



**BELIZE**

**BELIZE PORT AUTHORITY ACT  
CHAPTER 233**

**REVISED EDITION 2003**  
SHOWING THE SUBSIDIARY LAWS AS AT 31ST OCTOBER, 2003

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 2000.

**ARRANGEMENT OF SUBSIDIARY LAWS**



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This edition contains a consolidation of the following laws-	Page
1. <b>BELIZE PORT AUTHORITY DEFINITION OF LIMITS OF PORTS ORDER</b>	4-6
2. <b>BELIZE PORT AUTHORITY (TARIFF) REGULATIONS</b>	7-38
3. <b>BELIZE PORT AUTHORITY REGULATIONS</b>	39-49
4. <b>BELIZE PORT AUTHORITY (DESIGNATED BERTH) REGULATIONS</b>	50-56

	Page
5. <b>BELIZE PORT AUTHORITY (APPOINTED DAY) ORDER</b>	57-58
6. <b>BELIZE PORT AUTHORITY (NOMINATED COMPANY) ORDER</b>	59-60
7. <b>BELIZE PORT AUTHORITY (VESTING DAY) ORDER</b>	61-68
8. <b>BELIZE PORT AUTHORITY PILOTAGE REGULATIONS</b>	69-86

**CHAPTER 233****BELIZE PORT AUTHORITY****DEFINITION OF LIMITS OF PORTS ORDER**

1. Title.
  2. Limits of Ports.
-

**CHAPTER 233**

**DEFINITION OF LIMITS OF PORTS ORDER**

69 of 1980.

*(Section 20)*

*[11th October, 1980.]*

1. This Order may be cited as the

Title.

**DEFINITION OF LIMITS OF PORTS ORDER.**

2. In exercise of the powers vested in me by section 20 of the Port Authority Act, I Frederick Hopkins Hunter, Minister of Works do by this Order define the limits of the following ports:-

Limits of Ports.

(1) BELIZE CITY PORT - Starting at the Belize City Swing Bridge on the north bank of the Haulover Creek thence down stream to Fort George Light thence northwards along the coast to the Belize River Mouth, thence easterly to Mapp's Caye thence along the western coast of the Drowned Cayes to the southern point of Water Caye thence south-westerly to the northern point of Long Caye, thence due west to the coast thence northerly along the coast back to the Belize City Swing Bridge.

(2) COROZAL PORT - Starting at a point on the coast 9,000' northwards as the crow flies from the mouth of the New River thence due east to Longitude W. 88° 20' thence due north to the coast thence along the coast back to the starting point.

(3) DANRIGRA PORT - Starting at a point 4,500' northwards along the coast from Commerce Bight Pier thence due east to Longitude W. 88° 10' thence due north to Latitude N. 17° thence due west to the coast thence along the coast back to the starting point.

(4) COMMERCE BIGHT PORT - Starting at a point 4,500'

northwards along the coast from Commerce Bight Pier thence due east to Longitude W. 88° 10' thence due south to Latitude N. 16° 50' thence due west to False Sittee Point thence along the coast back to the starting point.

(5) RIVERSDALE PORT - Starting at the mouth of South Stann Creek River thence due east to Longitude W. 88° 16' thence due south to Latitude N. 16° 39' thence due west to the coast thence along the coast back to the starting point.

(6) PUNTA GORDA PORT - Starting at the mouth of the Rio Grande River thence due south to Latitude N. 16° 04' thence due west to the coast thence along the coast back to the starting point.

**CHAPTER 233**

**BELIZE PORT AUTHORITY (TARIFF) REGULATIONS**

**ARRANGEMENT OF REGULATIONS**

1. Title.
2. Tariff.

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**SCHEDULE**

26 of 1980.  
59 of 1980.  
72 of 1980.  
103 of 1985.  
41 of 1990.  
21 of 1992.  
136 of 2000.

**CHAPTER 233**

**BELIZE PORT AUTHORITY (TARIFF) REGULATIONS**

(Section 52)

[12th April, 1980.]

Title.

1. These Regulations may be cited as the

**PORT AUTHORITY (TARIFF) REGULATIONS.**

Tariff.

103 of 1985.

2. The Tariff set out in the Schedule hereto and the Regulations therein embodied shall apply in respect of any port which is within the jurisdiction of the Belize Port Authority.

**SCHEDULE**

**PORT AUTHORITY OF BELIZE TARIFF**

<i>Section</i>	<i>Title</i>	<i>Page</i>
I	Definitions .....	9
II	General .....	12
III	Marine Dues .....	20
IV	Port Dues .....	23
V	Cargo Dues .....	24
VI	Cargo Handling Dues .....	25
VII	Excess Storage Charges .....	28
VIII	Miscellaneous Charges .....	30
IX	General Provisions .....	31



**SECTION I**

**DEFINITIONS**

In this Tariff the following expressions have the following meanings:

<b>Administrative Charge</b>	A charge levied against the agent of a ship for cargo which the Port Authority can handle but permits handling by any other person.
<b>Application for a Berth</b>	The agent of a ship desiring the assignment of a berth at the Port of Belize City, Commerce Bight or any other port shall as far as reasonably possible and in advance of the date of arrival of the ship, make application to the Ports Commissioner in the form set out in Appendices I and II.
<b>Berthage Dues</b>	A charge for the use of the wharf and does not include a charge for any other service.
<b>Berth Assignment</b>	The granting of permission to use a specified berth.
<b>Cargo Dues</b>	A charge levied against the vessel for the use of the Port and based on the cargo loaded or unloaded by that vessel. 72 of 1980.
<b>Cargo Handling Charge</b>	A charge assessed against a ship for handling any cargo to or from that ship, from release of ships tackle to tailgate inwards and from place of rest to under ships tackle outwards.

<b>Checking</b>	The service of counting and checking cargo against appropriate documents for the account of the cargo or the ship, or other person requesting same.
<b>Free Time</b>	The specified period immediately prior to the loading or subsequent to the discharge of cargo onto or off a ship during which cargo may occupy space assigned to it on port premises free of wharf demurrage or storage charges.
<b>Heavy Lift</b>	The service of providing heavy lift equipment for lifting cargo.
<b>Loading and Unloading</b>	The service of loading or unloading from a ship to any place on the port premises and into trucks, lighters or barges or any other means of conveyance to or from the port premises.
<b>Loading and Unloading Charge</b>	A charge levied for loading cargo from tailgate into vehicle, or unloading from vehicle to place of rest.
<b>N.O.S.</b>	Not otherwise specified.
103 of 1985. <b>Operator</b>	Any person carrying on the business of furnishing wharfage, dock, warehouse, or other services or facilities as approved by the Port Authority.
<b>Person</b>	Includes individuals, partnerships,

corporations, associations, municipal and other governmental entities.

**Place of Rest**

Place of Rest means a location designated by the Authority within the port premises where goods and commodities shall be placed, in a manner acceptable to the Authority, and allowed to remain while awaiting delivery to a consignee or for loading on board a ship.

**Port Dues**

A charge assessed on its gross registered tonnage against any ship using any harbour or port in Belize where applicable. 103 of 1985.

**Shed and Wharf Demmorage**

A charge assessed against cargo remaining in or on port premises after the expiration of free time unless arrangements have been made for storage, and also against cargo remaining in or on port premises after expiration of an authorised storage period.

**Ship Hook**

To and from ship tackle.

**Tailgate**

Tailgating is the delivery of cargo by the Port Authority from rest to the tailgate of the vehicle for inbound cargo, and for outbound cargo from tailgate of the vehicle to rest.

**Terminal Storage**

The service of providing transit sheds or other terminal facilities for the storing of inbound or outbound cargo after the expiration of free time, including wharf storage, shipside storage, closed or covered storage, open or ground

storage, and refrigerated storage, after storage arrangements have been made.

**T.E.U.**

Twenty (20) foot or equivalent unit.

## **SECTION II**

### **GENERAL**

The rates of tariff as published in these Regulations are subject to the undermentioned conditions-

**Application of  
Tariff and  
Supplements**

1. (a) The charges, rates, rules and regulations published in this tariff shall apply equally to all users of, and all traffic in, any harbour, and to all users of the facilities owned, operated and administered by the Authority on and after the effective date of this tariff or any supplements thereto.
- (b) The Ports Commissioner shall be the sole judge as to the application and interpretation of this tariff.

**Consent to  
Terms of Tariff**

2. The use of the harbours and piers, wharves, bulk-head, docks and other facilities under the jurisdiction of the Authority shall constitute a consent to the terms and conditions of this tariff, and shall be evidence of an agreement on the part of ships, masters, their owners and agents, and other users of such harbours and facilities to pay all charges specified in this tariff and to be governed by all rules and regulations published herein.

- Appeals** 3. An appeal shall lie to the Board against any action taken by the Ports Commissioner under these Rules.
- Exemption for Port construction** 4. All construction work at the Ports and Harbours of Belize whether new facility or maintenance, done under contract with and for the benefit of the Authority, is exempt from the charges enumerated in this tariff. The exemption applies only to those activities and materials specifically required and necessary for the completion of the construction work.
- General Restrictions and Limitations** 5. (a) The Authority is not obliged to provide storage or accommodation for property which has not been transported, nor is intended to be transported by water to or from the port; nor is it obliged to provide berthage, wharfage, storage or other services beyond the reasonable capacity of the facilities; nor is it obliged to provide, in the course of normal operations, storage beyond a period of time determined by the Ports Commissioner for any property whatsoever.
- (b) The Authority is not obliged to accept any cargo, either inbound or outbound, which is not compatible with the accepted objectives of the port and the established assurances to the community. The refusal of any such cargo is discretionary with the Ports Commissioner.
- Placement Goods not to be Bailment** 6. The placing of goods of any nature, including cargo on Authority premises pursuant to this tariff shall not

be construed, under any circumstances, as a bailment of such goods, nor shall the Authority, its officers, employees and agents, be considered to be bailees of any goods.

**Abandoned  
Cargo**

7. Any cargo on which the charges remain unpaid for more than forty-five days shall be considered abandoned cargo. The Authority reserves the right to remove any or all such cargo to another part of the premises, or remove it and place in storage off the port at the risk and expense of the owner. The Authority may retain possession of the cargo until all charges have been paid. When the Ports Commissioner determines final abandonment of cargo in any instance, he shall dispose of same under the provision of the Port Authority Act.

