour Master.

(4) Where a demand for payment of any rent payable under the provisions of subregulation (2) has been made by the Harbour Master and the owner of such goods has neglected to pay such rent the Harbour Master may, after 14 days from such demand, seize the goods and sell them by public auction and shall, after deduction therefrom of the cost of such auction and any rent payable under the provisions of this regulation, pay the proceeds of such auction to the owner of the goods.

Removal of
goods.

11. (1) Whenever it shall appear necessary in the public interest that any goods be removed from a public wharf the Harbour Master may order the owner or other person having charge of such goods to remove them from the public wharf within a specified time and, if such goods are not removed by the owner or person in charge, they may be removed by the Harbour Master at the expense of the owner or person in charge.

(2) Any person who fails to remove any goods within the time specified by the Harbour Master under the provisions of subregulation (1) commits an offence.

Penalties.

12. Any person charged with an offence under these Regulations shall be tried summarily and shall be liable on conviction to a fine not exceeding one hundred dollars or to imprisonment for a term not exceeding three months or to both such fine and imprisonment.

Where monies
payable

13. Any monies payable under these Regulations shall be paid in Belize City at the Customs House or in a district at the office of the Ports Commissioner.

- 14.** The provisions of these Regulations relating to tonnage duty, shall not apply to any lighter, barge, launch or other craft transporting any goods to or from any landing shed. Application.

SCHEDULE I

Tonnage Duty per day or part thereof

<i>Measurement of Ship</i>	<i>Rate of Duty</i>	S.I. 18 of 1973.
Under 3 tons.....	\$1.00	
3 tons and over and under 10 tons	\$2.00	
10 tons and over and under 20 tons	\$3.00	
20 tons and over and under 30 tons	\$4.00	
30 tons and over.....	\$6.00	

SCHEDULE II

Rent for Lease of Public Wharf

S.I. 18 of 1973.	<i>Length of Wharf Leased</i>	<i>Annual Rental Per foot</i>
	Up to 25'	\$9.00
	Over 25' and up to and including 50'	\$7.50
	Over 50' and up to and including 75'	\$6.75
	Over 75'	\$6.00

CHAPTER 234

LIGHT DUES REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Citation.
2. Light dues.

CHAPTER 234

LIGHT DUES REGULATIONS

Ch. 191.
S.I. 28 of 1966.

(sections 6 and 8)

[14th May, 1966]

1. These Regulations may be cited as the Citation.

LIGHT DUES REGULATIONS.

2. The rate of light dues for every ship of five tons register and upwards arriving in any part of this country from beyond the seas shall be 25 cents a ton for every registered ton of such ship. Light dues.

CHAPTER 234**BIG CREEK CHANNEL REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
 2. Interpretation.
 3. Channel dues.
 4. Refusal of clearance.
-

CHAPTER 234

S.I. 62 of 1964.
Ch. 191.

BIG CREEK CHANNEL REGULATIONS

(section 6)

[29th December, 1964]

Citation.

1. These Regulations may be cited as the

BIG CREEK CHANNEL REGULATIONS.

Interpretation.

2. In these Regulations—

“Big Creek Channel” means all that portion of the water-way known as Big Creek (which forms the boundary between the Stann Creek and the Toledo Districts) extending for a distance of approximately 75 chains from and including the estuary of the said creek up to and including the wharf at the plant site of the Hercules (British Honduras) Company Limited.

Channel dues.

- 3.-(1) The owners, master or consignee of every ship of one hundred tons registered and upwards which uses the Big Creek Channel shall on each occasion it enters the channel pay channel

dues prior to such entry at the rate of 25 cents for every registered ton of such ship.

(2) All channel dues shall be paid in Belize City at the office of the Comptroller of Customs.

4. Where any ship in respect of which channel dues are payable uses Big Creek without the appropriate dues having been paid in respect of such ship, the Comptroller of Customs may refuse to clear such ship until such dues have been paid.

Refusal of
clearance.

CHAPTER 234**COASTAL AND RIVER PASSENGER TRADE
(FEES) REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
 2. Interpretation.
 3. Table of fees.
-

CHAPTER 234

Ch. 149.
Ch. 191. 150 of
2004.

**COASTAL AND RIVER PASSENGER TRADE
(FEES) REGULATIONS**

(section 6)

Citation.

1. These Regulations may be cited as the

**COASTAL AND RIVER PASSENGER TRADE
(FEES) REGULATIONS.**

Interpretation.
S.I. 150 of 2004.

2. In these Regulations, unless the context otherwise requires—

“Class A Vessel” means a vessel used for whatever purpose with and overall length of no more than 34 feet measured from stem to stern and which in every way shall be her longest measurement along her center line;

“Class B Vessel” means a vessel used for whatever purpose with an overall length between 35 feet and 44 feet measured from

stem to stern and which in every way shall be her longest measurement along her center line;

“Class C Vessel” means a vessel used for whatever purpose with an overall length between 45 feet and 65 feet measured from stem to stern which in every way shall be her longest measurement along her center line;

“Class D Vessel” means a vessel used for whatever purpose with an overall length of 66 feet and above measured from stem to stern which in every way shall be her longest measurement along her center line;

“Class E Vessel” means a catamaran of any length used primarily for the carriage of fare paying passengers or for charter or for any other purpose;

“vessel” means any motorboat, dory, skiff, jet ski, sailing vessel, launch, tug, barge, airboat, or any other watercraft used in navigation within Belize.

3. The following is the table of fees to be imposed for the purposes mentioned in the said table—

Table of fees.
S.I. 150 of 2004.
S.I. 150 of 2004.

(a) Harbour Master’s Fees—

For registration of all vessels\$ 30.00

For Certificates (Licences) of all vessels—

Class A: up to an overall length of 34 feet for—

(i) private pleasure boats.....\$ 50.00

(ii) commercial passenger boats.....\$ 80.00

(iii) commercial cargo boats\$150.00

Class B: between the overall length of 35 to 44 feet for–

- (i) private pleasure boats..... \$ 80.00
- (ii) commercial passenger boats..... \$120.00
- (iii) commercial cargo boats..... \$200.00

Class C: between the overall length of 45 to 65 feet for–

- (i) private pleasure boats..... \$120.00
- (ii) commercial passenger boats..... \$200.00
- (iii) commercial cargo boats..... \$300.00

Class D: the overall length of 66 feet and above for–

- (i) private pleasure boats..... \$180.00
- (ii) commercial passenger boats..... \$300.00
- (iii) commercial cargo boats..... \$450.00

Class E: commercial passenger catamaran–

- (i) 100 passengers or less \$300.00
- (ii) 101-150 passengers \$400.00
- (iii) 151 passengers and above \$500.00

For licence as master or engineer.....\$1.00

For annual inspection of vessels not exceeding 15 tons \$1.00

For annual inspection of vessels exceeding 15 tons\$2.00

(b) Surveyor's Fees—

For surveying a vessel not exceeding 15 tons.....\$2.00

For surveying a vessel exceeding 15 tons.....\$5.00

(c) Examiner's Fees—

For examination of candidates\$4.00

CHAPTER 234**HARBOUR REGULATIONS****ARRANGEMENT OF REGULATIONS****PART I***General*

1. Citation.
2. Application.

PART II*Examination of Masters and Engineers*

3. *Repealed.*
4. *Repealed.*
5. *Repealed.*
6. *Repealed.*
7. *Repealed.*
8. *Repealed.*

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10. Vessels of less than 50 tons employed in any coastal service.
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CHAPTER 234

HARBOUR REGULATIONS

Ch. 191.
Ch. 149.
S.I. 51 of 2018.

(section 6)

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1. These Regulations may be cited as the Citation.

HARBOUR REGULATIONS.

2. The following Regulations shall be observed in respect Application.
to vessels within Belize.

PART II

Examination of Masters and Engineers

- | | | |
|----|------------------|------------------|
| 3. | <i>Repealed.</i> | S.I. 51 of 2018. |
| 4. | <i>Repealed.</i> | S.I. 51 of 2018. |
| 5. | <i>Repealed.</i> | S.I. 51 of 2018. |
| 6. | <i>Repealed.</i> | S.I. 51 of 2018. |
| 7. | <i>Repealed.</i> | S.I. 51 of 2018. |
| 8. | <i>Repealed.</i> | S.I. 51 of 2018. |

PART III*Equipment of Vessels to Provide for Safety of Passengers*

Vessels of 50 tons and over employed in any coastal service.

9. Vessels of 50 tons and over employed in any coastal service shall carry—

one approved life jacket for each person on board, at least two approved lifebuoys for every 50 tons measurement and boats sufficient to accommodate not less than 60% of the persons which the vessel is certified to carry; and life rafts or other approved buoyant apparatus sufficient to accommodate the remaining number of persons which the vessel is certified to carry.

Vessels of less than 50 tons employed in any coastal service.

10. Vessels of less than 50 tons employed in any coastal service shall carry—

one approved life jacket for each person on board, and at least two approved lifebuoys and in addition an approved boat or boats sufficient to accommodate 50% of the total number of persons that can be carried under the certificate issued to such vessel.

Vessels employed in river service.

11. Vessels employed in the river service of Belize shall carry four approved lifebuoys.

Harbour service.

12. Vessels employed in the harbour service shall carry one approved life jacket for each person on board.

Boats to be carried.

13. All boats required to be carried by vessels shall be approved by the Harbour Master and in case of dispute the matter shall be referred to the Minister whose decision shall be final.

Boats to be kept ready for use.

14. All boats and other life-saving appliances shall be kept fit and ready for use, and fitted and arranged to the satisfaction of the Harbour Master.

15. Vessels engaged in the coastal service of Belize shall carry their boats or other buoyant apparatus stowed in such a manner that they can readily be placed in the water on both sides of the vessel and to the satisfaction of the Harbour Master.

Boats to be suitably stowed.

16. The number of persons that any approved raft shall be deemed capable of carrying shall be determined by the Harbour Master with reference to each separate pattern approved,

Life rafts.

provided always that for every person so carried there shall be at least 3 cu. ft. of strong and serviceable enclosed airtight compartments, constructed so that water cannot find its way into them.

Any approved life raft of other construction may be used provided it has equivalent buoyancy to that hereinbefore described. Every such approved life raft shall be marked in such a way as plainly to indicate the number of persons for which it is approved.

17. Approved buoyant apparatus, whether buoyant hatches, buoyant deck seats, buoyant deck chairs or other buoyant apparatus, shall be deemed sufficient, so far as buoyancy is concerned for a person or number of persons to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall be of approved material and construction, and if it depends for its buoyancy on air, shall not require to be inflated before use.

Buoyant apparatus.

18. An approved life-jacket shall mean a jacket of approved material and construction which is capable of floating in fresh water for twenty-four hours with 16 1/2 lbs. of iron suspended from it, or any other approved appliance of equal buoyancy and capable of being fitted on the body. It shall be reversible and suitable for both adults and children. Life-jackets the buoyancy of which depends on air compartments are prohibited. Kapok life-jackets must support a weight of 16 1/2 lbs. for twenty-four hours and at the end of this period must support an added weight of 3 1/2 lbs. making 20 lbs. in all.

Life-jackets.

Lifebuoys.

19.-(1) An approved lifebuoy shall be of solid cork or other equivalent material. It shall be capable of floating in fresh water for at least twenty-four hours with 32 lbs. of iron suspended from it.

(2) Lifebuoys filled with rushes, cork shavings, granulated cork, or any other loose granulated material, or whose buoyancy depends upon air compartments requiring inflation are prohibited.

(3) All lifebuoys shall be fitted with beackets securely seized, and at least one on each side of the ship shall be fitted with a life-line at least fifteen fathoms in length.

Lifebuoys etc., to be placed suitably.

20. All lifebuoys, and life-jackets shall be suitably placed to the satisfaction of the Harbour Master and so as to be readily accessible to all persons on board and their position shall be plainly indicated so that it may be known to those for whom they are intended.

Fire extinguishers.

21. All vessels fitted with petrol or paraffin motor engines shall carry fire extinguishers approved by the Harbour Master. In the case of open vessels, fire extinguishers in powder form will be approved. Vessels which have their power plants installed below decks or in an enclosed space shall carry liquid fire extinguishers.

Approved kerosene lamps.

22. In the case of decked vessels no kerosene lantern or any other form of kerosene lamp shall be carried in the engine room of a vessel using petrol or paraffin as motor fuel, except of a type approved by the Harbour Master.

Identification of vessels.

23. Every vessel shall be permanently and conspicuously marked to the satisfaction of the Harbour Master, that is to say—

- (a) her name shall be distinctly marked on each of her bows, and the place she belongs to on her bows stern, on a dark ground in white or yellow letters or on a white ground with black

letters of a length not less than 3" and of proportionate breadth;

- (b) her name shown on her sea-going certificate or coastal register of the port shall be the vessel's name, and she shall not be described by any other name;
- (c) her name shall not be the same as that borne by any other vessel having a sea-going certificate, and the vessel's name shall not be changed without the permission in writing of the Harbour Master.

If, in any case, the name of a vessel has been changed without such permission the Harbour Master may direct that her name be altered to that which she bore before such change and in such case the name shall be altered on her bows accordingly.

24. Every vessel of twenty tons net register or over engaged in any coastal service shall have a load-line permanently and conspicuously marked upon each of her sides, and such line shall indicate the maximum load line to which it shall be lawful to load such vessel.

Prevention of over-loading of vessels.

Such load-line shall consist of a painted straight line, 1" in width and not less than 9" in length, of a colour distinct and clearly distinguishable from the colour of the sides of the vessel.

No such load-line is to be marked on any vessel except its position has been determined by the Harbour Master or by any other officer or person authorised by the Harbour Master to determine its position, or unless the load-line has already been marked in conformity with the provisions of the U.K. Merchant Shipping Act.

