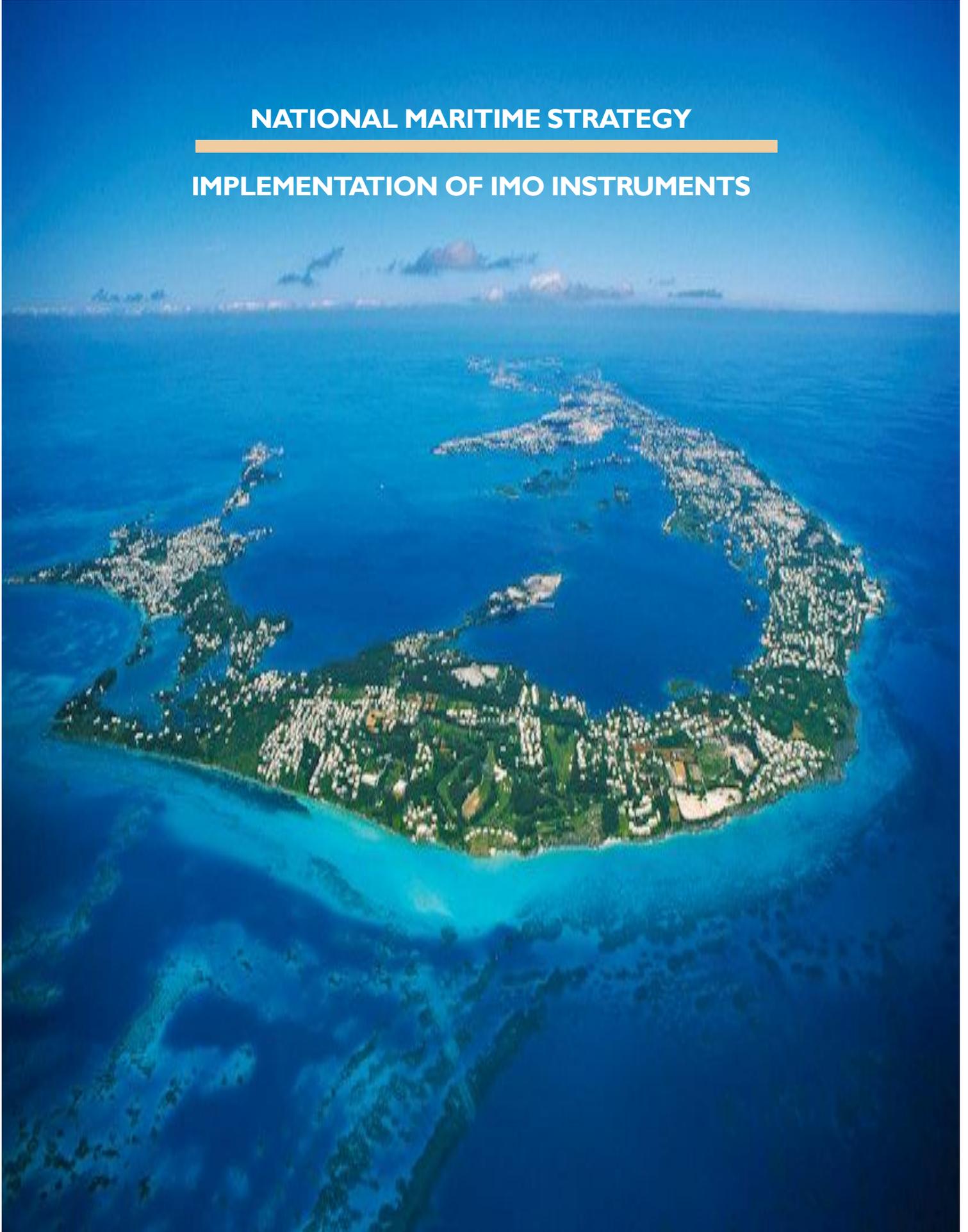


# NATIONAL MARITIME STRATEGY

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## IMPLEMENTATION OF IMO INSTRUMENTS