**Furnishing  
Cargo  
Statements and  
Vessel Report**

8. Within forty-eight hours of the arrival or departure as the case may be of any ship, the ship's master its agents, and all other users of the harbours and facilities in connection therewith are required to furnish the Ports Commissioner with copies of the inbound or outbound manifest or other documents in a form satisfactory to the Ports Commissioner, or a signed and certified full and correct statement on blanks furnished by the Port Authority, showing the weights or measurements of the various items to be discharged or loaded and the basis on which freight charges are assessed.

**Payment of Bills**

9. All charges assessed under this tariff are due as they accrue and are payable within seven days after presentation of invoices. The Authority reserves the right

to demand payment of charges in advance for any services performed or facilities used.

**Access to  
Record**

10. All ships, masters, their owners and agents, and all other users of the harbours and facilities, are required to permit access to manifests of cargo, passenger lists and all other documents for the purpose of audit for ascertaining the correctness of reports filed, or for securing necessary data to permit a correct estimate of the charges to be levied.

**Indemnity  
Bond**

11. (a) Users of the port facilities are required to furnish the Authority with a bond, insuring the Authority against loss of any funds and indemnifying the Authority in full for the payment of bills that accrue as a result of berthage, cargo and passenger wharfage, water sales, storage, rentals, leases, warehousing, wharf demurrage, electric current and any other charges that may accrue for services rendered by the Authority; or any damage that may be caused to the Port Authority Property by any vessel or vehicle or other means of conveyance.

103 of 1985.

- (b) The Ports Commissioner is authorised to determine and fix the amount of the required Bond.

**Insurance**

12. (a) The rates and charges published in this tariff do not include insurance of any nature.
- (b) All users of the port facilities are required to carry bodily injury liability insurance and

property damage liability insurance and to furnish certificates of insurance to the Ports Commissioner in proof thereof.

- Allocation of Space** 13. The Ports Commissioner shall control the allocation of all space, covered or open, on the port premises. All persons using port premises in any manner shall comply with such allocations. The Ports Commissioner is authorised to move goods at owner's or agent's expense, in order to enforce this regulation.
- Cleanliness of Premises** 14. (a) All ships, their owners and agents, and all other users of the facilities shall be held responsible for the general cleanliness of the property which has been allocated, assigned or leased to them. This shall include those parts of the aprons, gutters, and truck docks used in connection with any loading, unloading or handling operation.
- (b) Where any person fails to clean the facilities or premises he has used the Ports Commissioner may cause such facility or premises to be cleaned at the person's expense.
- Damage to Facilities** 15. All ships' owners or agents and all other users of the facilities, shall be held responsible for any damage to the facilities occasioned by them. The Ports Commissioner may detain any ship or other watercraft responsible for damage to the facilities until sufficient security has been given for the amount of the damage. It shall be the responsibility of the users



of the facilities to report any damages occasioned by them to the Ports Commissioner immediately.

**Explosives,  
Inflammables,  
and other  
hazardous  
materials**

16. Explosives and inflammable and other hazardous commodities or materials shall not be handed over or received on the wharves or other facilities of the Authority until and unless approval is obtained from the Commissioner of Police.

**Unauthorised  
Business**

17. It shall be unlawful for any person to carry on any business on the port premises without first obtaining a permit from the Authority as required by this tarriff or any law.

**Wharf  
Obstruction**

18. (a) Stevedore's tools, appliances, equipment, vehicles or any other material or object which is not part of the cargo shall not be permitted to remain on the wharves or in the transit sheds, except at the discretion of the Ports Commissioner.
- (b) Cargo or gear shall not, without the approval of the Authority, be stored on the aprons, in driveways, roadways, or any other locations in such manner as would hamper normal port operations. If not removed when so ordered, it shall be subject to removal by the Authority at the agent's expense.

**Removal of  
Ships having  
Offensive  
matter on  
Board**

19. The Ports Commissioner may order the removal from port of any ship which has on board cargo or other matter injurious to health or offensive or dangerous in any respect, and such cargo or matter shall be

disposed of in such manner as the Ports Commissioner may order, at the risk and expense of the ship.

- Due Notice of Departure to be given** 20. Four (4) hours notice of its departure shall be given by the owner or agent of a ship and a report in the form prescribed in Appendix III shall be submitted to the Ports Commissioner at least forty-eight hours before such departure.
- Offensive Cargo** 21. The Ports Commissioner may with the consent of the Comptroller of Customs and after giving two hours notice to the owner or other persons entitled to receive goods or, if the owner or consignee cannot be found, without such notice, order the removal and if necessary the destruction of any goods described in paragraph 19 above if they are of an offensive nature and such removal or destruction shall be at the expense of the owner, consignee or other person concerned.
- Master or Agent to give Notice of dangerous cargo** 22. Ships having on board goods of a dangerous or inflammable nature shall, at least twenty-four (24) hours before arrival, give notice thereof to the Ports Commissioner. If such goods are landed without permission, the Ports Commissioner may order them to be placed on board the ship whence they came or otherwise deal with the goods as he considers necessary at the risk and expense of the ship.
- Ports Commissioner may Refuse to Permit Goods to be Stored** 23. The Ports Commissioner may refuse to allow the following goods to be stored in a port or may impose special conditions thereon-

- (a) articles of unusual length, bulk or weight, or of exceptional bulk in proportion to weight;
- (b) dangerous, hazardous or offensive goods, which are likely to cause harm or damage to persons or property;
- (c) articles unpacked or improperly or insufficiently packed or secured;
- (d) perishables and goods inherently liable to wastage or change in bulk or weight, or to latent inherent defect, vice or natural deterioration;
- (e) timber, metals, animals.

**Vehicles to take place Assigned**

24. (a) Vehicles engaged in the removal of goods from port areas, will operate on a number system, and take the place assigned to them by the Ports Commissioner.
- (b) Persons in charge of vehicles within a port area shall move their vehicles as required by the Ports Commissioner. Whoever refuses to move his vehicle when required is guilty of an offence and such vehicle may be moved by the Ports Commissioner at the risk and expense of the owner.

**Advertising on Port Authority**

25. Any person who, unless authorised to do so by the Authority, advertises or causes any advertisement to be exhibited on any premises or property of the

Authority shall be guilty of an offence.

**Times of Request for Berth**

- 26. All applications for berths shall be made seventy-two hours beforehand at the undermentioned times-
  - (a) on weekdays not later than 3 p.m.
  - (b) on weekends not later than 11 a.m.

**Adherence to Berth Assigned**

- 27. A berth assignment shall be made by the Ports Commissioner and when so made shall be strictly adhered to until further directions or orders in respect to any change or further use are given by the Ports Commissioner.

**SECTION III**

**MARINE DUES**

103 of 1985.

**Piloting of Ships**

- 1. For any ship, either inwards or outwards between English Caye and Belize City Harbour, per foot of maximum draught ..... \$5.00  
With additional charge of 0.08 cents a ton for ships up to 800 gross registered tons; or 0.05 cents a ton for ships above 800 gross registered tons; subject to a minimum payment of \$150.00 in respect of any ship of more than 800 gross registered tons.
- 2. Shifting of vessel within the Belize City Harbour ..... \$150.00
- 3. Between Belize City and any point on the Southern Coast as far as Placencia per foot of maximum

draught ..... \$6.00  
Plus tonnage charges as set out in 1 above.

4. Between English Caye and any point on the Southern Coast as far as Placencia or between Belize City and places beyond Placencia per foot of maximum draught ..... \$6.50  
Plus tonnage charges as set out in 1 above.

5. Between English Caye and points beyond Placencia, per foot of maximum draught ..... \$7.00  
Plus tonnage charges as set out in 1 above.

6. An additional payment to the Port Authority for every day (including stoppage at intermediate points) the pilot is detained on board beyond the time necessary to bring in or take out the ship, or ..... \$50.00

7. Transportation of Pilot to and from coastal ports will be for vessels account and charged at cost.

8. Pilotage - Not otherwise specified - by special arrangement.

**Running Lines**

Running Lines for the arrival, departure and shifting of ships.

**Each ship move**

For ships not more than 100 GRT  
(between 8 a.m. and 4 p.m. \$10.00  
(between 4 p.m. and 8 a.m.) \$15.00

For ships more than 100 GRT, but not more than 500 GRT

		From 8 a.m. to 4 p.m.	\$20.00
		From 4 p.m. to 8 a.m.	\$30.00
		For ships more than 500 GRT, but not more than 5,000 GRT	
		From 8 a.m. to 4 p.m.	\$40.00
		From 4 p.m. to 8 a.m.	\$60.00
		For ships more than 5,000 GRT, but not more than 15,000 GRT	
		From 8 a.m. to 4 p.m.	\$50.00
		From 4 p.m. to 8 a.m.	\$75.00
	<b>Boarding for Entry</b>	For ships not more than 100 GRT	
		From 8 a.m. to 4 p.m.	\$20.00
		From 4 p.m. to 8 a.m.	\$30.00
		For ships more than 100 GRT	
		From 8 a.m. to 4 p.m.	\$50.00
		From 4 p.m. to 8 a.m.	\$100.00
	<b>Clearance of Ships</b>	(i) ships not more than 100 GRT	
		From 8 a.m. to 4 p.m.	\$20.00
		From 4 p.m. to 8 a.m.	\$30.00
		(ii) ships more than 100 GRT	
		From 8 a.m. to 4 p.m.	\$30.00
		From 4 p.m. to 8 a.m.	\$40.00
103 of 1985.	<b>Navigational Aids</b>	Per call per vessel - 75 cents per GRT (with a maximum of \$750.00).	

**SECTION IV****PORT DUES**

**Basis of Charge** Port Dues shall be based on the highest gross registered tonnage of the ship as shown in Lloyd's Register of Shipping. However, the Port Authority reserves the right to admeasure any ship when deemed necessary and use such admeasurement as the basis for Port Dues.