Determination of the maximum number of passengers to be carried by vessels.

25. The Harbour Master shall determine the maximum number of passengers to be carried by any vessel, and in case of dispute, the matter shall be referred to the Minister whose decision shall be final. The Harbour Master in determining the maximum number of passengers to be carried by vessels engaged in the coastal, harbour and river services, shall be guided as far as possible, having regard to local conditions, by the U.K. Board of Trade regulations on passenger accommodation.

Exemptions.

26.-(1) The foregoing regulations 9 to 25 inclusive shall not apply to sailing vessels under five tons net register,

provided that no such vessels shall engage in any coastal or river service without a certificate to be issued by the Harbour Master specifying the maximum number of passengers not exceeding five to be carried by any such vessel.

(2) Motor vessels under five tons net register engaged in conveying passengers from any vessel to land or vice versa, or in any river service other than in the Belize River beyond the foot of “Little Falls” shall be subject only to regulations 3 to 8 inclusive, and to regulations 21, 22, 23, 25 and 27,

provided that each such vessel shall carry at least, one lifebuoy, and provided further that the Harbour Master may, in his discretion, cause a certificate to be issued in respect of any such vessel authorising its use as aforesaid with a certified engineer only, and under such conditions as he may deem necessary to impose in each particular case,

and provided always that the Harbour Master may in his discretion issue a certificate to any vessel conveying not more than five passengers notwithstanding that regulations 3 to 8 and 23 and 25 are not complied with.

Penalties.

27. Any person who wilfully fails to comply with the provisions of regulations 1 to 26 inclusive commits an offence against these Regulations and is liable on summary conviction

for a breach of any regulation to a fine not exceeding two hundred and fifty dollars.

PART IV

Port and Harbour of Belize City

28.-(1) For the purposes of regulations 28 to 81, if not inconsistent with the context, the following words and expressions shall have the meanings hereinafter respectively assigned to them, that is to say—

Interpretation of
Part IV.

“port” or “harbour” shall mean the Harbour of Belize City as defined by section 4 of the U.K. Harbours and Merchant Shipping Act, and for the purpose of these Regulations shall include that portion of the Belize River between the Belize Bridge and the Haulover;

“public wharf” shall mean and include the Court House Wharf, the Fire Station Wharf and the two wharves on either side of the north end of the Belize Bridge or any other wharf which may hereinafter be declared to be a public wharf;

“motor boat” shall mean and include every vessel fitted with an internal combustion engine;

“master” shall mean and include the person in charge of any vessel.

A vessel is “under way” when she is not at anchor, or, made fast to the shore, or aground.

(2) For the purposes of regulations 28 to 43—

“Belize River” shall mean any portion of the Belize River, and shall include that portion of the Haulover Creek commonly

called the Belize River between the Belize Bridge and the Haulover.

Obedience to signal.

29. The master of a vessel under way in the harbour shall, on a signal being made from a Government boat flying the blue ensign, or when required so to do by the Harbour Master or officer deputed by him, immediately cause such vessel to heave to, slow down, or stop as may be directed, to enable the Harbour Master or such officer to come on board.

Flag.

30. Ocean going vessels entering or leaving the port in the daytime shall show their national flag.

Moving vessel.

31. The master of a vessel at anchor in the harbour shall upon the receipt of an order from the Harbour Master so to do promptly shift his vessel to such other portion of the harbour as may be indicated in such order.

Stopping at customs quay.

32. All vessels entering the Belize River shall stop at the landing steps on the customs quay for report and inspection until granted permission to proceed. A master or person in charge of a vessel which fails to stop at such landing steps as herein provided commits a breach of these Regulations.

Refuse, etc.

33. The master of a vessel shall not while such vessel is in the harbour, either at anchor or under way, throw overboard or permit or cause to be thrown overboard any ash, clinker, coal, ballast or anything whatsoever which may be likely to cause silting in the harbour.

Prevention of obstruction.

34. No person or firm being the owner or the occupier of a private wharf shall throw, permit or cause to be thrown from such wharf, or leave, permit or cause to be left or placed on any portion of such wharf in such a manner as to be liable to be floated into the harbour, any log end, log chips, trash or anything whatsoever, which may be likely to cause obstruction, silting in the harbour, or damage to any vessel navigating in the harbour. Any person or firm committing a breach of this regulation shall in addition to any other penalty provided by these Regulations

be liable for the cost of collection or removal of any such log ends, log chips, trash or other matter as aforesaid and for any damage caused to any vessel or wharf.

35. The owner of any raft or rafts of wood moored in the harbour who shall either by himself or his agent or agents, throw, cause, or permit to be thrown or floated off any such raft or rafts into the harbour as aforesaid any peeling, bark, or trash whatsoever, or saw off or cause or permit to be sawn off and floated away any log-end shall in addition to any penalty provided by these Regulations be liable to pay for the cost of collection, removal, or for any damage caused as provided for in regulation 34.

Log-end, etc.,
floating off raft.

36. Any person except a person acting in obedience to lawful authority, who shall throw, or permit to be thrown into the harbour any explosive substance, crude fuel, or lubricating oil commits a breach of these Regulations.

Explosives: oil.

37. A master of a vessel navigating in the Belize River or in the channel through the bar of such river shall keep to that side of such river or channel which lies to the starboard or right-hand side of his vessel,

Rule of the river.

provided that this regulation shall not apply to a vessel dependent on sails alone for her motive power when such vessel is beating to windward either in or out of the above-mentioned channel.

38. A master of a vessel shall not navigate such vessel in the harbour at a speed, or in such a manner as, having regard to all attendant circumstances, including the state of the weather, the volume of the traffic, and the wake caused by the navigation of such vessel, to cause or be likely to cause danger to life, risk or damage to or collision with another vessel, raft, buoy or thing whatsoever, or damage to a wharf or other vessel anchored or moored alongside such wharf, or to a raft, or to cargo in a vessel lying alongside a wharf.

Speed.

- Mooring. **39.** A master of a vessel shall not anchor or moor his vessel in a channel or recognised fairway or at any other place in such a manner as to cause or to be likely to cause damage to any other vessel when navigating or at anchor in the harbour.
- Permission for stationary mooring. **40.** No stationary moorings shall be permitted in the harbour without the permission in writing of the Harbour Master, who shall direct where such moorings (cables and buoys) shall be laid.
- Rafts. **41.** Rafts shall not be towed up the channel of the Belize River unless under the control of a tug or tugs of sufficient power and no raft shall exceed 200' in length or be made up of more than ten logs abreast without special permission being first obtained from the Harbour Master. It shall be lawful for the Harbour Master to have a raft or rafts of logs removed and to recover the cost of such removal, in addition to any other penalty which may be imposed, from the owner of the logs if such raft or rafts of logs is not under proper control or is moored without permission in the part of the river portion of the harbour which lies between the Slaughter House and the sea.
- Damage by raft. **42.** The owner of any raft or rafts of logs which are under tow in the Belize River portion of the harbour or in the channel through the bar of such river shall in addition to any penalty provided by these Regulations be liable to pay the cost of making good any damage which such raft may wilfully or negligently cause to any vessel or vessels whether at anchor or under way.
- Silencers. **43.** The engine of a motor boat shall not be operated in the harbour unless such engine shall, to the satisfaction of the Harbour Master, be fitted with a silencer, muffler or other device suitable and sufficient for reducing the noise which would otherwise be caused by the escape of the exhaust gases from the engine into the atmosphere, and the said gases shall not be allowed to escape into the atmosphere without first passing through such silencer, muffler, or other device as aforesaid. The person in charge of a motor boat contravening this regulation

shall be liable to a fine of five dollars for the first offence and to a fine not exceeding fifteen dollars for each subsequent offence.

General

44. The Harbour Master may at any time when it shall be necessary and expedient so to do by notice published by posting up on the wharf—

Prohibition of use of wharf.

- (a) prohibit the landing on any public wharf of any specified article, animal or matter;
- (b) prohibit the use of the whole or any portion of any public wharf, to be named, for such time as may be prescribed in such notice, and the masters of vessels shall thereupon be and are hereby prohibited from using or anchoring or tying to or mooring their vessels at or near such wharf within the area prohibited,

provided that special permission may be granted by the Harbour Master, in writing, for the temporary use of such wharf by a vessel in a case of urgency subject to such conditions or restrictions as may be named in the permit,

and provided further that this regulation shall not apply to the Fort George Wharf.

45. The Harbour Master's orders shall be obeyed by masters or owners of vessels whether such orders are issued verbally or in writing signed by him.

Orders of Harbour Master.

46. No person shall molest, obstruct, or in any way interfere with the Harbour Master in the execution of his duties.

Interference with Harbour Master.

Liability.

47. Unless otherwise mentioned—

- (a) masters of vessels shall in all cases be liable for the breach of any of these Regulations and for any damage caused by their vessels;
- (b) in the case of doreys, lighters, barges or hulks, the owner or owners shall be jointly and severally liable with the master, if any, for the breach of any of these Regulations relating to any such vessel.

PART V*Fort George Wharf*

Area of wharf.

48. The Fort George Wharf (in the regulations following referred to as the “wharf”) shall include the entire area lying between the Queen’s Bonded Warehouse and the Fort George light and shall be under the charge of the Harbour Master.

Entry to wharf.

49.-(1) No person shall enter upon any portion of the wharf enclosed by fencing or a barrier, temporary or permanent, except passengers landing or embarking from a vessel alongside the wharf opposite to which such fence or barrier is or may be erected, the members of the crew of such vessel, public officers on duty, persons having business with such vessel, or any other persons with the permission of the Harbour Master or any customs or police officer in charge of such enclosed portion. This regulation shall not apply to labourers and steamship officials engaged in the landing and transporting of cargo into the landing sheds.

(2) Any person who enters any such enclosed portion of the wharf, not being a person authorised thereto under this regulation, commits a breach thereof.

50. No vagrant or unauthorised person shall be or remain or loiter on any portion of the wharf, whether the same shall be enclosed by a fence or barrier or not, but shall move on when required so to do by the Harbour Master, or by a customs or police officer. Any such person neglecting or refusing to leave the wharf when required so to do may be taken into custody without a warrant by the Harbour Master or by any customs or police officer.

Unauthorised persons.

51. The Harbour Master, or any customs or police officer is hereby empowered to disperse all unruly or disorderly persons who may collect or be upon any part of the wharf, and any person or persons who shall refuse to obey an order to disperse or who shall fail to leave the limits of the wharf or any part thereof when requested so to do by the proper authority commits a breach of these Regulations.

Disorderly persons.

52. No person shall throw any dirt, rubbish, or any offensive matter or anything whatsoever on or from any part of the wharf.

Refuse, etc.

53. No goods, merchandise, or other articles shall be left on the wharf except with the permission of the Harbour Master.

Goods on wharf.

54. Such goods, merchandise, or other articles as the Harbour Master may allow to remain on the wharf shall be placed and arranged by the owner or person in charge thereof on such sites and in such manner as the Harbour Master may direct, and shall be removed by the owner or consignee thereof within twenty-four hours from the time when the same shall have been landed thereon from a vessel or placed thereon for shipment,

Placing and removal of goods.

provided that the Harbour Master for good reason shown may extend the time for such goods, merchandise or articles to remain on the wharf.

55. All goods, merchandise, or other articles deposited or remaining on the wharf without the permission of the Harbour Master may be removed therefrom at the expense of the owner or owners to such place or places as the Harbour Master may

Removal by Harbour Master.

direct; and the same shall not be released until all the expenses of removal together with any fines or penalties that may be incurred shall have been paid. Should the expenses of removal and any fine or penalty remain unpaid for a period of one month from the time of removal, the said goods, merchandise, or other articles may be sold by order of the Harbour Master for the benefit of the public revenue.

Inflammable material.

56. Inflammable materials such as pitch, tar, resin or oil shall not be heated in any vessel when alongside the wharf.

Fenders.

57. The master or owner of any vessel made fast to any part of the wharf shall arrange and fix in place on the side of such vessel next to the wharf proper fenders to the satisfaction of the Harbour Master to protect from damage the wood facings to the key piles on such wharf.

Liability for damage.

58. Masters or owners of vessels, occasioning damage to any portion of the wharf shall, in addition to any penalties incurred by them under these Regulations, be liable for the cost of making good such damage.

Landing of passengers.

59. All passengers arriving from outside Belize shall, together with their baggage, be landed at the landing steps on the wharf, and shall in no case be landed at any other place on such wharf or at any other wharf or place without the permission of the Harbour Master. Any person or persons in charge of any launch in which passengers are landed in contravention of this regulation, and the passenger or passengers so landed, shall each be liable for a breach of these Regulations.

PART VI

Navigation of Rivers

Motor boats duty.

60. Motor boats or vessels under power when approaching a loaded vessel propelled by oars or paddles shall keep out of the

way of such vessel and shall slow down or stop their engines when there is danger of swamping that vessel.

61. Every motor boat or vessel navigating a river or channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard (right-hand) side of such vessel, and shall not cross from point to point.

Motor boats navigation.

62. No loaded vessel shall be navigated in any river with a free board of less than one quarter of the total inside mid-ships depth of such vessel.

Free board.

63. No owner or master shall navigate in the river in any vessel in a manner likely to cause injury to the person or damage to property.

Careless, etc., navigation.

64. In going through a run or rapid the vessel first in shall have the prior right of way. If several vessels arrive at a run or rapid at the same time the down-coming vessel shall have the prior right of way. All motor boats when entering the run and at frequent intervals while in the run shall give sound signals. In any place other than a run or rapid where natural obstructions exist the vessel going up-stream shall give way to the vessel coming down-stream, provided always that where there is no risk of collision one vessel may pass another in a run.