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## ABBREVIATIONS

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<b>AGC</b>	Attorney General's Chamber
<b>BMOC</b>	Bermuda Maritime Operations Center
<b>BSMA</b>	Bermuda Shipping and Maritime Authority
<b>DENR</b>	Department of Environment and Natural Resources
<b>DMP</b>	Department of Marine and Port Services
<b>GISIS</b>	Global Integrated Shipping Information System
<b>IALA</b>	International Association of Marine Aids to Navigation and Lighthouse Authorities
<b>IHO</b>	International Hydrographic Organization
<b>IMDG</b>	International Maritime Dangerous Goods Code
<b>IMO</b>	International Maritime Organization
<b>ISO</b>	International Organization for Standardization
<b>ISPS</b>	International Ship and Port Facility Security Code
<b>LRIT</b>	Long Range Identification and Tracking
<b>MARPOL</b>	International Convention for the Prevention of Pollution from Ships
<b>MOU</b>	Memorandum of Understanding
<b>PSC</b>	Port State Control
<b>REG</b>	Red Ensign Group
<b>RCC</b>	Rescue Coordination Center
<b>SAR</b>	Maritime Search and Rescue
<b>SOLAS</b>	International Convention for the Safety of Life at Sea
<b>SSAS</b>	Ship Security Alerting System
<b>STCW</b>	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
<b>UN</b>	United Nations
<b>VTS</b>	Vessel Traffic Services

## FOREWARD

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Due to its geographical location Bermuda and the sea are intrinsically connected and as such Bermuda has a very storied and rich maritime history.

Bermuda is located in the North Atlantic Ocean, near the western edge of the Sargasso Sea, roughly 580 nautical miles (1070 km, 670 mi) east-southeast of Cape Hatteras on the Outer Banks of North Carolina. The island lies due east of Fripp Island, South Carolina and it has 103 km (64 mi) of coastline.

Present day Bermuda is a low-lying oceanic archipelago comprising a fishhook-shaped chain of four main islands which are surrounded by hundreds of islets, giving a total land mass of 5,370 hectares presenting a total shoreline of 290 km, the islands also enclose several large inshore basins. Although usually referred to in the singular, the territory consists of approximately 138 islands, with a total area of 53.3 square kilometers (20.6 sq mi).

Bermuda currently supports what is considered one of the “healthiest” coral reef systems of the Wider Caribbean Region. Coral cover- or coral density- varies among the different reef types, ranging from 22% to 70%. This creates habitats for an array of reef fish and invertebrates. As noted in the Biodiversity Strategy and Action Plan, Bermuda’s reefs are of global importance, being the northernmost reef system due to its proximity to the Gulf Stream. The northerly latitude of Bermuda’s reefs has benefited the health of the reefs by mitigating certain climate change impacts, such as increased “bleaching” events.

Marine transport plays a very important role as almost all manufactured goods and foodstuffs must be imported by ships and the cruise ship industry contributes significantly to the local tourism industry supporting entrepreneurs and generates jobs.

Its worthy to note, an impressive 140,000 square miles of Atlantic Ocean and sea-floor was ceded to Bermuda by proclamation of His Excellency the Governor of Bermuda on June 6, 1996. This relatively unknown development makes Bermuda the only British Overseas Territory to have ownership of its surrounding waters, an area called the Exclusive Economic Zone (the “EEZ”). Under international maritime law, coastal states have control over both the surrounding territorial waters, and the state's contiguous zone. Territorial waters stretch 12 miles from the low-water mark of the state's recognized coast. The contiguous zone stretches for an additional 12 nautical miles. Bermuda's EEZ expands this control an additional 176 nautical miles to the 200 nautical mile mark.

The purpose of this national strategy is to set out the main objectives and goals to ensure Bermuda meets its international obligations and responsibilities adopted by the International Maritime Organization (IMO) as a flag, coastal and port state. Developed policies and inter-ministry memorandums of understandings (MOU) will also determine the methods of accomplishing entitled rights and assumed responsibilities under the international conventions, protocols and codes.