<b>Port Dues</b>	<i>First 48 hrs.</i>	<i>each 24 hrs. thereafter</i>
on ships not more than 100 GRT	\$15	\$10
on ships more than 100 GRT but not more than 500 GRT	20	15
on ships more than 500 GRT but not more than 2,000 GRT	40	20
on ships more than 2,000 GRT but not more than 5,000 GRT	70	45
on ships more than 5,000 GRT but not more than 10,000 GRT	100	50
on ships more than 10,000 GRT but not more than 15,000 GRT	120	60
on ships more than 15,000 GRT but not more than 20,000 GRT	160	100
on ships more than 20,000 GRT	200	120

**Berthage**

1. For the occupancy of any berth at the new port -
  - (i) ships less than 100m. in length per hour  
..... 0.35 cts per metre
  - (ii) ships 100m. to 130m. in length per hour  
..... 0.48 cts per metre
  - (iii) ships greater than 130m. in length per hour  
..... 0.60 cts per metre
  
2. For the occupancy of any wharf, jetty or ramp under the control of the Authority either directly or in tier -
  - (i) during loading or discharging operations  
..... 0.15 cts per metre of length
  - (ii) thereafter - for first twelve hours or part thereof  
..... 0.24 cts per metre of length
  - (iii) for second twelve hours or part thereof  
..... 0.36 cts per metre of length
  - (iv) for subsequent periods of twelve hours or part  
..... 0.15 cts per metre of length

**SECTION V****CARGO DUES****Non-Shipment  
By Water**

Cargo delivered on the port for export and not loaded on a ship berthed at the Port of Belize City or other Ports and subsequently moved inland from the Port shall be subject



to Cargo Dues.

**Trans-Shipments**

Cargo transhipped through the Port of Belize City and other Ports shall be assessed cargo dues on both movements and shall be granted one authorised free time period.

Cargo dues shall be charged on all cargo whether handled by the Port Authority or not and shall be calculated at 40 cubic feet or 2000 lbs. per ton or as freighted on manifest, whichever is applied by the Authority, landed or loaded.

Imports	\$5.64 per ton
Exports	\$2.82 per ton

Provided that the cargo dues on the export of sugar and molasses shall be \$1.41 per ton. 136 of 2000.

**SECTION VI**

**CARGO HANDLING CHARGES**

**Container Flat Rate - Imports**

1. A charge levied on cargo which is shipped in containers, which includes Cargo Dues, Administrative Charge and Heavy Lift Charge, and assessed on the following basis:- 21 of 1992.

Per 20ft or equivalent unit \$550.00  
Per 40ft or equivalent unit \$1000.000

**Administrative Charge**

(a) where Port Authority handles cargo, after release from ship's hook to delivery per ton of 2,000 lbs. or 40 cu. ft. or part thereof ..... \$18.00

(b) where Port Authority can handle the cargo but permits handling by other persons; per ton of 2,000 lbs. or 40 cu. ft. or part thereof ..... \$6.00

**Unbound Cargo (Imports) (including)** The handling charges after release from ship's hook to delivery per ton of 2,000 lbs. or 40 cu. ft. or part thereof ..... \$18.00 per ton

**Outbound Cargo (exports)** The handling charges from place of rest to ship alongside dock per ton of 2,000 lbs. or 40 cu. ft. or part thereof ..... \$7.50 per ton

**Loading and Unloading Charge.** The handling charge from tailgate into vehicle or from vehicle to place of rest per ton of 2,000 lbs, or 40 cu. ft. or part thereof ..... \$3.00 per ton

21 of 1992.

**Extra Charge for Heavy Lift Movements.** Heavy Lifts acceptable to the Port Authority will be assessed additional terminal handling charges on the following basis:

Per ton weight or part thereof - \$6.00

**Empty Containers** The following Handling and storage charges are applicable to 20' containers:

any *Single* handling of an empty container which may be required ..... \$10.00 per unit

Storage of empty ..... \$5.00 per unit per containers ..... week or part thereof.

*Note:* Handling and storage charges assessed against an empty container are payable by the Agent.

**Sorting** Ordinary sorting to shipping marks and numbers is included in the handling charge on imports but if additional sorting is required by the consignee or his agents to any subsidiary mark or marks or to size the latter meaning each of the three dimensions, the following additional charges shall apply:

- (i) For sorting to any mark or size  
..... \$2.00 per ton
- (ii) For each additional sorting carried out concurrently with (i) above ..... \$1.50 per ton.

*Note:* For the purpose of this section shipping marks and numbers shall mean distinctive marks and numbers common to the whole consignment under which the goods are shipped and delivered. Subsidiary marks and numbers shall mean those which are mixed with other consignments not common to the one consignment.

**Coopering** Any additional labour necessary to effect the handling of damaged goods and commodities or to repair containers found other than in good condition on arrival will be charged additionally for the account of the owner or of the carrier on a cost plus basis.

**Damaged Goods** Goods and commodities arriving in apparently damaged condition shall be kept quite separate from sound cargo and delivered to the damaged goods locker which is to be considered as the place of rest for damaged cargo if not otherwise instructed.

**Goods not under Cover** Goods and commodities held in open areas are at owner's risk on account of loss and damage caused by weather, deterioration or any other cause.

**Requirements of Documents**

To expedite prompt handling of goods through the terminal areas, the following documents will be required (must be originals or certified facsimiles):

*Inbound Cargo*

Four legible copies of ship’s manifest (required at least two clear days prior to arrival of ship).

One copy of shipping company release (delivery order) for ships trading Inter-Caribbean manifest upon arrival of the ship.

*Outbound Cargo*

One copy of loading list (required twenty-four hours prior to ship’s loading).

One copy Customs Report Outwards three legible copies of ship’s manifest (required within two days after departure of ship).

**Weight/ Measurement Adjustment**

Goods and commodities declared as carried and manifested on a weight basis may, at the discretion of the Authority, be measured and if applicable be subject to Terminal charges on a measurement basis.

**SECTION VII**

**EXCESS STORAGE CHARGES**

41 of 1990.

**Free Time Allowance**

The free time allowed for assembling outbound cargo and for removing inbound cargo from the port, excluding Saturdays, Sundays and statutory holidays shall be -

Cargo imported for Belize consumption .....7 days

Cargo imported for re-export or Transhipment ..... 7 days

**Computation of Free Time**

The free time allowed for assembling outbound cargo shall commence at 8.00 a.m. of the day following placement of the cargo on the port.

The free time allowed for removing inbound cargo shall commence at 8.00 a.m. of the day following the day the ship completes discharging.

**Excess Storage (Open or shedded Storage)**

All cargo remaining on the port after the free time period shall thereafter be assessed an excess storage charge as follows:

- 1. For each day or part thereof of the first seven days per ton or fraction thereof ..... \$2.00
- 2. For the next succeeding seven days or part thereof, per ton or fraction thereof ..... \$3.00
- 3. For the next succeeding seven days or part thereof, per ton or fraction thereof ..... \$5.00
- 4. For every succeeding seven days or part thereof, per ton or fraction thereof ..... \$7.00

**Re-Export and Transhipment Cargo**

- 1. For the first seven days or part thereof, per ton or fraction thereof ..... \$2.50
- 2. Thereafter up to twenty-one days-for each seven days or part thereof, per ton or fraction thereof .....\$5.00
- 3. Thereafter - for each seven days or part thereof, per

ton or fraction thereof ..... \$7.50

The minimum invoice for excess storage charges shall be  
..... \$2.00

**Non-Shipment  
by Water**

Cargo delivered at the Port for export and not loaded on a ship berthed at the Port of Belize City or other ports and then moved inland from the Port is subject to excess storage charges with no free time allowance commencing with the date of arrival at the Port.

**SECTION VIII**

**MISCELLANEOUS CHARGES**

**Annual Permit  
Fees  
(Licensing)**

The following annual permit fees are applicable to the following business categories for the privilege of conducting their operations on the Ports of Belize City and Commerce Bight:

Ship's Agents ..... \$250.00

Stevedoring Firms ..... \$300.00

Laundry and/or Dry Cleaning, per firm ..... \$50.00

Ship Chandlers ..... \$100.00

Fuelling of Vessels by truck per firm ..... \$50.00

Freight Forwarders and Custom Brokers ..... \$50.00

Sightseeing Buses, per vehicle ..... \$50.00

Distribution of Merchandise for sale not otherwise listed ..... \$10.00

Owners of Equipment (Cranes and Heavy vehicles) ..... \$1,000.00

Taxi Cabs-Permit fee, per cab ..... \$12.00

Other business categories will be covered by special arrangement.

The above permit fees will be applied on a calendar year basis. Firms commencing business after 30th June of any calendar year will pay one-half of the schedules yearly fee.

**Container Handling**

A charge levied on owner/operator of any crane or other heavy equipment for the handling of containers on the port facilities.  
\$3.50 per 20' or equivalent unit.

103 of 1985.

**SECTION IX**

**GENERAL PROVISIONS**

**Normal Working hours of Port Authority**

The rates provided in this tariff shall apply only to services performed in normal working hours between 8.00 a.m. and 12.00 noon and 1.00 p.m. and 4.00 p.m. Mondays to Fridays inclusive and Saturday 8.00 a.m. to 12.00 noon. Special arrangements are required outside of the above hours for Saturday afternoon, Sundays or statutory holidays.

<b>Overtime Payment By Ship's Owner or Agent</b>	For any work after normal working hours, the Authority will pay the basic rate for labour and the additional rate of overtime will be to ship's owner or Agent's account.
<b>Unitised Loads</b>	All general cargo will be handled by the Port Authority on pallets.  <i>(a)</i> Imports - All general cargo shall be assembled on pallets in ship's hold.  <i>(b)</i> Exports-All general cargo shall be received by the Port Authority on pallets.
<b>Standby and Stoppage Time</b>	Standby and stoppage Time shall be borne by the Agent of that Ship.
<b>Perishable Goods</b>	Will be removed by the Authority and sold after ten days of landing.



**APPENDIX I.**

**BELIZE PORT AUTHORITY**

**NOTICE OF ARRIVAL OF SHIP AND  
APPLICATION FOR A BERTH**

To Ports Commissioner:

I hereby give notice that

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

Last port of call ..... E. T. A. ....

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

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

Manifest W/T ..... C/T ..... No. of mail bags .....

Description of Cargo .....

.....

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

Request Permission to berth/anchor at .....

on ..... 20..... for the purpose of discharging/loading and/or disembarking/embarking passengers.

.....

I hereby declare and certify as follows:

The ship is not/is carrying dangerous goods and/or explosives other than/as that described below.