Right of way runs or rapids.

65. All obstructions placed in a river, such as “booms” to collect logs of wood, shall be so constructed that a free passage is allowed for vessels to pass. At night they shall be clearly lighted up. Sufficient public notice shall also be given of the places where booms are to be placed and of the lights intended to be displayed on the boom and in the passage.

Booms etc.

66. When two motor boats are meeting end-on or nearly end-on in a river so as to involve risk of collision each shall alter her course to starboard (right hand) so that each may pass to the port (left hand) side of the other.

Altering course.

- Overtaking. **67.** Every vessel overtaking any other shall keep clear of the overtaken vessel. But it shall be the duty of the overtaken vessel to allow a free passage, where practicable, for the overtaking vessel to pass.
- Anchoring. **68.** No vessel shall be anchored in any river or other inland water so as to be in the way of any other vessel navigating such river or other inland water.

Lights

- Compliance with regulations. **69.** The regulations concerning lights shall be complied with in all weathers from sunset to sunrise and during such time no other lights which may be taken for the prescribed lights shall be exhibited.
- Motor boat. **70.** A motor boat when under way shall carry—
- (a) in the forepart, a bright white light where it can best be seen and at a height above the gunwale of not less than 2';
- (b) green and red side lights or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such combined lantern shall be carried where it can best be seen at a height below the white light of not less than 1'.
- Motor boat under tow. **71.** Any motor boat being towed shall carry the same lights as are prescribed by regulation 70 for a motor boat under way with the exception of the white light mentioned therein which should not be carried.
- Other vessels. **72.** Vessels other than motor boats shall exhibit in the bows a bright white light.

- 73.** A motor boat when towing any vessel or raft shall, in addition to the side lights prescribed in regulation 70(b), carry two bright white lights in a vertical line one over the other not less than 2' apart. Both of these lights shall be of the same character. Such motor boat may carry a small white light astern for the guidance of the vessel being towed, but such light shall not be visible forward of the beam. All rafts shall exhibit a white light at the head and another at the stern.
- Motor boat towing.
- 74.** A motor boat which from any accident is not under control shall carry two red lights in a vertical line one over the other not less than 2' apart.
- Motor boat out of control.
- 75.** A vessel which is being overtaken by another vessel shall exhibit at her stern a white light or 4 flare-up light.
- Vessel being overtaken.
- 76.** A vessel in the Belize River above the Burdon Canal when at anchor or made fast to the shore, shall exhibit where it can best be seen all around, a white light in a lantern so constructed as to show a clear uniform and unbroken light.
- Vessel at anchor.
- Sound Signals*
- 77.** All signals prescribed in these Regulations shall be given by a whistle, siren, or horn.
- Mode of making signal.
- 78.** The words “prolonged blast” used in these Regulations shall mean a blast of from eight to ten seconds duration and the words “short blast” shall mean a blast of about two seconds duration.
- Definition.
- 79.** A motor boat having way upon her when in a fog or when approaching a bend in a river, shall sound at intervals of not more than two minutes, a prolonged blast.
- Motor boat. Fog or bending river.
- 80.** When motor boats are in sight of one another, on taking any course authorised or required by these Regulations, they shall indicate that course by the following signals—
- Course indication.

One short blast to mean - “I am directing my course to starboard (to right hand).”

Two short blasts to mean - “I am directing my course to port (to left hand).”

Three short blasts to mean - “My engines are going full speed astern.”

One prolonged blast to mean - “You may pass me now.”.

No vessel in any circumstances to neglect proper precautions.

81. Nothing in these Regulations shall exonerate any vessel, owner, master, or crew thereof from the consequences of any neglect to carry lights, signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

PART VII

Lighthouse Keepers

Discipline

Duties.

82. The Lighthouse Keeper and in his absence the Senior Assistant Keeper shall be directly responsible for the care, maintenance and operation of the light and for keeping in proper order all tools, spares and other Government property and for the maintenance of discipline and order at the station.

Assistant Keeper.

83. Assistant Keepers shall be subject to and shall obey the orders and instructions of the Keeper.

Maintenance of buildings.

84. All Government buildings on the station must be given proper care and attention by the occupants thereof. Any damage or partial destruction of a building apart from reasonable wear

and tear shall be made good by the Keeper or Assistant in occupation or responsible for same.

85. Quarters shall not be sub-let to other individuals save with the permission of the Harbour Master. No sub-letting.

86. The water supply at the station must be conserved for the joint use of the Keeper and his Assistants. No water should be disposed of without the consent of both. The sale or acceptance of payment in money or kind for same is strictly forbidden. Water.

87. A diary shall be supplied to each station annually by the Harbour Master and in it the Keeper shall record— Diary.

- (a) all absences from the station of the Keeper or his Assistant. These entries will be in addition to and supplementary to the entries in the pass books required by regulation 88;
- (b) the exact time of lighting the lamp each day before sunset and extinguishing the lamp after sunrise—

Lamp lighted	p.m.
Lamp extinguished	a.m.
- (c) the hour each night of taking up duty and of releasing duty by the Keeper and his Assistant according to mutual arrangement as under regulation 91;
- (d) each and every period during which the light is extinguished during a night and the apparent cause for such extinguishment—

Time light extinguished
Time light re-exhibited
- (e) the time any steamships or large sailing vessels pass the station, their description (if

their names be unknown) and their apparent destination;

- (f) the names of officials visiting the station and the period of their stay, i.e., the date and hour of their arrival and of their departure;

N.B.-The visiting officials should be asked to sign the visitor's book which will be provided and kept at the station for the purpose;

- (g) details of any unusual occurrence or misbehaviour of any person at the station;
- (h) stoppages or other improper functioning of the other lights observed by himself or the Assistants.

The diary shall be kept in the service room of the stations at Half Moon, Northern Two and Mauge Cayes and in the storeroom at the other stations.

Absence from station.

88. Keepers and Assistants will be allowed to leave their stations once monthly for the purchase of provisions and shall remain in the town, village or place at which such provisions are purchased only for the period necessary to complete the purchase. This period shall not in any case exceed 48 hours. They will each be provided with a pass book in which every absence from their station during the night shall be recorded as detailed in the particulars set out in the Schedule to these Regulations. Immediately on arrival in Belize City or at Dangriga, Punta Gorda or Monkey River, Keepers or Assistants shall report and present their pass books to be initialed—

- (a) at Belize City, by the Harbour Master;
- (b) at Dangriga, Punta Gorda or Monkey River, by the senior police officer;

- (c) at any other place at which a senior police officer is stationed, to such officer.

89. Keepers and Assistants shall also assist in the prevention of breaches of the customers or quarantine laws and shall not harbour any parties engaged in breaking same or permit the landing at the station of any of the crews of vessels arriving from or leaving Belize for foreign ports. All movements of any strange or suspicious vessels shall be reported to the Harbour Master by first opportunity.

Prevention of offences.

Duties

90. The light at each station shall be lighted and hoisted into position every evening not later than sunset and shall be extinguished in the morning at sunrise.

Lights.

91. The Keeper will arrange the hours of watch duty for himself and the Assistants during the night and the man on watch must remain in the tower and be awake during the entire period of his watch. The hours of duty so arranged must be duly recorded in the diary.

Watches.

92. The light and clockwork shall be kept clean and in proper working order. Any defects which cannot be corrected by the Keeper must be reported to the officer visiting the station, or to Belize City at first opportunity. Should the defect be of a serious nature, the Keeper shall arrange for himself or an Assistant to proceed immediately to Belize City and make a report to the Harbour Master.

Maintenance of light.

93. All brasswork or unpainted iron work shall be regularly and frequently cleaned and kept free from tarnish or rust. The prisms and lantern glasses shall be also thoroughly cleaned daily.

Brasswork, etc.

94. Burners, vapourising tubes and other burner parts and the clockwork must be cleaned and attended to strictly in

Burners, etc.

accordance with the instructions from the makers of the apparatus. No variations of any kind will be permitted save with the permission of the Harbour Master.

Tools and spares. **95.** All tools and spares shall be maintained in proper condition and regularly cleaned and oiled. These shall be kept in the storeroom, with the exception of such articles as are required for use in the service room of the tower.

Supply of spares. **96.** The Keeper shall see that an ample supply of spare parts is always kept on hand at the station and must obtain same by requisition from the Harbour Master in Belize City.

Painting. **97.** Keepers and Assistants shall on the occasion of the annual painting paint the following portions of the tower—

- (a) balcony floor and rails;
- (b) interior of lantern;
- (c) interior of service room;
- (d) exterior of lantern below glazing;
- (e) all steps, rails, platforms and other portions of the tower not requiring the use of scaffolding or tackle.

A supply of paint shall also be kept at the station and any spots on the above-mentioned portions of the tower which show signs of rust must be cleaned and painted immediately.

Interior painting. **98.** The interiors of the dwellings, kitchens and latrines at the stations shall be also painted by the Keepers and Assistants when instructed by the Harbour Master.

Station where two men are to be on duty. **99.** The stations at Half Moon Caye, Northern Two Cayes and Maugre Caye are not at any time to be left to the care and

operation of one man during the night and save for illness or some other matter of extreme urgency, the Keepers at these stations must see that there are always two men on duty.

100. The Keeper shall record daily on the form supplied by the Harbour Master the issues of oil and other stores. At the end of the month the totals of these issues are to be recorded on the opposite side of the sheet and the form completed and forwarded to the Harbour Master at first opportunity. Record of issues.

101. An inventory of all tools, spares and other Government property shall be kept at each station, which shall be pasted on to a board and hung up in the service room. Any loss, damage to, or theft of any of the articles listed on the inventory is to be duly reported to the Harbour Master. There shall be a proper handing over statement signed by the incoming and outgoing Keeper on every transfer taking place. Inventories.

102. Light stations should not be deserted or left unprotected during the day. Keepers and Assistants must arrange between themselves for one man to be always present at the station or take other steps to ensure that there is no possibility of unauthorised persons arriving at the Caye and removing or doing damage to any Government property during their absence. Day-time duty.

103. The compound or area surrounding the light tower and quarters shall be kept clean at all times and free from bush, dirt, rubbish, etc. Compound to be clean.

General

104. Keepers and Assistants shall be transferable from one station to another at the discretion of the Harbour Master. Officers transferable.

105. Subject to the exigencies of the service and good behaviour Keepers and Assistants will be allowed vacation and other leave under the conditions laid down in the General Orders Vacation leave.

for the Public Service Regulations, and to any subsequent alterations thereof.

Power of fine.

106. Any Keeper or Assistant Keeper committing a breach of any of these Regulations shall be subject to a fine not exceeding five dollars which may be imposed by the Harbour Master. The Harbour Master in fining any Keeper or Assistant Keeper shall inform him that he has the right of appealing to the Public Services Commission.

PART VIII

Miscellaneous

Penalty.

107. Any person contravening any of the provisions of these Regulations where no express punishment is provided shall, on conviction, be liable to a fine not exceeding one hundred and fifty dollars.

Summary proceedings.

108. All fines imposed or damages assessed under these Regulations shall be recoverable on summary conviction.

SCHEDULE

[regulation 88]

Pass Book

..... Keeper
..... Lighthouse.

HEADING OF PARTICULARS

1. Reason for absence from Station.
2. Date and hour of leaving Station.
3. Initials of Keeper and Assistant Keeper.
4. Place, date and hour of arrival.
5. Initials of H. M., D. C., or Police Officer.
6. Date and hour of leaving town on return to Station.
7. Date and hour of arrival at Station on return.
8. Initials of Keeper and Assistant Keeper.
9. Remarks:

CHAPTER 234**COURT HOUSE WHARF REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
2. Area of wharf.
3. Refuse, etc.
4. Inflammable material.
5. Fenders.
6. Liability of master and owners.
7. Penalty.

CHAPTER 234

COURT HOUSE WHARF REGULATIONS

Ch. 191.
Ch. 149.
S.I. 14 of 1966.

(section 6)

1. These Regulations may be cited as the

Citation.

COURT HOUSE WHARF REGULATIONS.

2. The Court House Wharf (hereinafter referred to as the “wharf”) shall include the entire area lying between the intersection of King Street and Southern Foreshore and the Scots Kirk and shall be under the charge of the Harbour Master.

Area of wharf.

3. No person shall throw any dirt, rubbish, or any offensive matter or anything whatsoever on or from any part of the wharf.

Refuse, etc.

4. Inflammable materials such as pitch, tar, resin or oil shall not be heated in any vessel when alongside the wharf.

Inflammable material.

5. The master or owner of any vessel made fast to any part of the wharf shall arrange and fix in place on the side of such vessel next to the wharf proper fenders to the satisfaction of the Harbour Master to protect from damage the facings to the key piles on such wharf.

Fenders.

6. Masters or owners of vessels occasioning damage to any portion of the wharf shall, in addition to any penalties incurred by them under these Regulations, be liable for the cost of making good such damage.

Liability of master and owners.

7. Every person who acts in contravention of these Regulations shall upon conviction therefor by a magistrate be liable to a fine not exceeding one hundred dollars or to imprisonment for a term not exceeding two months or to both such fine and imprisonment.

Penalty.

CHAPTER 234**COMMERCE BIGHT PIER REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
2. Interpretation.
3. Coming alongside.
4. Use of anchor.
5. Order of precedence.
6. Quarantine.
7. Damage.
8. Removal by Ports Commissioner.
9. Penalty.
10. Restricted hours.
11. Unauthorised persons.
12. Obstructing Officer.
13. Recovery of penalty.

CHAPTER 234

COMMERCE BIGHT PIER REGULATIONS

(section 55)

Ch. 191.
Ch. 149.
S.I. 14 of 1966.