# 1. NATIONAL STRATEGY PURPOSE

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## VISION STATEMENT

***Bermuda is committed to contributing to the continuous enhancement of global maritime safety and security measures and the protection of the marine environment.***

## MISSION STATEMENT

***The Bermuda Maritime Administration, will exercise it's flag, port and coastal state responsibilities by performing its duties in a way that gives full and complete effect to applicable international maritime rules and regulations relating to maritime safety, security and marine environmental concerns while also giving full support to members of the Red Ensign Group to accomplishment the same.***

## AIMS

- Provide a consistent approach along with the UK and other UK CDs and OTs for ensuring that Bermuda through the UK meets the requirements of the IMO Instruments Implementation (III) Code which became mandatory on 1st January 2016.
- Achieve and maintain an effective ability to implement and enforce relevant international mandatory instruments.
- Achieve, maintain and improve overall performance and capability as a flag, port and coastal state by continuous monitoring, review and evaluation.
- Enhance awareness and co-operation between the respective governments, and respective departments within each government in the UK, UK OTs and CDs to develop a collaborative approach.

## OBJECTIVES

- Effectively demonstrate how compliance is achieved in accordance with the requirements of the III Code, as applicable.
- In accordance with the III Code, identify areas of non-compliance, potential non-compliance and/or improvement.
- Implement and enforce policies through issuing national legislation, procedures and guidance and ensure they are kept current.

- Implement and maintain a monitoring program across all stakeholders to continuously check the adequacy of the measures being taken to meet the requirements of the III Code.
- Ensure that competent personnel and sufficient resources and processes are in place to give full effect to the requirements of the III Code.
- Promote the requirements of the III Code and collect feedback from relevant stakeholders on how international obligations are being achieved.
- Create opportunities to maintain and develop relationships with responsible departments outside of the ship registry, and with other responsible stakeholders within the UK, CDs and OTs, to continue and improve collaborative working.

## 2. IMO INSTRUMENTS IMPLEMENTATION CODE

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The IMO formally adopted the IMO Instruments Implementation (III) Code in 2013, to provide a global standard to enable States to meet their obligations as responsible flag, port and coastal States, and to provide the criteria to determine how Member States give full and complete effect to the provisions of those international maritime conventions to which they are Contracting Parties. The IMO has since adopted amendments to several IMO instruments to make the use of the III Code mandatory for the purpose of auditing Member States, these amendments entered into force on 1st January 2016. The IMO instruments included within the scope cover:

- ❖ **Safety of life at sea (SOLAS 1974 and its 1988 Protocol);**
- ❖ **Prevention of pollution from ships (MARPOL);**
- ❖ **Standards of Training, Certification and Watchkeeping for seafarers (STCW 1978);**
- ❖ **Load lines (LL 66 and its 1988 Protocol);**
- ❖ **Tonnage measurement of ships (Tonnage 1969); and**
- ❖ **Regulations for preventing collisions at sea (COLREG 1972).**

The UK Member State is signatory to international conventions on behalf of the Red Ensign Group (REG) Administrations (comprising of the UK, three Crown Dependencies (CDs) and nine UK Overseas Territories (OTs)). These conventions, where appropriate, have been extended by the UK to the CD and OT Administrations who are responsible for implementation of these conventions within their Administration. The UK maintains general superintendence of the CDs and OTs and assists them in fulfilling their international obligations under these treaties.