### Description of Dangerous Cargo

<i>Kind</i>	<i>Flash Point</i>	<i>Weight/Gals.</i>	<i>Where Stored</i>	<i>Remarks</i>

.....  
*Master/Agent*

.....  
*Date.*

\_\_\_\_\_

APPENDIX II

**BELIZE PORT AUTHORITY**

**REQUISITION FOR PORT SERVICES**

To Ports Commissioner:

Please provide the following for the S/S Sch, M/V .....

due to arrive on .....

- (i) Berth or Anchorage
- (ii) In and Out Pilot
- (iii) Mooring Gangs
- (iv) Mooring Launch
- (v) Port Labour (*Overtime*)
- (vi) Crane to Lift        tons
- (vii) Forklifts on Board
- (viii) Other Port Equipment as follows:

.....  
 .....  
 .....

*Delete those services not required.*

I/We undertake to meet promptly the charges raised for these services together with any Overtime incurred and further to pay for any/all damage(s) caused to any equipment on hire from the Belize Port Authority.

The cash deposit in the sum of ..... dollars and ..... cents is herein forwarded as deposit.

.....  
*Master/Agent.*

.....  
to be completed by the Authority.

The following arrangements have been made for the supply of service required:

<b>CASH DEPOSIT</b>	(a)	per ton unloaded
<b>TOTAL</b>	(b)	per ton loaded

.....  
*Ports Commissioner*

.....  
*Date.*

**APPENDIX III**

**BELIZE PORT AUTHORITY**

**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 discharged, B/L tons ..... Cu. Ft. ....
- 10. No. of Mail Bags .....
- 11. Cargo loaded, B/L Tons ..... Cu. Ft. ....
- 12. Date and Time Sailed .....
- .....
- 13. Draft Forward ..... AFT. ....
- 14. Remarks .....
- .....
- .....

.....  
*Owner/Agent.*

\_\_\_\_\_

**CHAPTER 233**

**BELIZE PORT AUTHORITY REGULATIONS**

**ARRANGEMENT OF REGULATIONS**

1. Title.
2. Definitions.
3. Interpretation.
4. Anchorage or obstruction in turning basins and channels.
5. Unauthorised movements of ships.
6. Lights at night.
7. Ships to give way and exhibit prescribed lights.
8. Approaches to docks, ships ladders and gangways to be kept clear.
9. Sunken objects in port to be reported.
10. Pollution of air and water.
11. Power Boats.
12. Duty of owners.
13. Change of berth.
14. Unauthorised berthing.
15. Emergencies.
16. Loitering on Port Property.
17. Signs.
18. Smoking.
19. Vehicles.
20. Wharf obstruction.
21. Ship's moorings etc.
22. Watch to be kept on board.
23. Ships to be in readiness to move.
24. Displaced mooring to be reported.
25. Condition under which ship has priority.
26. Customs, Immigration and Health formalities.
27. Ships loading or discharging.

28. Ships to be worked with reasonable dispatch.
29. Ships gear repairs etc.
30. Inspection.
31. Sanitary arrangements in Port.
32. Fire on ships.
33. Fire fighting operations.
34. Boarding or leaving ships.
35. Ship Passes.
36. Labourers and visitors to wear identification.
37. No liquor to be carried through port gates.
38. Dogs and cats aboard ships.
39. Dangerous driving.
40. Behaviour of motorists.
41. Traffic signals.
42. Explosives, inflammables and other.



**CHAPTER 233****BELIZE PORT AUTHORITY REGULATIONS**

32 of 1980.

*(Section 74)**[26th April, 1980.]*

1. These Regulations may be cited as the

Title.

**PORT AUTHORITY REGULATIONS.**

2. The definitions set out in the Port Authority (Tariff) Regulations shall apply to any term contained in these Regulations and not defined in Regulation 3 hereof.

26 of 1980.

3. The term “power boat” includes boats capable of developing speeds in excess of ten knots and in particular vessels propelled by outboard, inboard-outboard or inboard engines intended for speeds in excess of ten knots.

Interpretation.

4. It shall be unlawful for any person whether as principal, servant, agent, employee, or otherwise to anchor any ship or other watercraft of any kind in any of the fairways or channels in the Port of Belize City and Commerce Bight or to otherwise obstruct navigation in the Ports. Any ship contravening this Regulation shall in addition to any penalty be liable to be removed at the ship’s risk and expense.

Anchorage or obstruction in turning basins and channels.

5. No unauthorised ship shall be navigated within a quarter mile distance of the Pier of the Belize City Port. Any ship contravening this Regulation shall be guilty of an offence.

Unauthorised movements of ships.

6. All ships or other watercraft, while anchored, moored or manoeuvring in the territorial waters of Belize shall between the hours of sunset and sunrise show prescribed lights.

Lights at night.

- Ships to give way and exhibit prescribed lights. 7. Ships within the limits of a port shall make way for ships under way and shall between the hours of sunset and sunrise exhibit the lights prescribed for their class by collision regulations.
- Approaches to docks, ships ladders and gangways to be kept clear. 8. Free passage shall be kept to landing places, wharves and mooring, and ships shall move when required to clear such passage. Ships' accommodation ladders and gangways shall be kept in good condition and clear of obstruction.
- Sunken objects in Port to be reported. 9. Any person responsible for the sinking of any object in a Port shall report the matter immediately to the Ports Commissioner.
- Pollution of air and water. 10. (1) It shall be unlawful for any person to deposit, place or discharge into the territorial waters of Belize, any ballast, dunnage, sanitary sewage, butcher's offal, garbage, dead animals, gaseous liquids or solid matter, oil, gasoline, residium of gas, calcium, carbide, trade waste, tar or refuse, or any other matter which is capable of producing floating matter or scum on the surface of the water, sediment or obstruction on the bottom of the ocean bed, or odors of gases of putrefaction.
- (2) All ships and all persons using port facilities shall take every precaution to avoid pollution of the air.
- Power Boats. 11. Any person who within a quarter mile of a port facility proceeds at a speed exceeding five knots or endangers other ships or structures or causes wake damage shall be guilty of an offence.
- Duty of owners. 12. (1) It is the duty of every person having control of a power boat within territorial waters-
- (a) so to navigate such boat as to avoid collision with or injury to any ship or person present in, on or under the water in the area occupied by or disturbed by the said boat or the

wash or wake thereof; or

- (b) to navigate such boat with due care and consideration for other persons having regard to the prevailing conditions and the reasonable likelihood of other persons being present in or coming into the area occupied by such boat and the wash and wake thereof, as the case may be.

(2) No person under the age of fifteen years shall have control or navigate a power boat save under the supervision of a person over that age.

(3) Every person in control of a power boat within the limits of any Harbour shall when so instructed by the Ports Commissioner-

- (a) heave to; and
- (b) bring his boat alongside any place indicated by the Ports Commissioner and otherwise comply with any navigational orders issued to him by the Ports Commissioner.

(4) When any dispute arises as to who is in control of a boat every person present therein shall be deemed to be in control until he proves the contrary.

13. (1) Every ship or other water-craft, shall at all times, have on board a person in charge with authority to take such action in any emergency as may be necessary to facilitate common navigation or commerce, or for the protection of other ships or property. The Ports Commissioner shall have authority to order and enforce the removal or change of berth or location of any ship or other water-craft at its own expense, to such place as he may direct, for the purpose of facilitating navigation or commerce, or for the protection of other ships or property and it shall be unlawful for the master, owner or agent of such ship to fail, neglect or refuse to obey such order. Change of berth.

(2) If there is no responsible person available, or if the person in charge refuses to shift the ship as directed, the Ports Commissioner shall cause the ship to be shifted at the risk and expense of the owner.

Unauthorised  
berthing.

14. (1) No person shall berth a ship other than at a designated berth and a ship berthed at a designated berth shall not be shifted without the prior approval of the Ports Commissioner.

(2) Any ship berthed or shifted in contravention of paragraph (1) shall be subject to removal to a proper berth by the Ports Commissioner without notice to the owners and at the owner's expense.

Emergencies.

15. Anyone on the port property at any time becoming aware of an emergency situation of any nature should notify an authorised officer by the fastest means, while taking such immediate action as may be appropriate.

Loitering on Port  
Property.

16. (1) It shall be unlawful for any person to loiter upon the premises of the Authority.

(2) It shall be unlawful for unauthorised persons to enter cargo movement or handling areas.

Signs.

17. Painting signs on structures belonging to the Authority is prohibited without prior approval. Signs to be created on the port shall be furnished by the port users and erected or placed by the user after the Ports Commission shall have approved the design, material and size of said signs.

Smoking.

18. It shall be unlawful for any person to smoke or to light any match or to have any naked flame upon or in any facilities where smoking is prohibited by the port.

Vehicles.

19. (1) It shall be unlawful to park any motor vehicle in a restricted area

or to park a motor vehicle, trailer or any other vehicle in loading zones for any longer period than is necessary to load or discharge cargo or passengers.

(2) All vehicles entering port premises, not engaged in the transportation of cargo, shall park in the areas designated by the Authority.

20. (1) Stevedore's tools, appliances, equipment, vehicles or any other materials or objects which are not part of the cargo shall not be permitted to remain on the wharves or in the transit sheds, except at the discretion of the Ports Commissioner.

Wharf  
obstruction.

(2) Cargo or gear shall not be stored on the aprons, in driveways, roadways, or any other locations that would hamper normal port operations without approval of the Authority. If not removed when so ordered, it shall be subject to removal by the Authority at the agent's expense.

21. (1) Ships within a port shall have sufficient hands on board to attend to their moorings, and to cause them to be slackened or heave in as necessary. No rope shall be made fast except to dolphins, buoys, moorings and bollards placed for that purpose, and no wire rope may be used unless the bollards and the edge of the coping of the wharf are protected from chafes to the satisfaction of the Ports Commissioner. Chain cables may not be used for mooring alongside a wharf.

Ship's moorings  
etc.

(2) Ships shall anchor, moor, and berth to the satisfaction of the Ports Commissioner, and shall take such additional precautions in severe weather as may be ordered.

(3) Ships alongside wharfs shall affix efficient rat guards on every line and wire connected to or reaching shore if so ordered by the Ports Commissioner.

22. A watch shall be constantly kept by day and night upon the open deck of every ship in port.

Watch to be kept  
on board.