1. These Regulations may be cited as the Citation.

COMMERCE BIGHT PIER REGULATIONS.

2. In these Regulations— Interpretation.

“master” includes the person in charge of any vessel;

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

“pier” means the Commerce Bight Pier;

“ton” means two thousand two hundred and forty pounds or if measurement by volume produces the greater revenue, forty cubic feet;

“vessel” includes any ship or boat or any other description of vessel used in navigation.

3. No vessel shall be made fast to or come alongside the pier except for the purpose of landing or taking in passengers or cargo. Coming alongside.

4. All vessels when coming alongside the pier shall drop anchor and pay out cable and may only use the mooring piles to fasten bow and stern lines to during the time they are using the pier. Use of anchor.

Order of
precedence.

5. Vessels requiring the use of the pier shall take precedence according to priority of time of arrival,

provided always that a vessel under written contract with the Government for the carriage of mail and or passengers when approaching the pier shall take precedence over any other vessel,

and provided further that any vessel moored to or berthed at the pier and not actually engaged in embarking or disembarking passengers or mails shall give way to any other vessel requiring to embark passengers or mails, provided that such vessel shall make way for the vessel first occupying the pier as soon as such passengers or mails shall have been disembarked.

Quarantine.

6. No person other than the competent authorities shall be allowed within 100 feet of any vessel berthing at the pier until pratique has been granted, except with the permission of the Ports Commissioner, an officer of customs, or any police constable.

Damage.

7. All persons using the pier for loading or unloading goods, merchandise, cattle or any other cargo shall so load or unload the same as not to injure or damage the pier and any person who by negligence or wilful conduct damages or injures the pier or any part thereof commits a breach of these Regulations,

provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

Removal by
Ports
Commissioner.

8. It shall be lawful for the Ports Commissioner or any person duly authorised by him to order the removal or cause to be removed any cargo, litter, debris, refuse or any other article or thing whatsoever found upon the pier and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who

neglects or refuses to remove the same when required so to do by the Ports Commissioner or any person authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars and in addition to pay the costs incurred in such removal.

9. Any person who commits a breach of these Regulations shall where no other penalty is specified be liable on summary conviction to a fine not exceeding fifty dollars. Penalty.

10. No goods shall be landed on or shipped from the pier before 5 a.m. or after 6 p.m. except with the permission of the Ports Commissioner. Restricted hours.

11. It shall be lawful for the Ports Commissioner or any customs or police officer to prevent any unauthorised person from coming on to the pier and also to order any unauthorised person already there to leave the same and any such person neglecting or refusing to leave such pier when requested so to do may be taken into custody without a warrant by any customs or police officer and shall upon conviction be liable to a fine not exceeding fifty dollars. Unauthorised persons.

12. Any person assaulting, resisting or interfering with the Ports Commissioner, officer of customs or police officer or other person duly authorised to discharge any duty under these Regulations, in the discharge of any duty in connection with these Regulations shall be liable on conviction to a fine not exceeding one hundred dollars. Obstructing Officer.

13. All fines and penalties imposed by these Regulations shall be recoverable on summary conviction. Recovery of penalty.

CHAPTER 234**COROZAL TOWN PIER REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
2. Interpretation.
3. Coming alongside.
4. Use of anchor.
5. Precedence.
6. Damage.
7. Removal of goods, etc.
8. Penalty.

CHAPTER 234

COROZAL TOWN PIER REGULATIONS

Ch. 191.
Ch. 149.
S.I. 14 of 1966.

(section 55)

1. These Regulations may be cited as the

Citation.

COROZAL TOWN PIER REGULATIONS.

2. In these Regulations—

Interpretation.

“master” includes the person in charge of any vessel;

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

“pier” means the Corozal Town Pier;

“vessel” includes any ship or boat or any other description of vessel used in navigation.

3. No vessel shall be made fast to or come alongside the pier except for the purpose of landing or taking in passengers or cargo.

Coming
alongside.

4. All vessels when coming alongside the pier shall drop anchor and pay out cable and may only use the mooring piles to fasten bow and stern lines to during the time they are using the pier.

Use of anchor.

5. Vessels requiring the use of the pier shall take precedence according to priority of time of arrival,

Precedence.

provided always that a vessel under written contract with the Government for the carriage of mail or passengers when approaching the pier shall take precedence over any other vessel,

and provided further that any vessel moored to or berthed at the pier and not actually engaged in embarking or disembarking passengers or mails shall give way to any other vessel requiring to embark passengers or mails, provided that such vessel shall make way for the vessel first occupying the pier as soon as such passengers or mails shall have been disembarked.

Damage.

6. All persons using the pier for loading or unloading goods merchandise, cattle or any other cargo shall so load or unload the same as not to injure or damage the pier and any person who by negligence or wilful conduct damages or injures the pier or any part thereof commits a breach of these Regulations,

provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

Removal of
goods, etc.

7. It shall be lawful for the Ports Commissioner or any person duly authorised by him to order the removal or cause to be removed any cargo, litter, debris refuse or any other article or thing whatsoever found upon the pier and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who neglects or refuses to remove the same when required so to do by the Ports Commissioner or any person authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars and in addition to pay the costs incurred in such removal.

Penalty.

8. Any person who commits a breach of these Regulations shall, where no other penalty is specified, be liable on summary conviction to a fine not exceeding fifty dollars.

CHAPTER 234

PUNTA GORDA PIER REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Citation.
2. Interpretation.
3. Coming alongside.
4. Use of anchor.
5. Damage.
6. Removal of goods, etc.
7. Penalty.

CHAPTER 234

Ch. 191.
Ch. 149.
S.I. 14 of 1966.

PUNTA GORDA PIER REGULATIONS

(section 55)

- | | |
|-------------------|---|
| Citation. | 1. These Regulations may be cited as the

PUNTA GORDA PIER REGULATIONS. |
| Interpretation. | 2. In these Regulations—

“master” includes the person in charge of any vessel;

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

“pier” means the Punta Gorda Town Pier;

“vessel” includes any ship or boat or any other description of vessel used in navigation. |
| Coming alongside. | 3. No vessel shall be made fast to or come alongside of the pier except for the purpose of landing or taking in passengers or cargo. |
| Use of anchor. | 4. All vessels when coming alongside the pier shall drop anchor and pay out cable and may only use the mooring piles to fasten bow and stern lines to during the time they are using the pier. |
| Damage. | 5. All persons using the pier for loading or unloading goods, merchandise, cattle or any other cargo shall so load or unload the same as not to injure or damage the pier and any person who by negligence or wilful conduct damages or injures the pier or any part thereof commits a breach of these Regulations, |

provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

6. It shall be lawful for the Ports Commissioner or any person duly authorised by him to order the removal of or cause to be removed any cargo, litter, debris or refuse or any other article or thing whatsoever found upon the pier and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who neglects or refuses to remove the same when required so to do by the Ports Commissioner or any person authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars and in addition to pay the costs incurred in such removal.

Removal of
goods, etc.

7. Any person who commits a breach of these Regulations shall where no other penalty is specified be liable on summary conviction to a fine not exceeding fifty dollars.

Penalty.

CHAPTER 234**DANGRIGA PIER REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
2. Interpretation.
3. Coming alongside.
4. Precedence.
5. Pratique.
6. Damage.
7. Restricted hours.
8. Removal of goods, etc.
9. Unauthorised persons.
10. Obstructing, etc. officer.
11. Summary proceedings.

CHAPTER 234

DANGRIGA PIER REGULATIONS

Ch. 191.
Ch. 149.

(section 55)

1. These Regulations may be cited as the

Citation.

DANGRIGA PIER REGULATIONS.

2. In these Regulations—

Interpretation.

“master” includes the person in charge of any vessel;

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

“pier” means the Dangriga Pier;

“vessel” includes any ship or boat or any other description of vessel used in navigation.

3. No vessel shall be made fast to or come alongside the pier except for the purpose of landing or taking in passengers or cargo.

Coming
alongside.

4. Vessels requiring the use of the pier shall take precedence according to priority of time of arrival,

Precedence.

provided always that a vessel under written contract with the Government for the carriage of mails or passengers when approaching the pier shall take precedence over any other vessel,

and provided further that any vessel moored to or berthed at the pier and not actually engaged in embarking or disembarking passengers or mails shall give way to any other vessel requiring to embark passengers or mails, provided that

such vessel shall make way for the vessel first occupying the pier as soon as such passengers or mails shall have been disembarked.

Pratique.

5. No person other than the competent port authorities shall be allowed within 100 feet of any vessel berthing at the pier until pratique has been granted, except with the permission of the officer of customs, or any police constable.

Damage.

6. Any person who wilfully or by negligence occasions any damage or injury to the pier commits an offence against these Regulations and is liable on summary conviction to a fine not exceeding fifty dollars,

provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

Restricted hours.

7. No goods shall be landed on or shipped from the pier before 5 a.m. or after 6 p.m. except with the permission of the Ports Commissioner.

Removal of goods, etc.

8. It shall be lawful for the Ports Commissioner, or any person duly authorised by him to order the removal or cause to be removed any cargo, litter, debris, refuse or any other article or thing whatsoever found upon the pier and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who, neglects or refuses to remove the same when required so to do by the Ports Commissioner, or any person authorised by him, shall be liable on summary conviction to a fine not exceeding fifty dollars and in addition to pay the costs incurred in such removal.

Unauthorised persons.

9. It shall be lawful for the Ports Commissioner or any customs or police officer to prevent any unauthorised person from coming on to the pier and also to order any unauthorised person already there to leave the same and any such person neglecting or refusing to leave such pier when requested so to

do may be taken into custody without a warrant by any customs or police officer and shall upon conviction be liable to a fine not exceeding fifty dollars.

10. Any person assaulting, resisting or interfering with the Ports Commissioner, officer of customs or police officer or any other person duly authorised to discharge any duty under these Regulations, in the discharge of any duty in connection with these Regulations is liable on conviction to a fine not exceeding one hundred dollars.

Obstructing, etc.
officer.

11. All fines and penalties imposed by these Regulations shall be recoverable on summary conviction.

Summary
proceedings.

CHAPTER 234**HARBOURS AND MERCHANT SHIPPING
(CERTIFICATE OF COMPETENCY) REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Citation.
2. Interpretation.
3. Application for certificate of competency.
4. Types of certificate of competency.
5. Requirements for the grant of a certificate of competency.
6. Operation of a vessel with Certificate of Competency for Masters' Apprentice.
7. Examiners.
8. Consequential amendment.

SCHEDULE I**SCHEDULE II**

CHAPTER 234

**HARBOURS AND MERCHANT SHIPPING
(CERTIFICATE OF COMPETENCY) REGULATIONS**

S.I. 51 of 2018.

(section 18(1)(a), (h), and (i))

[15th September, 2018]

1. These Regulations may be cited as the

Citation.

**HARBOURS AND MERCHANT SHIPPING
(CERTIFICATE OF COMPETENCY)
REGULATIONS.**

2. In these Regulations—

Interpretation.

“certificate of competency” means a certificate of competency issued by the Ports Commissioner pursuant to these Regulations and section 19 of the Act;

“Class A”, in relation to a vessel, means a vessel used for whatever purpose with an overall length of no more than 34 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line;

“Class B”, in relation to a vessel, means a vessel used for whatever purpose with an overall length between 35 feet and 44 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line;

“Class C”, in relation to a vessel, means a vessel used for whatever purpose with an overall length between 45 feet and 65 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line;

“Class D”, in relation to a vessel, means a vessel used for whatever purpose with an overall length 66 feet and greater

measured from stem to stern and which in every way shall be her longest measurement along her centre line;

“Class E”, in relation to a vessel, means a catamaran or trimaran of any length;

“Class EA”, in relation to a vessel, means a catamaran or trimaran of no more than 34 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line;

“Class EB”, in relation to a vessel, means a catamaran or trimaran with an overall length between 35 feet and 44 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line;

“Class EC”, in relation to a vessel, means a catamaran or trimaran with an overall length between 55 feet and 65 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line;

“coastal and river service” means a passenger trade between all places in Belize whether by sea or on any river or inland water and includes the coastal and river service between Belize and the coasts of the Republics of Mexico, Guatemala, Honduras and Nicaragua;

“coastal waters” means any area within the internal waters but which does not in any case extend to more than 30 nautical miles from a harbour or safe refuge;

“engineer” means the person in charge of the main and auxiliary machinery of a vessel;

“exposed waters” means waters that are to the east of the internal waters or more than 30 nautical miles from a harbour or safe refuge;

“inland waters” include any river or other inland body of water;

“internal waters” means any area of water that is on the landward side of the baseline of the territorial sea;

“master” means the person having command of a vessel;

“mate” means any person, except the master or engineer, who is employed or engaged or works in any capacity on board a vessel to which these Regulations apply;

“overall length” means the distance measured in feet, in a straight line on a line parallel to the design waterline between the foreside of the foremost fixed permanent structure and the after side of the aftermost permanent structure;

“prescribed examination” includes both a written and practical examination;

“protected waters” means an area within the coastal waters presenting no special hazards, consisting of waters that are less than 10 nautical miles from the nearest harbour or safe refuge;

“sheltered waters” means coastal and inland waters consisting of waters that are not more than 3 nautical miles from the nearest harbour or safe refuge;

“vessel” includes any description of watercraft as set out by section 12(3) of the Act.

3. An application for any certificate of competency shall be made to the Ports Commissioner using the form set out in Schedule I and shall be accompanied by—

Application for certificate of competency. Schedule I.

- (a) a police record;
- (b) a medical certificate, certified within six months of application, attesting to the health of the applicant including vision, hearing, and mental capacity;

Schedule II.

- (c) the appropriate fees prescribed in Schedule II; and
- (d) proof of address in the manner specified by the Ports Commissioner.