### Categories of Register of British ships

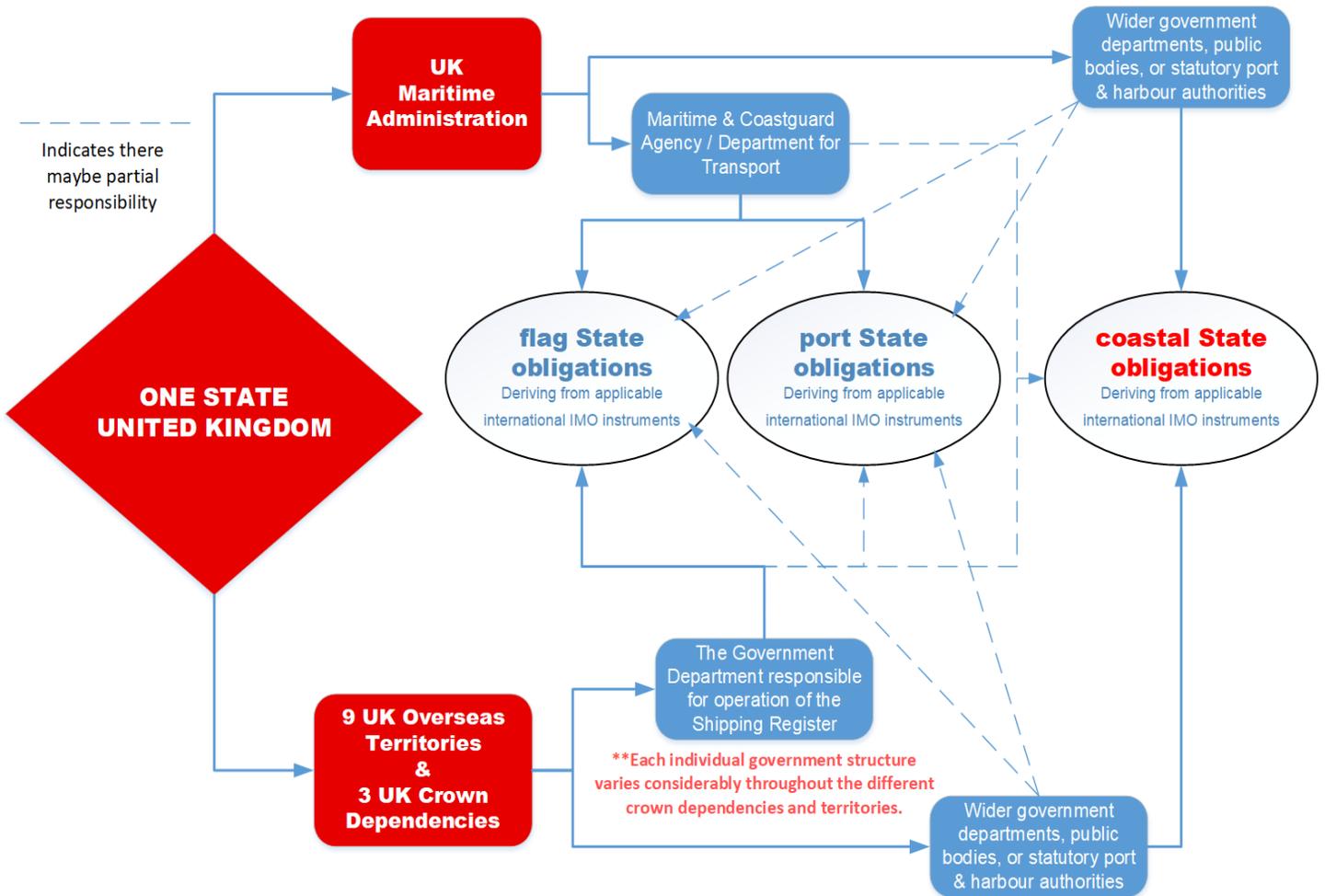
The UK's 1995 Merchant Shipping Act, Section 18 of Part II, allows by Order in Council, both CDs and OTs to establish different categories of ship registers with restrictions on vessels according to the tonnage, size and type. These registers are divided into the following categories:

**Category 1** administrations operate international registers and may register ships of unlimited tonnage, type and length.

**Category 2** administrations cater mainly for domestic vessels and can register commercial ships and yachts of up to 150 gross tons (this limit can be extended to 400GT with an agreement in place with the UK) and pleasure vessels, that is, those not operated commercially of up to 400 gross tons.