- Ships to be in readiness to move. 23. (1) Ships shall at all times be kept in a fit condition to be moved and in default the work may be performed by the Authority at the ship's risk and expense.
- (2) Ships entering, leaving or shifting berth within a port shall be provided with sufficient hands for the purpose and shall have on board good and sufficient warps, and no warp may be cast off unless so authorised by the Ports Commissioner.
- Displaced mooring to be reported. 24. If any mooring or marker buoy is dragged from its position or damaged by any ship, the fact shall be reported immediately to the Ports Commissioner and the cost of repairing or replacing the said mooring or marker shall be paid for by such ship.
- Condition under which ship has priority. 25. Ships arriving at a port with intentions of discharging cargo shall have priority to berth in order of their time of arrival, but if a ship proceeds to another port and commences discharging priority shall be given to the next ship arriving. Nevertheless, the Ports Commissioner may give priority to later ships in an emergency or in order to save perishable cargo.
- Customs, Immigration and Health formalities. 26. Until Customs, Immigration and Health formalities have been completed no unauthorised person may board or leave an arriving ship.
- Ships loading or discharging. 27. Ships loading or discharging loose cargo on pallets shall cause a cargo to be placed in such manner as to prevent any such cargo from falling into the waters of the Port, and any cargo or ship's gear dropped overboard shall at once be reported by the person in charge of the ship to the Ports Commissioner and shall be recovered by such persons if it is reasonably possible for him so to do. Failing this, it may be recovered by the Ports Commissioner at the risk and expense of the owners of such ship.
- Ships to be worked with reasonable dispatch. 28. (1) If a ship fails to take in or discharge its cargo with such dispatch as appears reasonable to the Ports Commissioner, such ship shall after notice

has been given to that effect to the master lose its turn and be removed from the wharf by the Ports Commissioner at the risk and expense of the ship.

(2) The Ports Commissioner may, in the event of excessive accumulation of goods upon a wharf require any ship to reduce or suspend the discharge of cargo.

29. No ship's gear, dunnage, cattle fittings or the like shall be placed on any wharf without the Ports Commissioner's permission. Ships gear repairs etc.

30. (1) Ships in port are subject to inspection by the Ports Commissioner at any time, which inspection may extend to every part thereof including cargo gear. Inspection.

(2) Such ship may be required to produce a valid cargo gear certificate issued from a source recognised by the Authority.

(3) Ropes, slings and wires in general use for hoisting or lowering shall be inspected once in every three months and where explosives are being handled, all machinery and attachments, including ropes, slings, nets and wire cables shall be inspected immediately prior to use.

31. When required by the Ports Commissioner a ship's water closets and latrines shall be closed during such period as the ship is in port. All closets and latrines shall have splash boards or similar device so as to prevent fouling the wharf or any other ship. Sanitary arrangements in Port.

32. (1) In the event of a fire occurring on board a ship in Port, the master or watch shall at once give the alarm and take such action towards the protection of property as the Ports Commissioner may direct. Fire on ships.

(2) Ships shall in the event of a fire on board hoist "N. Q." of the International Code and at the same time sound one long and three short blasts

in quick succession on the whistle. The signal “N. Q.” shall be kept hoisted until the fire on board has been extinguished.

Fire fighting operations.

33. Persons on port areas shall comply with the instructions of constables and other authorised persons in the event of an outbreak of fire, and shall not obstruct or interfere with fire fighting operations.

Boarding or leaving ships.

34. Whoever, except with the permission of the Ports Commissioner, boards or leaves a ship while such ship is in motion or otherwise than by means of a gangway or efficient pilot ladder is guilty of an offence.

Ship Passes.

35. Ships will be provided with sufficient passes by the Ports Commissioner for crew members. No crew member will be permitted to leave or enter a port area without a pass; such passes must be returned to the Ports Commissioner one hour before sailing time posted on board such ship in order to ensure that all crew members are on board.

Labourers and visitors to wear identification.

36. (1) The Ports Commissioner may require labourers and visitors within a port to wear identification discs.

(2) Labourers and visitors shall collect identification discs at the Authority’s Office and shall enter or leave the port area through the port gate provided for the purpose and while on port premises are subject to the Ports Commissioner’s lawful orders. The Ports Commissioner may, if he so desires, have all persons and vehicles checked before entering and leaving port areas.

No liquor to be carried through port gates.

37. No persons shall supply or convey or deliver any intoxicating liquor to any crew member or to any other person on board any ship in port unless-

- (a) purchased with the consent of the master of the ship, from a person licensed to sell the same;
- (b) such liquor is delivered in bond and checked and sealed



by Customs, the said seal not to be broken while the ship is within the Port limits.

38. Dogs and cats are not permitted to land from ships without a certificate from a Veterinarian at the last port of call and port of origin (if different) and a permit from a Government Veterinary Officer showing that the said animal is free from disease. Dogs and cats aboard ships.
39. Whoever drives a mechanically propelled vehicle within a port area so as to cause danger to any person or property is guilty of an offence. Dangerous driving.
40. Drivers and persons in charge of mechanically propelled vehicles shall at all times while entering or leaving a port area conduct themselves in an orderly manner and comply with such orders as may from time to time be issued by the Ports, Commissioner and with the terms of any notices and signs exhibited by order of the Authority. Behaviour of motorists.
41. Whoever in a port area disregards a traffic signal or fails to stop when called upon to do so by a constable or other authorized person is guilty of an offence. Traffic signals.
42. Explosives, inflammables and other hazardous commodities or materials shall not be handed over or received on the wharfs or other facilities of the Port Authority until and unless approval is obtained from the Commissioner of Police. Explosives, inflammables and other.

**CHAPTER 233****BELIZE PORT AUTHORITY (DESIGNATED BERTH)  
REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Interpretation.
3. Designated Berth.
4. Applications to be made in advance.
5. Assignment of berth.
6. Motor vehicles to be assigned designated parking places.
7. Vessels to bear permanent name or number.
8. Berthage dues.
9. Loading and unloading of cargo.
10. Goods left at designated berth.
11. Recovery of seized goods procedure.
12. Removal of goods in public interest.
13. Removal of refuse.
14. Vessels not loading or unloading.
15. Monies payable.

**CHAPTER 233**

**BELIZE PORT AUTHORITY**  
**(DESIGNATED BERTH) REGULATIONS**

141 of 1996.

[26<sup>th</sup> October, 1996.]

1. These Regulations may be cited as the

Short Title.

**BELIZE PORT AUTHORITY**  
**(DESIGNATED BERTH) REGULATIONS.**

2. In these Regulations, unless the context otherwise requires: -

Interpretation.

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

“Authority” means the Belize Ports Authority;

“berthage charges” means the charges applicable for vessels moored alongside the designated berth as stipulated in the Port Authority (Tariff) Regulations;

Sub. Leg. 1991  
Edn. Vol. IV  
CAP. 189, p23.

“day” means a period of twelve consecutive hours from the time the vessel arrives alongside the berth;

“designated berth” means the low berthage facility area immediately at the foot of the Belize Port Authority’s main pier, extending approximately 150 meters therefrom to the east, in the direction of the Esso Bulk Storage facilities;

“motor vehicle” has the meaning assigned to it in section 2 of the Motor Vehicles and Road Traffic Act.

CAP. 230.

- Designated Berth. 3. All vessels engaging in loading or unloading operations relating to the carriage of goods between Belize City, the cayes and points along the coast and vice versa shall do so at the designated berth.
- Applications to be made advance. 4. The owner, master, or agent of any vessel desiring to be assigned a berth at the designated berth shall as far as reasonably possible but not later than 12 hours in advance of the arrival of the vessel, make application to the Ports Commissioner in writing.
- Assignment of berth. 5. (1) The Ports Commissioner or Port Manager shall assign a berth upon receipt of an application referred to in Regulation 4 above.
- (2) No vessel shall anchor or make fast alongside the designated berth without the consent of the Ports Commissioner or Port Manager.
- (3) A berth assignment made under subregulation (1) above shall be strictly adhered to at all times, unless further directions, variations, or orders relating thereto are given by the Ports Commissioner or Port Manager.
- (4) A vessel anchored or made fast alongside the designated berth may at any time be moved therefrom at the request of the Ports Commissioner or Port Manager.
- (5) Where a request of the Ports Commissioner or Port Manager is not complied with by the master, owner or agent of the vessel concerned within the time stipulated in such request, the Ports Commissioner or Port Manager may cause such vessel to be moved at the expense and risk of the master, owner or agent.
- Motor Vehicles to be assigned designated parking places. 6. (1) Motor vehicles engaged in the delivery or removal of cargo to and from the designated berth shall be assigned a parking place by an authorized officer.

(2) Any person in charge of a motor vehicle referred to in subregulation (1) above shall move that vehicle when requested to do so by the authorized officer, and if that person refuses to comply with the request of the authorized officer:-

- (a) he shall be guilty of an offence and liable to a fine of two hundred dollars and;
- (b) such vehicle may be moved by the authorized officer at the risk and expense of the person concerned.

7. (1) Every vessel coming alongside the designated berth shall bear in a conspicuous place on the outside of its hull a distinctive and permanent name or number.

Vessels to bear permanent name or number.

(2) The master, owner or agent of a vessel which comes alongside the designated berth and is not marked as provided in subregulation (1) above shall be guilty of an offence and liable on summary conviction to a fine of not less than two hundred dollars.

8. (1) There shall be paid berthage charges in respect of any vessel anchored or made fast alongside the designated berth.

Berthage dues.

(2) The berthage charges payable under the provisions of these Regulations shall be paid or secured to the satisfaction of the Ports Commissioner or Port Manager before a vessel is moved from alongside the designated berth.

(3) Any person moving, or attempting to move, a vessel in contravention of subregulation (2) above commits an offence and is liable on summary conviction to a fine equal to three times the unpaid berthage charges. The fine shall be credited to the account of the Authority.

9. The cargo of vessels at the designated berth shall be loaded or unloaded with such dispatch as appears reasonable to the Ports Commissioner or the

Loading and unloading of cargo.

Port Manager. If such vessel fails to load or unload its cargo with such dispatch, and after notice has been given to that effect to the master, such vessel shall lose its turn and shall be removed from the berth by the Ports Commissioner or the Port Manager at the risk and expense of the master, owner or agent.