Types of
certificate of
competency.

4.-(1) The types of certificates of competency that may be granted by the Ports Commissioner are—

- (a) Certificate of Competency for Mates;
- (b) Certificate of Competency for Engineers; and
- (c) Certificate of Competency for Masters, which includes—
 - (i) Certificate of Competency for Masters' Apprentice;
 - (ii) Certificate of Competency for Masters (Grade 3);
 - (iii) Certificate of Competency for Masters (Grade 2); and
 - (iv) Certificate of Competency for Masters (Grade 1).

(2) The Ports Commissioner shall grant a certificate of competency for Masters based on the following criteria—

Type of Certificate of Competency (Masters)	Class of Vessel	Use of Vessel	Type of Waters
Certificate of Competency for Masters' Apprentice	A, EA	Private,	Protected
Certificate of Competency for Masters (Grade 3)	A, EA	Private, Fishing, Commercial Passenger with Capacity of less than 12 Passengers	Coastal
Certificate of Competency for Masters (Grade 2)	A, B, C, EB, EC	Private Fishing Cargo Commercial Passenger with Capacity of less than 12 Passengers,	Coastal
Certificate of Competency for Masters (Grade 1)	A, B, C, D, E	Private, Commercial: Passenger, Fishing, Cargo	Coastal, Exposed (All waters)

5. The Ports Commissioner may grant—

- (a) a Certificate of Competency for Masters' Apprentice, if the applicant—
 - (i) is at least 17 years old;
 - (ii) is under the supervision of a master who holds a valid certificate of

Requirements for the grant of a Certificate of competency.

competency for Masters, other than a Certificate of Competency for Masters' Apprentice;

- (iii) has completed the course of study and passed the prescribed written and practical examinations for the Apprenticeship; and
 - (iv) will operate only within internal waters;
- (b) a Certificate of Competency for Masters (Grade 3) if the applicant–
 - (i) is at least 18 years old;
 - (ii) has completed the course of study and passed the prescribed written and practical examinations for Certificate of Competency for Masters (Grade 3); and
 - (iii) held a Certificate of Competency for Masters' Apprentice for at least six months and has completed a course of twenty hours of practical instructions under a Master;
- (c) a Certificate of Competency for Masters (Grade 2) if the applicant–
 - (i) is at least 18 years and six months old;
 - (ii) has completed the course of study and passed the prescribed written and practical examinations for Certificate of Competency for Masters (Grade 2); and

- (iii) held a Certificate of Competency for Masters (Grade 3) for at least 6 months;
- (d) a Certificate of Competency for Masters (Grade 1) if the applicant–
 - (i) is at least 21 years old;
 - (ii) has completed the course of study and passed the prescribed written and practical examinations for Certificate of Competency Grade 1; and
 - (iii) held a Certificate of Competency for Masters (Grade 2) for at least 12 months;
- (e) a Certificate of Competency for Engineers if the applicant–
 - (i) is at least 18 years old;
 - (ii) has successfully completed a course of study, approved by the Ports Commissioner, on the operation, maintenance and repairs of engines, which shall include examination of the applicant's knowledge of marine and outboard engines, propulsion systems and safe working practices; and
 - (iii) has passed the examination for Certificate of Competency for Engineers; and

- (f) a Certificate of Competency for Mates if the applicant—
 - (i) is at least 17 years old; and
 - (ii) presents proof of successful completion of approved courses of study which shall include boat handling, basic sea survival, emergency response including elementary first aid and basic firefighting, and personal safety.

Operation of a vessel with Certificate of Competency for Masters' Apprentice.

6.-(1) A person granted a Certificate of Competency for Masters' Apprentice shall not operate a vessel unless that person is accompanied for the purpose of instruction, by a person who holds a valid certificate of competency for masters, other than a Certificate of Competency for Masters' Apprentice.

(2) A person granted a Certificate of Competency for Masters' Apprentice and the person accompanying for the purpose of instruction, in accordance with subregulation (1), shall be jointly and severally liable for any offence against the Act committed during the course of instruction.

Examiners.

7.-(1) The examiners for the prescribed examination of an applicant applying for a Certificate of Competency for Masters shall be—

- (a) the Ports Commissioner; or
- (b) a duly qualified person acting on behalf of the Ports Commissioner; and
- (c) any other person appointed by the Ports Commissioner.

(2) The examiners for the prescribed examination of an applicant applying for a Certificate of Competency for Engineers shall be—

- (a) the Ports Commissioner; and
- (b) two other persons appointed by the Ports Commissioner.

8. Part II of the Harbour Regulations is repealed.

Consequential
amendment of
Harbours
Regulations.

Sub. Leg. Rev
Ed. 1991 Vol IV
CAP 191 p.14.

SCHEDULE I

*[regulation 4]**Application for Certificate of Competency*

Name of Applicant:.....

Address:

Phone Number:

E-mail:

1. Type of Certificate of Competency

- ☐ Certificate of Competency for Mates
- ☐ Certificate of Competency for Engineers

Certificate of Competency for Masters

- ☐ Certificate of Competency for Masters' Apprentice
- ☐ Certificate of Competency for Masters (Grade 3)
- ☐ Certificate of Competency for Masters (Grade 2)
- ☐ Certificate of Competency for Masters (Grade 1)

3. Class of Vessel, if applying for a Certificate of Competency for Masters

- ☐ **Class A** (vessel used for whatever purpose with an overall length of no more than 34 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line)

- ☐ **Class B** (vessel used for whatever purpose with an overall length between 35 feet and 44 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line)
 - ☐ **Class C** (vessel used for whatever purpose with an overall length between 45 feet and 65 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line)
 - ☐ **Class D** (vessel used for whatever purpose with an overall length between 66 feet and above measured from stem to stern and which in every way shall be her longest measurement along her centre line)
 - ☐ **Class E** (catamaran or trimaran of any length)
 - ☐ **Class EA** (catamaran or trimaran with an overall length of no more than 34 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line)
 - ☐ **Class EB** (catamaran or trimaran with an overall length between 35 feet and 44 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line)
 - ☐ **Class EC** (catamaran or trimaran with an overall length between 45 feet and 65 feet measured from stem to stern and which in every way shall be her longest measurement along her centre line)
4. The type of waters in which the vessel will be operated
- ☐ Coastal ☐ Protected ☐ Exposed
5. Proposed use of vessel
- ☐ Private ☐ Fishing ☐ Cargo ☐ Commercial ☐ Passenger

6. Have you previously held a certificate of competency?

☐ Yes or ☐ No

7. If you have previously held a Certificate Competency, state the type of Certificate of Competency (Masters, Engineer or Mate):

.....

8. If you have previously held a Certificate of Competency for Masters—

(a) specify the Grade of the Certificate of Competency

☐ Apprentice

☐ Grade 3

☐ Grade 2

☐ Grade 1

(b) state how long you have held the Certificate of Competency

.....

.....

Signature of Applicant:

Date:.....

SCHEDULE II

*[regulation 3(c)]**Certificate of Competency Fees*

Certificate of Competency for Mates	\$ 25.00
Certificate of Competency for Engineers	\$ 50.00
Certificate of Competency for Masters' Apprentice	\$ 25.00
Certificate of Competency for Masters (Grade 3)	\$ 50.00
Certificate of Competency for Masters (Grade 2)	\$ 75.00
Certificate of Competency for Masters (Grade 1)	\$100.00

MADE by the Minister responsible for transport this 4th day of September, 2018.

HON. EDMOND CASTRO

*Minister of Transport and National Emergency Management
(Minister responsible for transport, including ports)*

CHAPTER 234**HARBOURS AND MERCHANT SHIPPING
(WATER TAXI) REGULATIONS****ARRANGEMENT OF REGULATIONS****PART I***Preliminary*

1. Citation.
2. Interpretation.
3. Application.

PART II*Permit to operate a vessel as a Water Taxi*

4. Permitting authority.
5. Permit to operate water taxi and offence of operating a vessel as a water taxi without valid permit.
6. Criteria for application.
7. Procedure for application.
8. Offence of false or misleading information.
9. Publication of notice of and objection to application.
10. Contents of permit.
11. Rejection of application for or cancellation of permit.
12. Applicant may appear before Ports Commissioner.
13. Considerations for processing application.
14. Requirements in respect of insurance policy.
15. Benefits.
16. Conditions and special conditions of permit.
17. Duration of permit.
18. Variation of permit.
19. Ports Commissioner to inform operator.
20. Suspension, cancellation, etc. of permit.

21. Procedure for suspension or cancellation.
22. Return of permit.
23. Offence of using water taxi when permit suspended or cancelled.
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PART III

Operating Requirements

25. Additional routes and schedules.
26. Hire of water taxi.
27. Water taxi identification and display of information.
28. Water taxi passenger fare.
29. Ticket and travel pass.
30. Safety requirements and offence of wilful refusal.
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PART IV

General

32. Water taxi requirements.
33. Hazardous substances and flammable materials.
34. Development of routes and schedules.
35. Water taxi passenger user fee.
36. Prohibition Order.
37. General penalty.
38. Appeal to Minister.
39. Duty to prepare Register of Permits.
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SCHEDULE I

SCHEDULE II

SCHEDULE III

SCHEDULE IV

CHAPTER 234

S.I. 29 of 2019.
S.I. 28 of 2020.

**HARBOURS AND MERCHANT SHIPPING
(WATER TAXI) REGULATIONS**

(section 18)

[16th March, 2019]

PART I*Preliminary*

Citation.

- 1.** These Regulations may be cited as the

**HARBOURS AND MERCHANT SHIPPING
(WATER TAXI) REGULATIONS.**

Interpretation.

- 2.** In these Regulations—

“apprentice” means a person who is granted a Certificate of Competency for Master’s Apprentice, under the Harbours and Merchant Shipping (Certificate of Competency) Regulations, 2019;

Cap. 233.

“Board” means the Board of the Belize Port Authority established and constituted under sections 3 and 4 of the Belize Port Authority Act;

“certificate of competency” means a certificate issued under the Act certifying satisfactory competence of a person to act as a master, mate or an engineer of a vessel;

“Collision Regulations” means the Convention on the International Regulations for Preventing Collisions at Sea, adopted by the International Maritime Organisation on 20 October 1972, which entered into force on 15 July 1977;

“commercial vessel” means a duly registered and licensed vessel in commercial use for the carrying of passengers for reward on any voyage, or excursion;

“exposed waters” means waters that are to the east of the internal waters or more than 30 nautical miles from a harbour or safe refuge;

“hazardous substances” has the meaning assigned to it in Subparts A and B of the Schedule to the Environmental Protection Act; Cap. 328.

“homemaker” means a married individual who manages a household as their main occupation and whose spouse earns the income on behalf of the family;

“insurer” has the meaning assigned to it in the Insurance Act; Cap. 251.

“landing place” means a place designated by the Ports Commissioner where people and goods can be landed from a ship;

“master” means the person who is in charge or command of a water taxi;

“mate” means a person, other than a master or an engineer, who is employed or engaged or works, in any capacity on board a vessel to which these Regulations apply;

“member of the crew” means every person, other than a master, who is employed or engaged in any capacity on board the water taxi;

“operator” means a person issued with a permit under regulation 7(2), to operate a water taxi;

“passenger” means a person carried on a water taxi other than—

(a) the master;

- (b) an apprentice;
- (c) a member of the crew or a person employed or engaged in any capacity on a water taxi in the business of the water taxi;
- (d) a child under one year of age; or
- (e) a person carried on a water taxi in pursuance of the obligation laid upon the master to carry a shipwrecked or distressed person;

Schedule IV.

“passenger fare” means the fare imposed on a person under regulation 28 and specified in Schedule IV;

“permit” means a permit issued under regulation 7, to a person, to operate a water taxi;

“personal effects” means an article, which a passenger, taking into account all the circumstances of the journey, may reasonably require for his personal use during the journey, including, but not limited to—

- (a) clothing;
- (b) toilet articles;
- (c) still and motion picture cameras, together with a reasonable quantity of film and accessories;
- (d) portable slide or film projectors and accessories, together with a reasonable quantity of slides or film;
- (e) strollers;
- (f) wheelchair for special needs;

- (g) sports equipment including tents and other camping equipment, fishing equipment, climbing equipment, diving equipment, skis, tennis rackets, surfboards, and golfing equipment;
- (h) portable dialysis and similar medical apparatus, and any disposable items used therewith; or
- (i) any other article that is or that the Ports Commissioner is satisfied is, for personal use;

“prohibition order” means an order issued under regulation 36, as set out in Schedule I;

Schedule I.

“Register” means the Register of Permits required under regulation 39;

“routes and schedule” means a series of crossings from one landing place to another, which is established and published by the Board;

“scheduled return trip” means a trip from a scheduled place of origin to a scheduled destination and return to the place of origin;

“SCV Code” means the Code of Safety for Small Commercial Vessels Operating in the Caribbean, prepared for Caribbean countries by the International Maritime Organisation;

“seaworthiness certificate” means a certificate in relation to a vessel, granted under section 12 of the Act;

“water taxi” means a commercial vessel that is—

- (a) in conformity with the requirements specified in regulation 32;

- (b) permitted to ply for hire or reward for the carriage of fare paying passengers;
- (c) operated within rivers, lagoons and other internal waters and territorial waters of Belize; and
- (d) not a fishing vessel;

“water taxi service” means the business of operating a commercial vessel as a water taxi.

Application.

3. These Regulations shall apply to—

- (a) an operator who provides a service from a port or other landing place in Belize, to a port or other landing place in one or more of the Republics of Guatemala, Honduras, Mexico or Nicaragua;
- (b) an operator who provides a service in the internal and territorial waters of Belize, in accordance with the routes and schedule, and landing places permitted under these Regulations; and
- (c) an operator who is registered in the Republics of Guatemala, Honduras, Mexico or Nicaragua but provides a water taxi service from that Republic to Belize.