The UK's Statutory Instrument No. 1248 of 2003, the Merchant Shipping (Categorization of Registries of Relevant British Possessions) Order 2003, as amended, provides for Bermuda to be a Category 1 Registry which permits Bermuda to register vessels of unlimited tonnage, type and length. A Memorandum of Understanding (MOU) between the UK's Department for Transport and Bermuda on survey and certification of ships and related standards is in place to provide a framework of objectives in support of the Categorization Order.

Organogram detailing the co-operation between the respective governments, and respective departments within each government in the UK, UK OTs and CDs to develop a collaborative approach.



## Status of CD and OT extended conventions relevant to the III Code

The United Kingdom, in exercise of its powers under International Law and under the UN Convention on the Law of the Sea (UNCLOS), has devolved the implementation of the duties, obligations and responsibilities for flag, port and coastal States to the CDs and OTs through the extension of maritime conventions relating to safety of life at sea and protection of the marine environment. The extension of maritime conventions varies according to the needs of the respective territories. The table below illustrates which of the relevant conventions have been extended to Bermuda:

REG ADMINISTRATION	CONVENTION NAME	DATE OF EXTENSION
Bermuda	<b>SOLAS 1974</b>	23-Jun-88
Bermuda	<b>SOLAS Protocol 1978</b>	23-Jun-88
Bermuda	<b>SOLAS Protocol 1988</b>	30-Jan-04
Bermuda	<b>MARPOL 1978</b>	VARIOUS
Bermuda	<b>MARPOL Annex I</b>	23-Jun-88
Bermuda	<b>MARPOL Annex II</b>	23-Jun-88
Bermuda	<b>MARPOL Annex III</b>	01-Jul-92
Bermuda	<b>MARPOL Annex V</b>	31-Dec-88
Bermuda	<b>LOAD LINE 1966</b>	01-Apr-75
Bermuda	<b>Load Line Protocol 1988</b>	30-Jan-04
Bermuda	<b>STCW 1978</b>	01-Jan-89
Bermuda	<b>TONNAGE 1969</b>	06-Dec-82
Bermuda	<b>COLREG 1972</b>	15-Jul-77

### 3. III CODE STEERING COMMITTEE

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In accordance with Cabinet Conclusion 1(18)6 the III Code Steering Committee (SC) was established comprising of representatives of the BSMA, relevant government ministries and the representatives of the maritime industry was formed as the executive committee that provides support, guidance and oversight of the III Code implementation process. The SC provides leadership, strategic direction, and brings forward policy recommendations on items that require decisions for the full compliance with the III Code compliance. The SC constantly takes steps towards developing an effective and efficient coordinating system for monitoring and tracking legal requirements of maritime activities and mechanisms used for maintaining maritime safety, maritime security and protection of the marine environment.

Specifically, the SC is accountable for:

- Implementing the National Maritime Strategy for the III Code
- Removing obstacles to the project's successful completion,
- Maintaining at all times the focus of the SC's agreed leadership, strategic direction and recommendations to the Minister for consideration,
- Provide advice support and guidance to the SC sub-committees and all stakeholders.
- Monitoring and if necessary manage, the factors outside the SC's control that may impact the implementation success.

The membership of the Steering Committee will commit to:

- Attending all scheduled SC meetings and if necessary, nominate a proxy.
- Wholeheartedly champion the project within and outside the SC meetings.
- Share all communications and information across and with all SC members.
- Make timely decisions and take action so as to not hold up the project.
- Notifying members of the SC, as soon as practical, if any matter arises, which may be deemed to affect the project.

The III Code is a government-wide obligation and not just a matter for the Authority within the Bermuda Government responsible for operation of the shipping register.

Some obligatory functions under the scope of the III Code are under the control of other government departments, public bodies or statutory port & harbour authorities in Bermuda.

## 4. FLAG STATE MARITIME ADMINISTRATION

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The Bermuda Shipping and Maritime Authority (BSMA) was established on 1st October 2016 as a Quasi Non-Governmental Organization (QUANGO) in the form of a Body Corporate to continue with the work that was previously carried out by the Department of Maritime Administration of the Bermuda Government.