Goods left at designated berth.

10. (1) No goods shall be left at the designated berth for a period exceeding twelve consecutive hours without the written permission of the Ports Commissioner or Port Manager.

(2) Any goods left at the designated berth contrary to subregulation (1) above may be seized, and unless claimed by the owner within 14 days of such seizure, may be sold by the Ports Commissioner or Port Manager by public auction.

(3) Where goods have been sold by public auction in accordance with subregulation (2) above, the Ports Commissioner or the Port Manager shall apply the proceeds of such sale firstly towards meeting the cost of the public auction and any monies owed to the Belize Ports Authority, and then pay the remainder, if any, to the owner thereof.

Recovery of seized goods-procedure.

11. (1) All goods left at the designated berth shall be at the sole risk of the owner or carrier of such goods.

Sub. Leg. 1991 Edn.  
Vol. IV CAP. 189  
p. 23

(2) Where goods have been seized in accordance with Regulations 10 above, and the owner claims such goods within the period of 14 days before the public auction as provided in that Regulation, such owner shall be liable to pay to the Authority the same rent as would be payable if the goods were lodged in the Port Warehouse under the Port Authority (Tariff) Regulations.

Sub. Leg. 1991 Edn.  
Vol. IV CAP. 189  
p. 23

(3) There shall be paid by the owner or carrier of goods left at the designated berth for more than twelve hours after they have been landed thereat the same rent as would be payable if the goods were lodged in the Port

Warehouse under the Port Authority (Tariff) Regulations.

(4) Any rent due under subregulations (2) and (3) above shall be paid by the owner or carrier upon demand by the Ports Commissioner or Port Manager.

(5) Where a demand for payment of any rent payable under subregulation (2) or (3) above has been made by the Ports Commissioner or Port Manager and the owner of such goods fails to pay such rent within 14 days from the demand, the Ports Commissioner or Port Manager may, after 14 days from such demand, sell the goods by public auction and apply the proceeds of such sale in the manner provided by Regulation 10(3) above.

12. Whenever it appears necessary in the public interest that any goods should be removed from the designated berth, the Ports Commissioner or the Port Manager may order the owner or person in charge of such goods to remove them from the designated berth within a specified time and, if such goods are not removed within the specified time, it shall be lawful for the Ports Commissioner or Port Manager to cause such goods to be removed at the risk and expense of the owner or person in charge. In addition, the owner or person in charge of such goods shall be guilty of an offence and liable on summary conviction to a fine not exceeding five hundred dollars.

Removal of goods  
in public interest.

13. (1) Upon completion of the loading or unloading of its cargo, the master of every vessel shall ensure that all dunnage or other refuse caused thereby shall be removed from the designated berth.

Removal of refuse.

(2) The master of any vessel who fails to comply with the provisions of subregulation (1) above commits an offence and shall be liable on summary conviction –

(a) to the cost of the removal of the dunnage and other refuse;  
and

(b) to a fine of three hundred dollars. The fine shall be credited to the account of the Authority.

Vessels not loading or unloading. 14. Any vessel not engaged in loading or unloading operations at the designated berth shall not be moored at the berth, and shall be moored or anchored at a safe anchorage in the harbour.

Monies payable. 15. All monies payable under these Regulations (including fines) shall be paid in Belize City to the account of the Belize Port Authority.

**MADE** by the Belize Port Authority this 11<sup>th</sup> day of October, 1996.

.....  
**(W. H. LONGSWORTH)**  
*Chairman*  
*Belize Port Authority*

**APPROVED** by the Minister of Energy, Science, Technology and Transportation this 15th day of October, 1996.

.....  
**(JOSEPH CAYETANO)**  
*Minister of Energy, Science, Technology*  
*& Transportation*



**CHAPTER 233**

**BELIZE PORT AUTHORITY (APPOINTED DAY) ORDER**

**ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Appointed day.

**CHAPTER 233**

57 of 2002.

**BELIZE PORT AUTHORITY (APPOINTED DAY) ORDER**

*[27th April, 2002.]*

Short title.

1. This Order may be cited as the

**BELIZE PORT AUTHORITY (APPOINTED DAY) ORDER.**

Appointed day.

2. In exercise of the powers conferred upon me by section 102(l) of the Belize Port Authority Act (as amended), and all other powers thereunto me enabling, **I, HENRY CANTON**, Minister responsible for Ports, do hereby appoint the 18<sup>th</sup> January, 2002, as the “appointed day” on which Part XIII of the said Act shall come into force.

CAP. 233  
Act 37 of 2001.

**MADE** by the Minister responsible for Ports, this 17<sup>th</sup> day of January, 2002.

.....  
**(DR.) (HENRY CANTON)**  
*Minister of Works,  
Transport and Communications,  
Minister responsible for Ports*

**CHAPTER 233**

**BELIZE PORT AUTHORITY (NOMINATED COMPANY) ORDER**

**ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Nominated Company.

**CHAPTER 233**

58 of 2002.

**BELIZE PORT AUTHORITY (NOMINATED COMPANY)  
ORDER***[27th April, 2002.]*

Short title.

1. This Order may be cited as the

**BELIZE PORT AUTHORITY (NOMINATED COMPANY)  
ORDER.**Nominated  
Company.

2. In exercise of the powers conferred upon me by section 102(l) of the Belize Port Authority Act (as amended), and all other powers thereunto me enabling, **I, HENRY CANTON**, Minister responsible for Ports, do hereby nominate the **PORT OF BELIZE LIMITED**, a public limited liability company registered under the Companies Act, as the “nominated company” to take over the operational and management functions of the Belize Port Authority in respect of a privatised port.

CAP. 233  
Act 37 of 2001.  
CAP. 250

**MADE** by the Minister responsible for Ports, this 18<sup>th</sup> day of January, 2002.

.....  
**(DR.) (HENRY CANTON)**  
*Minister of Works,  
 Transport and Communications,  
 Minister responsible for Ports*

**CHAPTER 233**

**BELIZE PORT AUTHORITY (VESTING DAY) ORDER**

**ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Vesting day.
3. Transfer of assets and liabilities of the Authority to the nominated Company.
4. Compensation.

**SCHEDULE**

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**CHAPTER 233**

59 of 2002.

**BELIZE PORT AUTHORITY (VESTING DAY) ORDER***[27th April, 2002.]*

Short title.

1. This Order may be cited as the

**BELIZE PORT AUTHORITY (VESTING DAY) ORDER.**

Vesting day.

2. In exercise of the powers conferred upon me by section 102(l) of the Belize Port Authority Act (as amended), and all other powers thereunto me enabling, **I, SAID W. MUSA**, Minister responsible for Finance, do hereby appoint the 18<sup>th</sup> January, 2002, as the “vesting day” for the purposes of the said Act.

CAP. 233.  
Act 37 of 2001.Transfer of assets  
and liabilities of the  
Authority to the  
nominated company.  
Schedule.

3. As from the vesting day, the assets and liabilities of the Belize Port Authority as set out in the Schedule hereto shall be transferred to and vest in the Port of Belize Limited, the nominated Company.

Compensation.

4. The compensation to be paid by the nominated Company for the transfer of property pursuant to paragraph 3 above shall be the issue to the Government of Belize 26,666,667 fully paid up shares of BZ \$1.50 each in the capital stock of the nominated Company.

**MADE** by the Minister responsible for Finance, this 17<sup>th</sup> day of January, 2002.

.....  
(SAID W. MUSA)  
*Minister of Finance*

**SCHEDULE****(Paragraph 3)****Notes****ASSETS**

Property and equipment	
Leasehold property - Commerce Bight	1

**Total non-current assets**

Cash and Bank	
Investments	2
Inventories	3
Accounts receivable and prepayments	4
Total current assets	

**Total assets****EQUITY AND LIABILITIES**

Advance by Government of Belize	
Contributed capital	
Capital reserve	
Unappropriated retained earnings	
Appropriated retained earnings	

**Total equity**

Long-term debt	5
----------------	---

**Total non-current liabilities**

Accounts payable and accruals	6
Customer deposits	
Long-term debt current portion	5

**Total current and liabilities****Total equity and liabilities**

**Note 1 – Property and Equipment*****ITEM*****BELIZE CITY PORT BUILDINGS**

BELIZE CITY PORT OFFICE  
WAREHOUSE #1  
BLDG LOW LEVEL BERTH  
SECURITY BOOTH  
GENERATOR HOUSE  
MECH. WORKSHOP & GARAGE #1  
MECH. WORKSHOP & SHED #2  
MECH. GARAGE #3  
PILOT BUILDING  
OPERATIONS & SECURITY SHED  
OFFICE - WAREHOUSE #1  
CONCRETE VAT  
SECURITY OFFICER TOILET  
RAMP SHED #1  
SECURITY BOOTHS  
FUEL STORAGE FACILITY  
SHED EXTENSION OFFICE  
CONCRETE BUILDING PIERHEAD  
***TOTAL BUILDINGS***

**LIGHTING**

LIGHTING - PORT COMPOUND  
PIER  
LOW-BERTHAGE  
REEFER OUTLETS  
***TOTAL LIGHTING***



**PIER**

BELIZE CITY PORT-PIER  
PROTECTIVE PILES  
WOODEN PIER  
LOW BERTH FACILITY  
***TOTAL PIER***

**FENCING**

BELIZE CITY PORT

**VEHICLES**

GOLF CART [1]  
1 GOLF CART  
TOTAL VEHICLES

**Note 1 - Property and Equipment (cont'd)**

**BELIZE CITY PORT EQUIPMENT**

MANITOWOC CRANE  
1 DOCK TRACTOR (OTTOWA)  
1 FORKLIFT HYSTER (CONT. HLDG)  
2 DOCK TRACTOR (OTTOWA)  
4 FORKLIFT HYSTER (BUTANE)  
1 DOCK TRACTOR (OTTOWA)  
1 LOWBED TRAILER (20')  
5 TRAILER 40' COMBINATION  
1 FORKLIFT HYSTER (BUTANE)  
1 LOW-BOY TRAILER (34 TONS)  
2 HIGHBED TRAILER (20')

1 CONTAINER STACKER  
2 FLAT BED TRAILER 40'  
2 FIRE EXTINGUISHERS  
2 FLAT BED TRAILER 40'  
FUEL TANK  
TRAILER CAMPER.  
FIRE HYDRANTS (3)  
GANGWAY  
BICYCLE RACK  
LINCOLN ARC WELDER  
AIR COMPRESSOR  
1 SPREADER (40')  
1 SPREADER (20')  
1 GENERATOR HOUSE SHED #1  
1 GENERATOR (CATERPILLAR)  
EXCELL PRESSURE WASHERS  
4 NYLON SLINGS  
3 PALLET JACKS  
1TRIMMER POULAN 185R  
1HYSTER  
1 SUPER HAWK FUMIGATOR  
1 MOTOROLA G1225-50 W REPEATER  
1-13 HP PRESSURE WASHER (HONDA)  
WEATHER RADAR EQUIPMENT  
1 HONDA GENERATOR WELDER  
2 FORKLIFTS  
***TOTAL BELIZE CITY PORT EQUIPMENT***

***RADIO EQUIPMENT BELIZE CITY PORT***

***FURNITURE & EQUIPMENT***

***COMPUTER PROGRAMME***

***FREEHOLD LAND***

***TOTAL FIXED ASSETS BELIZE PORT***

**Note 2 - Investments**

**Time Deposits**

Bank of Nova Scotia

Belize Bank Ltd.