PART II

Permit to operate a vessel as a Water Taxi

4.-(1) The Ports Commissioner shall be responsible for—

Permitting
authority.

- (a) the receipt, consideration and determination of applications for a permit to operate a vessel as a water taxi; and
- (b) the regulation of water taxi services.

(2) The Board may, by administrative orders, set appropriate standards, whether generally or for any particular category of vessel, for—

- (a) the regulation of water taxi services;
- (b) the operation of water taxis;
- (c) the capacity of water taxis; and
- (d) other areas of safety and regulation of water taxi services.

5.-(1) No person shall operate a vessel as a water taxi unless—

Permit to operate
water taxi and
offence of
operating a
vessel a water
taxi without
valid permit.

- (a) the person is the holder of a valid permit; and
- (b) the vessel, is in conformity with the requirements specified in regulation 32, for a water taxi.

(2) A person who contravenes this regulation commits an offence and is liable on summary conviction—

- (a) in the case of a body corporate, to a fine of five thousand dollars; or

- (b) in the case of an individual, to a fine of two thousand and five hundred dollars or to imprisonment for two years or to both.

Schedule I.

(3) Notwithstanding subregulation (2), the Ports Commissioner may, prior to the institution of criminal proceedings under this regulation, make and issue a prohibition order to a person who operates a vessel as a water taxi while not being the holder of a valid permit.

Criteria for application.

6.-(1) An applicant for a permit under regulation 7 shall be—

- (a) a national of Belize or a person who acquired the legal status of permanent resident;

Cap. 17.

- (b) a national of a CARICOM Member State as defined in the Caribbean Community Act a person who acquired the legal status of permanent resident; or

- (c) a person referred to in regulation 3(c).

(2) For the purpose of this regulation, a fit person is a person who—

- (a) is of good character and reputation;
- (b) can demonstrate knowledge and understanding of the obligations of the holder of a permit in respect to the particular type of permit;
- (c) the Ports Commissioner is satisfied does not have a history of behaviour that would render that person unsuitable to hold a permit;
- (d) exercises honesty and integrity in commercial and other dealings;

- (e) takes care in carrying out commercial or statutory obligations;
- (f) has not failed to pay a fine or penalty for an offence under the Act; or
- (g) gives the Ports Commissioner reasonable cause to believe that the person is in any other respect unsuitable to hold a permit.

7.-(1) A person may apply to the Ports Commissioner for a permit to operate a vessel as a water taxi, in writing, in the Form set out as Form 1 in Schedule II and be accompanied by the following—

Procedure for application.

Form 1.
Schedule II.

- (a) a copy of an approved government issued photo identification;
- (b) proof of address of each member of the crew;
- (c) evidence of valid insurance coverage for third party liability and passenger liability insurance;
- (d) the non-refundable application fee, as specified in Schedule III;
- (e) a list of proposed landing places, routes and schedules with the arrival and departure times for the water taxi service and the relevant passenger fare;
- (f) evidence or verification in respect of the applicant's fitness to hold a permit; and
- (g) any further information that the Ports Commissioner thinks necessary.

Schedule III.

(2) The Ports Commissioner may, after consideration of an application made under subregulation (1), approve the application and issue the permit or reject the application.

(3) For the purpose of subregulation (1), an operator shall not employ a master, mate or an engineer on a water taxi, unless the master, mate or engineer is the holder of a valid certificate of competency.

Offence of false or misleading information.

8. A person who for the purpose of obtaining a permit under these Regulations gives false or misleading information or fails to disclose material facts or circumstances, commits an offence and is liable on summary conviction—

- (a) in the case of a body corporate, to a fine of two thousand dollars; or
- (b) in the case of an individual, to a fine of one thousand dollars or to imprisonment for six months or to both.

Publication of notice of and objection to application.

9.-(1) An application for a permit under regulation 7, shall be published by the Ports Commissioner in two consecutive issues of the *Gazette*, and contemporaneously, in one newspaper of general circulation, or by any other means that the Ports Commissioner considers appropriate, notifying—

- (a) receipt of an application for a permit;
- (b) the proposed landing places, routes and schedules; and
- (c) the time, not being less than 21 days from the date of the second *Gazette* publication of the notice, within which any representation or objection to an application may be made.

(2) A notice under subregulation (1) shall contain the following—

- (a) an invitation for representation or objection to an application; and
- (b) the time period within which the representation or objection may be made.

(3) The Ports Commissioner shall consider any representation or objection made to an application.

10.-(1) Subject to subregulations (2) and (3), a permit issued under regulation 7 shall—

Contents of permit.

- (a) be in writing and contain a unique identification permit code; and
- (b) contain a unique registration number of each vessel approved for use as a water taxi.

(2) An applicant shall pay the annual permit fee as set out in Schedule III, prior to the issuance of a permit.

Schedule III.

(3) A permit issued under regulation 7 may be subject to the conditions specified in regulation 16.

11.-(1) Where the Ports Commissioner rejects an application under regulation 7, the Ports Commissioner shall, within 14 days of the decision, inform the applicant in writing of the rejection giving reasons for the rejection.

Rejection of application for or cancellation of permit.

(2) Where—

- (a) an application for a permit is rejected in accordance with subregulation (1); or
- (b) a permit is cancelled in accordance with regulation 20,

a new application for a permit shall not be accepted by the Ports Commissioner within a period of six months beginning with the date of rejection or cancellation.

Applicant may
appear before
Ports
Commissioner.

12.-(1) The Ports Commissioner may request that an applicant for a permit under regulation 7 appear in person before him.

(2) The Ports Commissioner may reject the application, where the applicant is requested to appear before the Ports Commissioner and fails to do so.

Considerations
for processing
application.

13. The Ports Commissioner, in processing an application under regulation 7, shall give consideration to the following—

- (a) the extent to which the water taxi service is necessary or desirable in the interest of the public;
- (b) the water transportation needs of the proposed area for the water taxi service;
- (c) the traffic on the proposed routes and the permits already issued for those routes;
- (d) the suitability of routes and schedules;
- (e) the condition of the port or other landing place between which the water taxi intends to operate;
- (f) a timetable that is conducive to fulfilment of the requirements of these Regulations;
- (g) the number of vessels to be engaged for operation as water taxis;
- (h) the need for the imposition of reasonable charges for passenger fares;

- (i) the management of passenger fares, routes and the schedule of arrival and departures fixed so as to enable fair competition; and
- (j) any other factors relevant to the determination of the application.

14.-(1) For compliance with the requirements under regulation 7, a policy of insurance shall—

Requirements in respect of Insurance policy.

- (a) be issued by a licenced insurer in Belize;
- (b) insure a person, or class of persons as may be specified in the policy regarding any liability which may be incurred by the person or class of persons in respect of the death or bodily injury to any person or damage to any property caused by or arising out of the use of the water taxi; and
- (c) insure a person or class of persons as may be specified in the policy in respect of any statutory liability which may be incurred by the person or class of persons under the provisions of these Regulations, relating to the payment of the benefits mentioned in regulation 15, but such policy shall not be required to cover—
 - (i) liability in respect of the death of an employee of the person insured by the policy or of bodily injury sustained by the employee;
 - (ii) except in the case of a water taxi in which a passenger is carried for hire, reward or is an employee, liability in respect of the death of or bodily injury to a person who is carried in or upon,

entering or getting onto or alighting from the water taxi, at the time of the occurrence of the event from which the claim arises;

- (iii) any contractual liability;
- (iv) liability for death or bodily injury in excess of fifty thousand dollars in respect of any one claim by any one person;
- (v) liability for death or bodily injury in excess of five hundred thousand dollars in respect of the total claims arising from any one accident;
- (vi) liability in excess of one hundred and fifty thousand dollars for damage to any property, arising from any one accident; and
- (vii) liability for damage to the water taxi or to property owned by or in control of those insured.

(2) Notwithstanding anything in any enactment, rule of law or the common law, an insurer under this section shall be liable to indemnify the person or classes of persons specified in the policy in respect of any liability which the policy purports to cover in the case of that person or classes of persons.

(3) A policy shall be of no effect for the purposes of these Regulations unless there is issued by the insurer in favour of the person by whom the policy is effected, a certificate of insurance containing the particulars of any conditions subject to which the policy is issued and of any other matters as may be prescribed, and different forms and different particulars may be prescribed in relation to different cases or circumstances.

(4) For the purposes of this regulation “employee” means, a person in the course of employment of another person.

15.-(1) Notwithstanding anything in any enactment, rule of law or the common law and without prejudice to any claim or action for damages made as a result of negligence, the insurer of a person who was on board a water taxi at the time of an accident involving the water taxi, out of which any bodily injury arose shall, irrespective of whether the person is negligent or not, pay as benefits to the injured third party all reasonable expenses incurred as a result of that injury for necessary medical, surgical, dental, hospital and nursing services up to an amount not exceeding five thousand dollars.

(2) If within twenty days following an accident, the bodily injury totally disables an employed third party and prevents the third party from engaging in any occupation for wages or profit for which the third party is suited having regard to their skill and ability, the insurer shall pay to the injured third party a disability allowance of one hundred and twenty dollars per week, for the duration of that total disability or twenty-six weeks whichever period is the shorter.

(3) If within twenty days following an accident, the bodily injury substantially and continuously disables a homemaker from performing regularly their household tasks and duties, the insurer shall pay the injured homemaker a disability allowance of forty dollars a week for the period of that total disability or twenty-six consecutive weeks whichever period is the shorter.

(4) Where the bodily injury caused by an accident results in the death of the third party, the insurer shall promptly pay as indemnity burial and funeral expenses, not exceeding one thousand five hundred and fifty dollars, and if the deceased third party is survived by a spouse or a dependant, the insurer shall in addition pay death benefits based on the age and the status of the deceased third party as follows—

Status of Deceased	Surviving Spouse	Dependent Child	Parents
under 4 years	-	-	\$ 500
4- less than 12 years	-	-	\$1,000
12-16 years	-	\$1,000	\$1,500
over 16 years	\$2,500	\$1,000	\$1,500

(5) In addition to the benefits mentioned under this regulation, the insurer shall pay a supplemental death benefit of one thousand dollars for each surviving dependant other than the first, where the deceased third party is survived by a spouse and one or more dependants or by more than two dependants.

- (6) (a) Except with respect to weekly benefits, payment of benefits payable under these Regulations shall be made by the insurer within sixty days of receipt of proof of the claim.
- (b) In the case of weekly benefit payments, the insurer shall pay within four weeks of receipt of proof of the claim.
- (c) Continuing weekly payments shall be made by the insurer within each consecutive four- week period, while the insurer remains liable, if the third party furnishes proof of continuing disability whenever required to do so.

(7) Subject to subregulation (8), no person shall commence an action or proceeding against an insurer for recovery of any claim for benefits under this regulation, after the expiration of six months from the date of the last benefit payment received by

the person or after the expiration of six months from the date of accident, whichever period is the longer.

(8) The provisions of this regulation shall not be a bar to any action or proceeding where the delay is shown to have been due to any handicap resulting from the injury suffered or due to the actions of the insurer.

- (9) (a) An insurer, upon making payment of a benefit to an injured third party under this regulation, is subrogated to all rights of the insured to recovery of the amount of those benefits from any other person, and the insurer may bring an action in the name of the insured to enforce the rights of subrogation or recovery.
- (b) An insured shall co-operate with the co-insurer in all acts of subrogation or recovery, all the costs of which shall be paid by the insurer.
- (c) An insurer has complete authority to commence, carry on, or conclude any subrogation or recovery proceeding.

(10) Where more than one vessel is involved in an accident out of which any bodily injury or damage to property is caused to a third party, the injured third party shall be entitled to claim the benefits set out in this regulation from the insurer of either vessel and the insurer shall be liable to pay the full benefits due to the claimant.

(11) Where more than one vessel is involved in an accident out of which any bodily injury or damage to property was caused to a third party and the insurer against whom a claim is made by the injured third party is not the person liable to pay the claim, the insurer shall nevertheless pay the claim and be entitled to recover the sum from whoever is liable therefor.

(12) Where a claim is made for any benefit under this regulation, the insurer may have and the claimant shall afford the insurer or its medical representative full opportunity to examine the claimant and obtain a report when, and as often as is reasonably necessary throughout the time required to recover from an injury or to conclude the claim; and all examinations shall be at the expense of the insurer.

(13) Where an insurer, at the time of an accident does not pay the benefit claimed within ten days of filing the claim, the claimant may report the matter to the Supervisor of Insurance and the Supervisor of Insurance may, if satisfied that the claim is proper and justified, make an order against the insurer to pay the claim.

(14) Where the Supervisor of Insurance makes an order against an insurer to pay a claim, the insurer shall comply with the order and may then appeal to the Supreme Court against the order.

(15) The Supreme Court procedure applicable to appeals from inferior courts shall apply to an appeal under subregulation (14).

Conditions and special conditions of permit.

16.-(1) A permit issued under regulation 7 shall be subject to the following conditions, and any special conditions imposed by the Ports Commissioner.