The core business of the BSMA is the registration of ships and yachts and the Authority has a primary responsibility as the Flag State and regulator to ensure the ships and yachts on the Bermuda Ship Registry are being operated in a safe manner, being properly maintained and the welfare of the crew is being looked after. To accomplish this the Authority carries out statutory inspections, surveys and audits and provides the relevant certificates of compliance

Bermuda's ship registry is a Category 1 (Cat 1) member of the prestigious British Red Ensign Group (REG), supporting a worldwide portfolio of vessels. Bermuda's ship registry can register vessels of any type, age or size if they meet necessary standards.

Ships or yachts registered in Bermuda fly the red ensign or the red ensign with Bermuda's coat of arms. The REG includes the Isle of Man, Gibraltar, Cayman Islands, British Virgin Islands, Guernsey, Jersey, Anguilla, Turks and Caicos, Falkland Islands, St Helena, Montserrat and the UK, which collectively provide high-quality ship registration services to discerning clients.

Today's Bermuda fleet consists of large cruise ships, oil, gas and chemical tankers, container ships, bulk carriers, offshore vessels (FPSOs, FSOs, oilrigs), cruising and mega- yachts. The jurisdiction has extensive experience with large cruise ships, especially with the new generation of passenger ships embracing the 'safe return to port' concept.

Certified to the top (ISO 9001:2015) quality management standards, Bermuda ranks high in the white list of the Port State Control regimes of both Paris and Tokyo MOUs and is recognized by the United States Coast Guard in its QUALSHIP 21 quality shipping program.

## 5. PORT AND COASTAL STATE AUTHORITIES

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### DEPARTMENT OF MARINE & PORTS SERVICES

Operating under the Ministry of Transport, the Department of Marine and Ports (DMP) is responsible for and oversees Bermuda's Port and Coastal State responsibilities, provides public sea transport and are responsible for safe movement of international shipping in Bermuda waters.

Sections within the department are responsible for monitoring commercial and recreational boat traffic, managing hydrographic services and marine aids for navigation, ship pilotage and line boat services at Bermuda ports. Additional services include boat and mooring registration, oil spill response, salvage work and small vessels wreck removal.

The department is also responsible for the management and operation of Bermuda Maritime Operations Centre (BMOC). BMOC is the 24-hour operational hub of the Bermuda Government's maritime support program. Various distinct international safety and security responsibilities under the Safety of Life at Sea (SOLAS) Convention are overseen from a common facility where the use of specialist marine technology, training and experience all combine to create a high degree of situational awareness, communications connectivity and ultimately timely decision making to support local and international operations.

BMOC services include the following:

#### **Rescue Coordination Centre (RCC Bermuda)**

Fulfilling international Search and Rescue Convention obligations to the marine and aeronautical sectors when SAR coordination and response is required, RCC Bermuda falls within RCC Norfolk's SAR region but assumes responsibility for SAR in the Bermuda EEZ (within 200 miles) of the island under a MOU with the US Coast Guard and RCC Norfolk.

Search and rescue support to Bermuda registered ships and aircraft operating globally is provided 24 hours with the facility acting as the primary alerting point before handing off incidents to geographically closer RCCs where possible.

#### **Vessel Traffic Coastal Radar Surveillance (VTS)**

This serves as the backbone of the Bermuda Maritime Domain Awareness program, primarily enforcing the IMO Area To Be Avoided around Bermuda's northern reefs. State of the art radars, AIS, radio direction finding and electronic chart technologies are all integrated and also assist border control, search and rescue, environmental protection and port operations. While coastal and port traffic is not of such a volume to require full VTS traffic separation services an information service is provided supporting inshore and approach traffic navigational safety awareness.

The Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2020 also prescribes AIS equipment requirements in coastal areas for particular vessel types and requires the mandatory reporting of incidents and accidents in the Bermuda EEZ to Bermuda Radio as soon as possible.