**Note 3 - Inventories**

Spares and accessories

Stationary and supplies

Stores

Fuel, Lubricants

Less: provision

**Note 4 - Accounts receivable and prepayments**

Trade receivables

Trade receivables

Advance to Employees

Hurricane relief advance

Prepaid insurance

Interest receivable

Less: provision

**Cash and Bank**

Bank of Nova Scotia

Barclays Bank PLC.

Atlantic Bank Ltd.

Petty Cash

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**CHAPTER 233**

**BELIZE PORT AUTHORITY (PILOTAGE) REGULATIONS**

**ARRANGEMENT OF REGULATIONS**

1. Title.
2. Interpretation.
3. Qualifications.
4. Additional requirements.
5. Board.
6. Matters on which candidates to satisfy Board.
7. Certificate of competency.
8. Pilot's licence.
9. Pilots licence in certain cases.
10. Refusal to renew and suspension of licence.
11. Fees.
12. Where towing vessels.
13. Disputes.
14. Inward and outward pilotage.
15. Boarding and leaving vessels.
16. Pilots' residence.
17. Lapse and revocation of permit.
18. Roster.
19. Attendance on Harbour Master.
20. Report.
21. Clearance.
22. Report on hoisting of flag.
23. Care and diligence.
24. Behaviour.
25. Obedience to orders, etc.
26. Provisions of law.
27. Pilots over 65.

28. Pilots flag.
29. Pilots light.
30. Calling pilot.
31. Display of signal.
32. Wrongly displaying lights, etc.
33. Payment to pilots.
34. Discontinuance of granting licences.
35. Report of change or unusual matter.
36. Penalty.

**FIRST SCHEDULE**

**SECOND SCHEDULE**

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**CHAPTER 233**

Ch. 150.  
40 of 1965.  
6 of 1980.  
27 of 1980.

**BELIZE PORT AUTHORITY (PILOTAGE) REGULATIONS\***

1. These Regulations may be cited as the

Title.

**PILOTAGE REGULATIONS.**

2. In these Regulations-

Interpretation.

“Board” means the Board of Examiners appointed by the Harbour Master for the purposes of these Regulations;

“licence” means a licence as a pilot granted under the provisions of these Regulations;

“the Act” means the Pilotage Act.

**LICENSING OF PILOTS**

3. Any of the following persons being citizens of Belize and not less than twenty-one years of age or more than sixty-five years of age may apply in writing to the Harbour Master to be examined as to his capacity to be a licensed pilot:

Qualifications.

- (a) any person who has undergone an apprenticeship or continuous service under one or more qualified pilot or pilots for a term of, or for periods amounting in the whole to five years;

\*These Regulations were made under the authority of the Pilotage Act which was repealed on 1st November 1981 when Part VII of the Belize Port Authority Act came into force; and has been saved by virtue of the provisions of s. 29 of the Interpretation Act (Cap.1).

- (b) any person who has served as master of a home trade or coasting ship of not less than twenty-five tons registered tonnage for a continuous period of not less than six years.
- Additional requirements. 4. Every applicant for examination under the provisions of these Regulations shall, on application for such examination-
- (a) produce at least two certificates of good moral character and sobriety,
- (b) pay into the Port Authority office the fee of \$50, and
- (c) produce a medical certificate signed by a Government medical officer showing that by reason of such applicant's sight, hearing and physical fitness he is medically fit to perform the duties of a pilot.
- Board. 5. (1) The Harbour Master may, from time to time, appoint such persons as he may think fit to form a Board for the examination of persons applying for certificates of competency as pilots.
- (2) Any three of the persons so appointed shall form a quorum.
- (3) The Board may call to its aid at any examination the assistance of any master mariner or qualified pilot.
- Matters on which candidates to satisfy Board. 6. No person eligible for examination under these Regulations shall be granted a certificate of competency unless he satisfies the Board of his ability to read and write and of his knowledge of the following:
- (a) the international regulations for the prevention of collisions at sea;



- (b) charts and their use;
- (c) fixing the position of a vessel by compass bearings;
- (d) variation and deviation of a compass and the application of same to compass courses and bearings;
- (e) the ports of Belize including the depth of water within each port, off-lying shoals, reefs, the width of channels and other details relating to the regular navigational routes in the waters of Belize;
- (f) the courses and distances between places within Belize;
- (g) the complete management of a vessel including the anchoring, mooring and unmooring and berthing of vessels;
- (h) all recognised anchorages in the Belize Harbour and other harbours in Belize;
- (i) the marks on and the use of the hand lead line;
- (j) hurricanes in the Gulf of Mexico and Caribbean area and weather conditions in Belize;
- (k) the law and regulations governing pilotage in Belize;
- (l) the international signals to be given by vessels with respect to pilots;

and of any other matters which the Board of Examiners may consider necessary.

7. (1) Every applicant for examination who complies with all the Certificate of competency.

requirements of these Regulations and satisfies the Board of his fitness to perform the duties of a pilot shall be issued with a certificate of competency in the form set out in Form A of the First Schedule to these Regulations.

(2) Every such certificate shall be signed by the members of the Board.

(3) Notices shall be published in the *Gazette* of every certificate of competency and of every licence issued under the provisions of these Regulations.

(4) The Harbour Master shall keep a list of all qualified pilots with their addresses exhibited in a conspicuous place in his office.

Pilot's licence.

8. (1) A person who has been granted a certificate of competency shall not offer himself for service as a qualified pilot until he has been granted a pilot's licence by the Harbour Master in the form set out in Form B of the First Schedule to these Regulations.

(2) A pilot's licence shall remain in force until the end of the year in which it is issued:

Provided that whenever an order suspending a pilot's licence is made such licence shall cease to have effect during the term of suspension.

(3) A pilot's licence shall be renewable annually on application made to the Harbour Master supported by a medical certificate giving particulars as required by paragraph (c) of regulation 4 of these Regulations.

Pilots licence in certain cases.

9. (1) Notwithstanding anything contained in these Regulations the Harbour Master may grant a licence in Form C of the First Schedule to these Regulations to any person applying for the same who holds a pilot's licence granted to him before the 31<sup>st</sup> December 1953, under the provisions of the Pilotage Act, as amended, and who the Harbour Master is satisfied has remained

a fit and proper person to perform the duties of a pilot.

(2) A licence granted in the Form C of the First Schedule to these Regulations shall contain the same conditions and limitations as are set out in the pilot's licence previously held by the applicant under the provisions of the Pilotage Act aforesaid.

(3) The provisions of these Regulations which apply to licences granted in Form B of the First Schedule to these Regulations shall apply *mutatis mutandis* to licences when granted in the Form C of the First Schedule to these Regulations.

(4) The annual fee for a pilot's licence whether in Form B or Form C of the First Schedule to these Regulations shall be one hundred dollars. 40 of 1965.

10. (1) If at any time the Harbour Master is of opinion that the licence of a pilot should not be renewed or that a pilot is for any reason incapable of discharging his duties as a pilot, the Harbour Master shall refuse to renew such licence or shall suspend such licence, as the case may be, and report the same to the Minister who shall institute such inquiry into the matter as he may deem fit. Refusal to renew and suspension of licence.

(2) If the Minister after such inquiry is satisfied that the pilot so reported is unfit or unable to perform the duties of a pilot the Minister shall thereupon order that the licence of such pilot shall not be renewed or shall be cancelled as the case may be.

#### FEES FOR PILOTAGE

11. (1) The fees payable to qualified pilots for the pilotage of all vessels shall be those set out in the Second Schedule to these Regulations and shall be paid in at the Port Authority office by the master of the vessel, and failing payment by him by the agent or consignee thereof. Fees. Second Schedule.

Second Schedule. (2) The fees in respect of any pilotage not included in the said Schedule shall be fixed by the Harbour Master.

(3) Every pilot engaged to pilot an expected vessel shall be entitled to the fees applicable to other vessels of the same tonnage.

Where towing vessels. 12. (1) A pilot piloting any vessel which is towing another vessel or other vessels shall, in addition to the fees for the vessel which he is piloting, be entitled to the following fees:

Second Schedule. (a) in respect of each vessel being towed on which there is no pilot, the appropriate fee specified in the Second Schedule hereto in respect of such vessel;

(b) in respect of each vessel being towed on which there is a pilot, a fee equivalent to one-half of the appropriate fee specified as aforesaid in respect of such vessel.

Second Schedule. (2) A pilot piloting any vessel which is being towed shall be entitled to a fee equivalent to one-half the appropriate fee specified in the Second Schedule hereto in respect of such vessel.

Disputes. 13. In the event of any dispute as to the tonnage of a vessel the same shall forthwith be referred to the Harbour Master whose decision shall be final.

Inward and outward pilotage. 14. (1) A pilot who has been engaged for inward or outward pilotage of any vessel in a port other than Belize City or for any movements within the pilotage limits of Belize other than in the Belize Harbour or between English Caye and Belize City shall be reimbursed by the owner, master, agent or consignee of such vessel any reasonable transportation and subsistence expenses necessarily incurred by him in connection with the pilotage for which he was engaged.