(2) An operator shall—

- (a) comply with the provisions of the Act, and all administrative orders, conditions, special conditions and Regulations made under the Act;
- (b) operate within the approved routes and schedule for departure or arrival, in accordance with regulation 25(3), unless authorisation to the contrary is given;

- (c) ensure that the permit issued to him is on board the water taxi operated, at all times during operation of the water taxi;
- (d) present the permit issued to him, to inspectors upon request;
- (e) ensure that the seaworthiness certificate and the certificate of competency, for each water taxi operated by him are valid at all times during operation of the water taxi and periods when the water taxi is afloat in public waters;
- (f) ensure that the water taxi is covered for third party and passenger insurance liability, in accordance with regulation 14, at all times during operation of the water taxi and periods when it is afloat in public waters;
- (g) ensure that a copy of an insurance policy that is renewed or cancelled, is submitted to the Ports Commissioner within 14 days of the renewal or cancellation;
- (h) ensure that passengers over one year of age or members of the crew, travelling on a route that is more than one nautical mile from a safe refuge, are issued, and wear a life jacket marked with the registration number of the water taxi;
- (i) ensure that each water taxi operated by him employs a lookout at all times during operation of the water taxi;
- (j) ensure that passengers are seated while the water taxi is in operation;

(k) ensure that the water taxi is equipped with user-friendly access and accommodation to facilitate persons with disabilities with limited mobility;

(l) ensure that the wheelchair access symbol is displayed on board the water taxi, in a conspicuous place that is clearly visible to passengers, using letters that are at least four inches in height indicating where persons with disabilities are to be accommodated;

Cap. 156.

(m) submit a passenger and a crew manifest at least 15 minutes prior to the scheduled departure time or such other time as specified by the Ports Commissioner and in accordance with the provision of the Immigration (Advance Passenger Information) Regulations, where applicable; and

Schedule V.

(n) in the case of a water taxi providing services from and to another State, submit a notice of arrival in accordance with Schedule V, and a notice of departure in accordance with Schedule VI.

Schedule VI.

(3) Special conditions of a permit shall be set out in the permit.

(4) The conditions under subregulation (2) shall be displayed on board the water taxi in a conspicuous place that is clearly visible to passengers using letters that are at least four inches in height.

Duration of
permit.
S.I. 28 of 2020.

17.-(1) Subject to subregulation (2), a permit may be issued for a period of not more than five years.

(2) Where a permit is issued for a period of more than one year, the operator shall pay to the Ports Commissioner the permit fee as specified in Schedule III, multiplied by the number of years for which the permit is issued.

Schedule III.

(3) An operator may apply for a renewal of a permit under regulation 24.

18.-(1) The Ports Commissioner may, after informing an operator in writing of an intention to vary a permit, and giving the operator reasonable time to be heard or make written representation—

Variation of permit.

- (a) vary the duration of the permit of an operator; or
- (b) vary a special condition of a permit.

(2) For the purposes of subregulation (1), reasonable time means a period of at least 21 days' notice of the proposed variation.

19.-(1) The Ports Commissioner shall inform the operator in writing of—

Ports Commissioner to inform operator.

- (a) the decision to vary the permit of an operator;
- (b) the type of variation; and
- (c) the right to appeal the decision to vary the permit.

(2) Notwithstanding subregulation (1) and regulation 18, the Ports Commissioner may, by written notice to the operator, vary a permit if the permit is varied only—

- (a) for a formal or clerical reason; or

- (b) in the manner that does not adversely affect the interest of the operator.

Suspension
cancellation, etc.
of permit.

20. The Ports Commissioner may suspend or cancel a permit on any of the following grounds—

- (a) on any ground that would entitle the Ports Commissioner to reject an application for a permit;
- (b) where the operator fails to pay the annual permit fee required under regulation 10(2);
- (c) where it appears to the Ports Commissioner that having regard to the conduct of the operator, and the requirements of regulation 6(2), the operator is not a fit person to hold a permit; or
- (d) on the ground that the operator—
 - (i) is convicted of an offence under the Act or these Regulations;
 - (ii) is convicted of an offence involving fraud or dishonesty; or
 - (iii) has contravened any of the conditions or special conditions attached to the permit.

Procedure for
suspension or
cancellation.

21.-(1) The Ports Commissioner shall notify an operator, in writing, of an intention to suspend or cancel a permit, and give reasons for the suspension or cancellation.

(2) An operator who is served with a notice under subregulation (1) may respond to the notice in writing, within 14 days of service, showing cause why the permit should not be suspended or cancelled.

(3) The Ports Commissioner shall not determine a matter under subregulation (1), without considering submissions or representations received in accordance with subregulation (2).

(4) Where the Ports Commissioner suspends or cancels a permit, the Ports Commissioner shall notify the operator, in writing, of the suspension or cancellation, and the right of appeal to the Minister under regulation 38.

22.-(1) Where a permit is varied, the Ports Commissioner may by notice in writing, request that the operator to whom the permit is issued, deliver the permit to the Ports Commissioner within 14 days of the date of the notice.

Return of permit.

(2) The variation of a permit pursuant to regulation 18 occurs, notwithstanding the failure by the operator to deliver the permit to the Ports Commissioner.

(3) During a period of suspension or cancellation of a permit, an operator shall, within 14 days of the date of suspension or cancellation, deliver the permit to the Ports Commissioner.

(4) Upon the expiration of a permit the holder of the permit shall within 14 days after the date of expiration, deliver the expired permit to the Ports Commissioner.

(5) The holder of a permit shall comply with a notice under this regulation, unless there is a reasonable excuse for not doing so, which shall be a defence to any charge under subregulation (6).

(6) Subject to subregulations (4) and (5), a person who fails to comply with this regulation commits an offence and is liable on summary conviction to a fine of one thousand dollars or to imprisonment for a term of six months or to both.

Offence of using
water taxi when
permit
suspended or
cancelled.

23.-(1) The holder of a permit that is suspended or cancelled by the Ports Commissioner, shall not operate a vessel as a water taxi during the period of suspension or cancellation.

(2) A person who contravenes subregulation (1) commits an offence and is liable on summary conviction, to a fine of five thousand dollars or to imprisonment for a term of two years or to both.

(3) Notwithstanding subregulation (2), the Ports Commissioner may, prior to the institution of criminal proceedings, issue a prohibition order in accordance with regulation 36, to the holder of a permit who contravenes subregulation (1).

Renewal of
permit.
Form 1.
Schedule II.

24.-(1) An operator may apply to the Ports Commissioner for the renewal of a permit, not less than 28 days prior to expiration, in the Form set out as Form 1 in Schedule II.

(2) Notwithstanding subregulation (1), the Ports Commissioner may, accept an application within 21 days after the expiration of the permit, where the Ports Commissioner is satisfied that the circumstances are reasonably justifiable.

(3) The procedures for an application for a permit under regulation 7 shall with any modifications as may be required, apply in the case of renewal of a permit.

Schedule III.

(4) An application under subregulation (1) shall be accompanied by the appropriate fee as set out in Schedule III.

(5) A notice of application under subregulation (1) shall be published in one issue of the *Gazette* and in at least one newspaper of general circulation in Belize, or other appropriate means.

(6) The Ports Commissioner may reject an application under subregulation (1), where an operator fails to comply with the time period stated under regulation 22(4).

(7) If an application for renewal of a permit is not determined before the expiration of the permit, the permit shall be deemed to be valid until the determination of the application.

PART III

Operating Requirements

25.-(1) An operator may apply in writing to the Ports Commissioner to operate a water taxi service on a route or schedule in addition to those specified in the permit issued to the operator. Additional routes and schedules.

(2) An application under subregulation (1) shall be accompanied by the appropriate fee as specified in Schedule IV and contain the following information— Schedule IV.

- (a) the name and address of operator;
- (b) details of any additional route or schedule;
- (c) the occasion warranting the additional route or schedule;
- (d) the period of the additional route or schedule; and Schedule V.
- (e) any other information as required by the Ports Commissioner.

(3) The Ports Commissioner may authorise additional routes and schedules, subject to special conditions as determined by the Ports Commissioner.

26.-(1) A master of a water taxi with passengers on board, shall not leave the water taxi unattended while it is alongside a landing place. Hire of water taxi.

(2) No person shall be refused service on a water taxi without reasonable cause for doing so.

(3) An operator shall ensure that a water taxi is operated only on the schedule, route or landing place approved in the permit.

(4) The master of a water taxi shall operate the water taxi using his best judgment in consideration of safety of life at sea and the avoidance of collision in accordance with the rules of the road laid out in the Collision Regulations.

Water taxi
identification
and display of
information.

27.-(1) An operator shall display a sign, written in black on both sides and at the top of each water taxi operated under the permit of the operator, containing words “WATER TAXI” in letters not smaller than ten inches in height, clearly visible and immediately recognisable by passengers.

(2) An operator shall prominently display the following information on the water taxi at all times in a manner that is clearly visible and immediately recognisable by passengers—

- (a) the maximum capacity of the water taxi;
- (b) the emergency contact numbers of the Belize Port Authority, and the VHF emergency call channel;
- (c) the emergency contact numbers for the Belize Coast Guard and the VHF emergency call channel;
- (d) the name and contact number of the insurance company that insures the water taxi; and
- (e) the contact number of the operator of the water taxi.

(3) An operator shall keep the water taxi clean and in good order and repair at all times, while in use.

28.-(1) An operator may charge a passenger fare for the hire of a water taxi, of an amount not exceeding the appropriate fare as specified in Schedule IV.

Water tax
passenger fare
Schedule IV.

(2) The passenger fare charged by an operator applies to the provision by the operator of a water taxi service inclusive of the handling of personal effects of the passenger.

(3) An operator shall display, in a conspicuous manner at a water taxi terminal or in the interior of the water taxi, a list of the passenger fares.

(4) The Ports Commissioner may conduct a review of the passenger fares at any time, but not less than once every three years after the coming into force of these Regulations.

29.-(1) An operator shall, upon receipt of payment of the appropriate passenger fare or proof thereof, provide the passenger with a ticket containing the following information—

Ticket and travel
pass.

- (a) the date of service;
- (b) the amount of the passenger fare and user fee paid;
- (c) the origin and destination of the trip paid for by the passenger;
- (d) the date of expiration of the ticket; and
- (e) the operator's unique identification code.

(2) An operator may issue a travel pass with a validity duration of 30 days, to a passenger commuting between a specified origin and destination, subject to the provisions of these Regulations, containing the following information—

- (a) the name of the passenger;

- (b) the date of issue and date of expiry;
- (c) origin and destination;
- (d) the number of journeys for which the pass is valid;
- (e) the signature and seal of the operator; and
- (f) identification details of a valid form of identification of the passenger.

(3) A travel pass issued under subregulation (2) shall be non-transferrable, and not utilised by a passenger other than the passenger to whom it is issued.

(4) A duly authorised and identified water taxi member of the crew or other employee or agent of an operator or a person authorised under section 24 of the Act to carry out inspection of vessels, may request that a passenger produce the ticket issued under subregulation (1).

Safety
requirements and
offence of wilful
refusal.

30.-(1) A person who—

- (a) behaves in a manner that is determined by a master or authorised officer as endangering or likely to endanger the safety of the water taxi or a person on board the water taxi; or
- (b) willfully refuses to comply with the instruction of the master or authorised officer,

commits an offence and is liable on summary conviction, to a fine not exceeding one thousand dollars.

(2) A person whose behaviour is as described in subregulation (1), may be removed from the water taxi at the nearest place of safe refuge.

31.-(1) The master or a member of the crew shall not use an identification card other than the identification card duly issued to the master or member of the crew, by the operator or the Port Authority and the identification shall not be transferable to another master or member of the crew.

Requirement of master and crew.

(2) The Ports Commissioner shall, within 14 days of receiving an operator's application for approval of the proposed uniform, notify the operator in writing of the decision to grant or reject approval of the uniform.

PART IV

General

32.-(1) Subject to regulation 5, an operator shall not operate a vessel as a water taxi unless—

Water taxi requirements.

- (a) there is a safety management and emergency response plan for the vessel, that is approved by the Ports Commissioner;
- (b) the vessel is equipped with safety and communication equipment as specified in the sea worthiness certificate issued to the operator;
- (c) the vessel has as a minimum, two functional engines;
- (d) the maneuverability of the vessel allows it to be able to berth at landing places efficiently and without risk of damage;
- (e) one person, single-handed operation is possible;

- (f) the operator keeps a maintenance log of the water taxi in the manner specified by the Ports Commissioner;
- (g) adequate space is provided for personal effects of passengers;
- (h) the vessel consists of a rugged and stable hull so as to be suitable for all weather conditions;
- (i) the vessel provides adequate protection from sun and rain;
- (j) the vessel provides protection from injury or water; and
- (k) the vessel complies with the SCV Code, if it is a vessel that operates in exposed waters with a capacity of 12 or more passengers.

(2) An operator shall ensure that the water taxi has hull and superstructure that conform to the colour scheme approved by the Ports Commissioner, in addition to any other required markings.

(3) An operator shall ensure that a vessel, that is used as a water taxi to ports or other landing places in the Republics of Guatemala, Honduras, Mexico, or Nicaragua, or operates in exposed waters, is in conformity with the SCV Code.

(4) An operator shall ensure that a vessel with a capacity of 12 or more passengers, contains a VHF radio duly registered with the Public Utilities Commission established under section 3 of the Public Utilities Commission Act and which is capable of communicating on VHF Channel 16.

Cap. 223.

Hazardous substances and flammable materials.

33.-(1) No person shall carry, attempt to carry or cause to be carried any hazardous substances on board a water taxi.

(2) No person shall carry, attempt to carry or cause to be earned any flammable materials on board a water taxi unless the material is required for the operation of the water taxi.

34.-(1) The Board shall develop a plan of landing places, and routes and schedules in every area of operation for the offering of a water taxi service.

Development of routes and schedules.

(2) The Board shall, within 14 days of any landing place, or route and schedule being developed under subregulation (1), publish notification thereof in the *Gazette* and in at least one newspaper of general circulation in Belize.

35.-(1) A passenger shall pay to the Port Authority, the passenger user fee and a passenger fare, as stated in Schedule IV, which shall be collected by the operator.