(2) Notwithstanding the provisions of paragraph (1) of this regulation no pilot shall be entitled to be reimbursed any transportation expenses if a suitable means of transportation is offered to him by the owner, master, agent or consignee of the vessel in respect of which his services were engaged or if Government transportation is made available to him.

(3) For the purposes of paragraphs (1) and (2) of this regulation the decision of the Harbour Master as to whether the payments for transportation and for subsistence are reasonable or whether the means of transportation offered to a pilot is a suitable means of transportation shall be conclusive.

#### PILOT STATIONS

15. (1) English Caye and Goffs Caye situate at the entrance to the ship's channel of the Belize City Harbour are pilot stations.

Boarding and  
leaving vessels.

(2) Pilots shall board or leave incoming and outgoing vessels respectively immediately outside the hundred fathoms curve east of Goffs and English Caye Banks or approximately two miles to the east of the said Cayes:

Provided that a pilot may, with the consent of the master of the vessel which he is piloting, either board or leave such vessel at any other place.

16. (1) Pilots will be permitted to reside either at English Caye or Goffs Caye.

Pilots' residence.

(2) Any pilot wishing to erect quarters for his residence shall make application in writing to the Harbour Master who shall, providing there is sufficient available space on either Caye, issue a permit in writing subject to the following:

- (a) the payment of an occupancy fee of one dollar per annum to the Commissioner of Lands and Surveys;

- (b) that not more than four persons in the pilot's household shall be permitted to reside on the Caye;
- (c) that the house shall be built on a site approved by the Harbour Master; and
- (d) such other conditions as the Harbour Master may consider necessary.

Lapse and  
revocation of  
permit.

17. (1) Any permit granted under the last preceding regulation shall cease to have effect immediately on the cancellation of the licence of the pilot or on his ceasing for any cause to be a licensed pilot.

(2) The Harbour Master may, at any time, revoke such permit for breach by the pilot of any of the conditions therein contained.

#### SERVICE AND CONDUCT OF PILOTS

Roster.

18. Pilots shall work in rotation in accordance with instructions issued them by the Harbour Master who shall maintain a roster of duty and detail them for work according to their order of seniority.

Attendance on  
Harbour Master.

19. Every qualified pilot shall, whenever required, attend and produce his licence to the Harbour Master.

Report.

20. Every pilot, who shall come to Belize City or into the harbour thereof, shall report himself without delay at the Harbour Master's office, and shall answer such questions with reference to his duties as a qualified pilot as may be there put to him.

Clearance.

21. No pilot shall move a ship from its anchorage to proceed on an outward voyage without the master previously exhibiting to him the clearance of the ship from the Port Authority office.

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22. Whenever the pilot signal shall be hoisted on the flagstaffs at the Port Authority office and/or the Court House in Belize City, every qualified pilot then in Belize City shall at once report at the Harbour Master's office. Report on hoisting of flag.
23. Every pilot shall use his utmost care and diligence to conduct any vessel under his care without damage or injury to itself or any other vessel. Care and diligence.
24. Every pilot shall conduct himself with strict sobriety and with due respect towards the masters and officers of vessels. Behaviour.
25. Every pilot shall pay strict attention to all the harbour regulations, and shall obey all orders and directions which may be given to him by the Harbour Master with respect to placing, mooring and moving vessels in his charge within such harbour. Obedience to orders, tec.
26. Every pilot shall make himself thoroughly acquainted with the provisions of the Act and any regulations made there under. Provisions of law.
27. No pilot who has attained the age of sixty-five years shall be entitled to have his licence renewed: Pilots over 65.

Provided that the Harbour Master may renew the licence of a pilot up to the age of seventy years if such pilot passes a medical examination to his satisfaction.

28. (1) Every pilot offering for service while afloat during the daytime shall carry a rectangular flag at least two feet in height and three feet in length, which shall be of two colours, the upper horizontal half white and the lower horizontal half red. Pilots flag.

(2) This flag shall be placed on a mast, sprit or staff so that it can be clearly visible from all points on the horizon.

- Pilots light. 29. (1) Every pilot offering for service during the night-time shall exhibit from the craft or boat in which he is travelling a white light which may be either carried at the masthead or shown or exhibited at short intervals.
- (2) In addition every pilot shall have on hand a lantern with a green glass on one side and a red glass on the other which shall be flashed or shown at intervals to indicate the direction in which his craft is heading.
- (3) The green light shall be shown on the starboard side, and the red light shall be shown on the port side of the craft or boat.
- Calling pilot. 30. The master of any vessel requiring the services of a pilot when approaching a pilot station, or whilst in the Port of Belize City, shall cause to be exhibited such signals as may be prescribed from time to time by international agreement and contained in the International Code of Signals.
- Display of signal. 31. It shall be the duty of every pilot on taking pilotage charge of any vessel to cause to be displayed from the masthead of such vessel such flag or other signal which may be specified in the International Code of Signals to signify that such vessel is provided with a pilot:
- Provided that if the master of the vessel prevents the pilot from having such flag or other signal displayed, such master and not the pilot shall be guilty of an offence against these Regulations.
- Wrongly displaying lights, etc. 32. (1) Any pilot showing any signal at night, when not in the proper recognised channels, or showing any light or signal when his boat is in such a position as would lead a vessel approaching such light or signal into danger, shall be guilty of an offence, and shall, in addition to any liability for damages at the instance of any person aggrieved, be liable on summary conviction to a fine not exceeding two hundred dollars.
- (2) Every person who procures, abets or connives at the commission



of any such offence shall be guilty of an offence and on summary conviction be liable to a like penalty.

#### GENERAL

33. (1) The fees earned by pilots and deposited at the Port Authority office in accordance with the requirements of regulation 11 of these Regulations shall, subject to such deductions as are agreed to in writing between the Port Authority and the pilots, be repaid by the Harbour Master at either monthly or half monthly intervals as may be decided upon by the Harbour Master in equal shares to all qualified pilots who have worked throughout the month, or who reported for and were available for duty throughout the entire course of the month. Payment to pilots.

(2) A pilot who through sickness or any other cause is unable to perform his duties for any period shall not be entitled to any share of monies earned during such period.

34. (1) The Harbour Master may at any time and for any period discontinue the granting of licences if it shall appear to him that there is a sufficient number of pilots to meet the requirements of shipping. Discontinuance of granting licences.

(2) The power conferred by paragraph (1) of this regulation shall not be exercised unless a notice of the intention to exercise such power has been published in six consecutive issues in the *Gazette*.

(3) As soon as the Harbour Master shall consider that it is again desirable to grant pilot's licences he shall cause a notice to that effect to be published in the *Gazette*.

35. Whenever any pilot shall observe any alteration to the charted depth of water at any port or anywhere around the coast, or the displacement of any buoy or of any irregularity in connection with any light, mark, or other navigational aid, or the presence of any floating object dangerous to navigation or of any Report of change or unusual matter.

matter affecting the safety of navigation, he shall forthwith report it to the Harbour Master.

Penalty.

36. Any person who fails to comply with or acts in contravention of any of these Regulations shall be guilty of an offence against these Regulations, and shall, on summary conviction, be liable to a fine not exceeding two hundred dollars.

**FIRST SCHEDULE**

**(Regulation 7)**

**FORM A**

**BELIZE**

CERTIFICATE OF COMPETENCY UNDER THE PILOTAGE REGULATIONS

THIS IS TO CERTIFY that Mr. .... of  
..... has been carefully and personally examined by us, whose names are hereunto subscribed, members of the Board of Examiners, regarding his skill and ability in the navigation of sailing vessels and steamers, and his knowledge of the ports of Belize, and of the channels leading thereto, and of the rocks, shoals and dangers therein, and he is possessed of sufficient nautical skill to be put in pilotage charge of vessels and steamers of the largest size and greatest draught of water entering any of the ports of Belize, and that in our belief he is a person of good character and of sober habits.

*Given under our hand at ..... this ..... day of 20.....*

.....  
.....  
.....

*Board of Examiners.*

**FORM B**

**(Regulation 8)**

**BELIZE**

LICENCE TO QUALIFIED PILOT

THIS IS TO CERTIFY that Mr. .... of  
..... is licensed as a pilot for conducting all sailing vessels and steamers of  
the largest size and greatest draught of water entering or navigating within the limits of the waters  
of Belize.

This licence expires on the 31st day of December 20...., unless suspended or revoked prior to  
the aforesaid date under the provisions of the Pilotage Regulations.

*Dated this ..... day of ..... 20 .....  
Harbour Master.*

**FORM C**

**(Regulation 9)**

**BELIZE**

LICENCE TO PILOTS HOLDING LICENCE PRIOR TO 31st DECEMBER, 1953

THIS IS TO CERTIFY that Mr. .... of  
is licensed as a pilot for conducting sailing vessels and steamers of the largest size and the  
greatest draught of water entering or navigating the waters of Belize within the following limits:-

.....  
.....  
.....

This licence expires on the 31st day of December, 20.... , unless suspended or revoked  
prior to the aforesaid date under the provisions of the Pilotage Regulations.

**SECOND SCHEDULE****FEEs FOR PILOTING OF SHIPS AND VESSELS**

- |    |   |         |
|----|---|---------|
| 1. | For any vessel, either inwards or outwards between English Caye and Belize City, per foot of maximum draught .....  | \$4.50  |
|    | With additional charges of .08 cents a registered ton for vessels up to 800 tons; or .05 cents a ton for vessels above 800 tons; subject to a minimum payment in respect of any vessel above 800 tons of .. | \$64.00 |
| 2. | Between Belize City and The Bogue or Sibun .....  | \$75.00 |
| 3. | Between Belize City and points on the Southern Coast as far as Placencia, per foot of maximum draught .....   | \$4.50  |
|    | plus tonnage charges as in 1.   |         |
| 4. | Between English Caye and points on the Southern Coast as far as Placencia, or between Belize City and places beyond Placencia, per foot of maximum draught .....  | \$5.00  |
|    | plus tonnage charges as set out in 1 above.   |         |
| 5. | Between English Caye and points beyond Placencia, per foot of maximum draught .....   | \$6.00  |
|    | plus tonnage charges as set out in 1 above.   |         |
| 6. | A daily allowance to the pilot for every day (including stoppages at intermediate points) he is detained on board beyond the time necessary to bring in or take out the vessel, of .....                    | \$40.00 |