Water taxi passenger user fee.
Schedule IV.

(2) An operator shall pay the fee under subregulation (1), to the Port Authority on a monthly basis, beginning from the second month of collection.

(3) The Ports Commissioner may conduct any necessary reconciliation in order to verify that the passenger user fee paid by the operator, is certified correct.

36.-(1) The Ports Commissioner may issue a prohibition order as set out in Schedule I, to an operator whose conduct results in a breach of these Regulations, containing the following—

Prohibition Order.
Schedule I.

- (a) the name and address of the operator in contravention of these Regulations;
- (b) the unique registration number of the water taxi that is used by the operator;
- (c) the reason for issuing the prohibition order;
- (d) a notice that the operator has a right of appeal under regulation 38; and

- (e) the period within which the appeal may be made.

(2) A prohibition order may provide for the operation of the order to be stayed until a time, or the occurrence of an event, specified in the order.

(3) An appeal against a prohibition order shall not suspend the order which shall remain in force pending the outcome of the appeal.

(4) If no appeal against a prohibition order is filed, the order is final and conclusive as to matters which could be raised on an appeal.

(5) The Ports Commissioner may revoke a prohibition order at any time where the Ports Commissioner is satisfied that the basis upon which the order was issued does not exist.

General penalty.

37.-(1) A person who commits an offence against these Regulations shall, unless otherwise specially provided, be liable on summary conviction to a fine not exceeding five thousand dollars or to imprisonment for a term not exceeding two years, or to both.

(2) Punishment for a first offence under these Regulations shall not be less than a term of six months imprisonment, and the punishment for a second or subsequent offence shall not be less than a term of 18 months imprisonment.

Appeal to Minister.

38.-(1) An operator or other person may appeal to the Minister in relation to any of the following decisions of the Ports Commissioner made in relation to the person, namely—

- (a) the rejection of an application for a permit or renewal of a permit;
- (b) the grant of additional routes and schedules;

- (c) the suspension or cancellation of a permit;
- (d) the variation of a permit; or
- (e) the issue of a prohibition order.

(2) An appeal under subregulation (1), shall be made in writing within 30 days from the date of the notice of, refusal of an application for, renewal, variation, suspension or cancellation of, a permit.

(3) Upon receiving an appeal, the Minister shall appoint one or more delegates to hear any representation made by the appellant to the Ports Commissioner, and if such delegate or delegation think fit, to inspect the water taxi, and report to the Minister, who shall determine the appeal.

(4) In determining an appeal, the Minister may—

- (a) dismiss the appeal;
- (b) require the Ports Commissioner to issue a permit;
- (c) quash any suspension or cancellation of a permit or substitute suspension for cancellation or substitute suspension for a different period;
- (d) permit an operator to make a fresh application for a permit notwithstanding regulation 11(2); and
- (e) confirm or quash any prohibition order issued.

(5) The Ports Commissioner shall give effect to a determination made by the Minister under these Regulations.

Duty to prepare a
Register a
Permits.

39.-(1) The Ports Commissioner shall cause to be compiled and maintained a Register of Permits issued, containing in respect of each permit, the following particulars—

- (a) name and address of the operator;
- (b) the date of issuance and expiry of the permit;
- (c) the unique identification permit code;
- (d) landing places and routes and schedules;
- (e) record of cancellation, suspension or variation;
- (f) details of each vessel that is approved for use as a water taxi; and
- (g) any other information that the Ports Commissioner thinks appropriate.

(2) The Register of Permits shall be kept in the office of the Ports Commissioner and at all reasonable times be available for inspection by any person upon the payment of the fee as set out in Schedule III.

Schedule III.

(3) The Register of Permits may be compiled and maintained—

- (a) in a bound or loose leaf book; or
- (b) by recording or otherwise storing of particulars by mechanical, electronic or other means, but so that the particulars remain accurately stored and capable of being reproduced in written form in the English language.

40.-(1) The Ports Commissioner shall keep the following records—

Other records in relation to insurance.

- (a) a copy of the valid and expired or cancelled certificates of insurance;
- (b) the full name and address of the person to whom the insurance policy is issued;
- (c) in the case of a policy relating to a specified water taxi the registration number of the water taxi;
- (d) the date on which the insurance policy comes into force and the date on which it expires; and
- (e) the conditions subject to which the persons or classes of persons specified in the policy will be indemnified.

(2) The records specified under subregulation (1) shall be kept for a period of at least one year from the date of expiry of the policy.

41.-(1) A person who, prior to the commencement of these Regulations, has been engaging in the business of a water taxi service shall, be deemed to be in possession of a valid permit and may continue the service for a period of not more than 180 days after commencement of these Regulations.

Transitional.

(2) Notwithstanding subregulation (1), a person who, prior to the commencement of these Regulations, has been engaging in the business of a water taxi service shall comply with regulations 16(2)(f), (h), (i), (j), (l), (m) and (n) and 7(1)(e) from the date of commencement of these Regulations.

(3) Notwithstanding subregulation (1), a person who, prior to the commencement of these Regulations, was engaging in the

business of a water taxi service shall come into compliance with—

- (a) regulation 32(1)(a) on or before the 1st day of July, 2019; or
- (b) regulation 32(1)(k) and (3) on or before the 31st day of December, 2019.

Extra-territorial
application.

42. The provisions of these Regulations shall apply in respect of—

- (a) any matter or thing done, to be done, or omitted to be done within Belize or territorial waters; or
 - (b) any act or omission, occurring on any water taxi or by any Belize citizen, wherever the water taxi or person may be.
-

SCHEDULE I

[regulations 2, 5(3), 23, and 37]

Prohibition Order

Date of Order:

(dd/mm/yyyy)

To:

(Name of operator)

(Address)

The vessel:

(Vessel identification)

is prohibited from operating as a water taxi with immediate effect. The operation of a water taxi without a valid permit is a criminal offence and you shall be prosecuted for the offence if caught in contravention of the Harbours and Merchant Shipping Act upon a subsequent inspection.

You have a right to appeal within 30 days of the date of issue of this prohibition order.

Failure to comply with this order shall result in criminal proceedings against you in accordance with the Harbours and Merchant Shipping Act.

- ☐ use of water taxi in breach of these Regulations
- ☐ use of water taxi during suspension period of permit
- ☐ use of water taxi during cancellation period of permit
- ☐ use of water taxi not being the holder of a valid permit
- ☐ use of water taxi without valid certificate of insurance

- ☐ (a) you have a valid permit in your possession, issued in accordance with the Harbours and Merchant Shipping Act;
- ☐ (b) application for a revocation;
- ☐ (c) _____;

Notice served:	Name of Inspector	Signature of Inspector
(dd/mm/yyyy)		
	Name of Operator	Evidence of service

SCHEDULE II

[regulations 7(1), 10(1) and 24(1)]

APPLICATION FOR A PERMIT OR
RENEWAL OF A PERMIT

For official use	
Reference:	
Date of Receipt:	
Dates of publication pursuant to regulation 9:	

TO: Ports Commissioner

APPLICATION FOR A PERMIT OR
RENEWAL OF A PERMIT

I.....
(Name)

of.....
(address)

apply for a ☐ Permit ☐ Renewal of a Permit to operate a
Water Taxi service as described hereunder:

DESCRIPTION OF ROUTES TO BE USED:

Point of origin.....

Name of terminal, dock, pier, etc.
.....

Name of villages and towns
 to be included in routes,
 Point of destination, landing places, schedule of departure and
 return

Number of water taxis for use on the service

Registration number, SWC * Expiry Date (dd/mm/yyyy), and
 seating capacity of each water taxi

1.			
2.			
3.			
4.			
5.			
6.			

Name of Vessel	Registration #	Name of insurer	Policy number	Date of Issue	Date of Expiration

Conditions:

State any changes to information which was supplied in any previous application for a permit or for a renewal of a permit

.....
(Details to be provided overleaf)

State the days of the week upon and the hours during which it is proposed to operate the service.....
(Details to be provided overleaf)

Signature of Applicant

Date

.....
Company Seal

(Print Name of Applicant/Signatory)

Attach certified list if space is insufficient

Name of Operator:

Attachments:

- ☐ Seaworthiness certificate for each water taxi
- ☐ Certificate of Competency for each master or mate
- ☐ List of passenger fares
- ☐ Copy of valid certificate of insurance
- ☐ Application fee of \$ _____
- ☐ Evidence of verification of applicant's fitness to hold permit

SCHEDULE III

[regulations 7(1)(f), 10(2), 17(2), 24(4), 25(2) and 39(2)]

Fees

1. Non-refundable application.....\$40.00
2. Annual Permit fee per water taxi scheduled return trip—
 - (a) Maximum capacity of 20 passengers\$200.00
 - (b) Capacity of more than 20 passengers.....\$400.00
 - (c) Vessels operating exclusively in protected waters of less than 10 Nautical miles from harbour with ticket prices of \$10 or less.....\$100.00 S.I. 28 of 2020.
3. Renewal fee per vessel—
 - (a) Maximum capacity of 20 passengers\$200.00
 - (b) Capacity of more than 20 passengers.....\$400.00
 - (c) Vessels operating exclusively in protected waters of less than 10 Nautical miles from harbour with ticket prices of \$ 10 or less.....\$100 S.I. 28 of 2020.
4. Charters—
 - (a) up to 20 passengers\$30.00
 - (b) more than 20 passengers\$50.00
5. Additional routes and schedules, per run, for seven days—
 - (a) up to 20 passengers\$30.00

- (b) more than 20 passengers\$40.00
- 6. Inspection of Register.....\$40.00
- 7. Replacement of lost permit.....\$50.00
- 8. Passenger user fee if passenger fare is–
 - (a) \$10.00 or less0.25
 - (b) more than \$10.00 but less than \$100.00.....\$1.00
 - (c) \$100.00 or more\$2.00
 - (d) For thirty-day travel pass\$5.00
 - (e) For a thirty-day travel pass issued to a student in possession of a valid student identification for an educational institution in Belize..... Exempt

S.I. 28 of 2020.

S.I. 28 of 2020.

SCHEDULE IV

S.I. 28 of 2020.

[regulations 2 and 25]

Maximum Passenger Fares

CREEKS

No.	Routes	Fares	\$
1	Mango Creek/Big Creek	One way Two way or return trip Additional personal effects	\$ 6 \$12 \$ 5

OTHER CREEKS AND RIVERS

No.	Routes	Fares	\$
1	Any 2 points of origin and destination in Belize	One way Two way or return trip Additional personal effects, per piece	As approved by permit

LAGOON

No.	Routes	Fares	\$
1	Any 2 points of origin and destination in Belize	One way Two way or return trip Additional personal effects, per piece	As approved by permit

INTERNAL WATERS

No.	Routes	Fares	\$
1	Belize City/Caye Caulker	One way Two way or return trip Additional personal effects, per piece	\$20 \$40 \$10
2	Belize/ San Pedro	One way Two way or return trip Additional personal effects, per piece	\$30 \$60 \$10
3	Caye Caulker/ San Pedro	One way Two way or return trip Additional personal effects, per piece	\$20 \$40 \$10
4	Sarteneja / Corozal	One way Two way or return trip Additional personal effects, per piece	\$25 \$40 \$10
5	Any origin/destination	One way Two way or return trip Additional personal effects, per piece	As approved by permit

GUATEMALA

No.	Routes	Fares	\$
1	Any 2 points of origin and destination in Belize and Guatemala, inclusive of 1 piece personal effects	One way Two way or return trip Additional personal effects, per piece	\$60 \$60 \$10
2	Any origin/destination	One way Two way or return trip Additional personal effects, per piece	As approved by permit

HONDURAS

No.	Routes	Fares	\$
1	Any 2 points of origin and destination involving Belize and Honduras, inclusive of 1 piece of personal effects	One way Two way or return trip Additional personal effects, per piece	\$150 \$150 \$ 10
2	Any origin/destination	One way Two way or return trip Additional personal effects, per piece	As approved by permit

MEXICO

No.	Routes	Fares	\$
1	San Pedro, Belize and Mexico, inclusive of 1 piece of personal effects One way	One way Two way or return trip Additional personal effects, per piece	\$100 \$200 \$ 10
2	Sarteneja, Belize and Mexico, inclusive of 1 piece of personal effects	One way Two way or return trip Additional personal effects, per piece	As approved by permit
3	Any origin/destination	One way Two way or return trip Additional personal effects, per piece	As approved by permit

SCHEDULE V

Notice of Arrival of Ship

To Ports Commissioner:

I hereby give notice that

Name of ship..... Flag.....

Last port of call..... E. T. A.....
(dd/mm/yyyy)

Tonnage:- GRT N.R.T.....

Length..... Beam..... Draft FWD..... AFT.....

Manifest W/T..... C/T

Description of Cargo

.....
.....

No of Passengers..... Registered No.....

Request Permission to berth/anchor at.....
on..... 20..... for the purpose of discharging/loading
and/or disembarking/embarking passengers (state which)

.....

Name of Master in Print.....

Signature of Master.....

Company Seal

SCHEDULE VI

Notice of Departure of a Ship

To: Ports Commissioner:

1. Name of ship R.O.T
2. Flag.....
3. Port of Registry
4. Tonnage..... GRT.....NRT
5. Date and time of Arrival.....
6. Port at which voyage commenced.....
7. Last port of call
8. Next port of call.....
9. Cargo loaded, B/L TonsCu. Ft
10. Date and Time Sailed
11. Draft Forward..... AFT
12. Remarks.....

Name of Master in Print.....

Signature of Master.....

Company Seal

MADE by the Minister responsible for Ports on the 12th day of March, 2019.

HON. EDMUND GEORGE CASTRO

*Minister of Transport and National Emergency Management
(Minister responsible for Ports)*