### **Coast Radio Station (Bermuda Radio, callsign ZBR)**

Bermuda Radio serves as the island's marine communications hub and is interconnected with other Bermuda public safety agencies. The station fulfils regional communication obligations under the Global Maritime Distress and Safety System (GMDSS) where Bermuda has declared A1/A2 radio coverage in this area of the Atlantic. 24-hour watchkeeping on international distress frequencies and the dissemination of Marine Safety Information consisting of Notices to Mariners, Weather Forecasts and other Search and Rescue information is broadcast around the clock in accordance with an international broadcast schedule. Navigational assistance to local boats, visiting recreational vessels and shipping traffic is provided on a case-by-case basis. Port operations and logistics support to pilotage and tugs is also facilitated.

### **406 MHz Beacon Registry**

Direct management of the Bermuda COSPAS / SARSAT registration database occurs at the RCC where details on all 406 MHz distress beacons fitted aboard Bermuda vessels and aircraft is maintained. RCC staff are able to provide advice on beacon programming and registration 24/7 and respond to beacon alerts immediately when they occur using the beacon emergency contact information retained on file.

### **Long Range Identification and Tracking (LRIT)**

The global tracking of ships using LRIT is an IMO requirement designed to counter piracy and terrorism and requires flag States to establish LRIT Data Centres (DC) for the tracking of their ships, while the tracking of other ships within 1,000 miles of a coastal State is also permitted. BMOC manages the Bermuda DC assisting with the registration and LRIT conformance testing of Bermuda SOLAS vessels, ensuring that equipment faults aboard individual ships are quickly detected and non-compliance issues in foreign ports avoided given the seriousness with which most maritime administrations take the system's functionality. The LRIT system is also invaluable to the RCC during search and rescue cases when seeking the closest merchant vessel to a distress position or when investigating pollution incidents on the high seas.

### **Ship Security Alerting System (SSAS)**

This covert alerting system enables Bermuda ships to discretely notify RCC Bermuda regarding a sudden onboard security issue perhaps involving piracy or terrorism and the system is periodically tested by all ships to ensure effectiveness.

## **Seaport Security and the ISPS Code**

The Centre serves as the Government hub for Bermuda seaport security coordination with the various Port Facility Security Officers overseeing the restricted areas and ship to shore security infrastructure in each port. Mandatory filing of pre-arrival information with Bermuda Radio is required by all SOLAS vessels calling at Bermuda 48 hours prior to entry into territorial waters. Each port has an individual security plan, security equipment and personnel however security guard services for cruise terminals is managed by BMOC under a common Government contract. Security screening of all persons and goods embarking/loaded aboard ship is required under the ISPS Code and seaport security certification and oversight is ultimately a UK Department for Transport function delegated to the Governor of Bermuda.

## THE DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES

The Department of Environment and Natural Resources (DENR) is the primary government agency responsible for ensuring the proper use of Bermuda's natural resources and the protection of the environment. DENR objectives relevant to the maritime strategy include:

- To provide strategic direction and management in the formulation and implementation of legislation, policy and standards to protect Bermuda's environment
- To monitor and provide effective guidance for the prevention and control of pollution in the natural environment
- To manage marine activities so they are carried out in a sustainable and responsible way
- To support Bermuda's agriculture and fisheries sectors through services and partnerships that help increase industry profitability and sustainability, while safeguarding the island's natural resources
- To research, conserve and promote awareness of Bermuda terrestrial and marine biodiversity, protected species, threatened habitats and marine cultural heritage
- Enforcement of environmental legislation

### **Marine Pollution Contingency Committee**

The Minister responsible for maritime has specific functions related to marine pollution as provided for in Section 8 of the Merchant Shipping Act 2002 and some of these functions and authority have been delegated to the Minister responsible for the environment in the form of a Memorandum of Understanding between the two ministries.

Bermuda has a standing Marine Pollution Contingency Committee and the Committee's Command Team is headed by the Director of DENR with the Director of Marine & Ports Services as the alternate head. DENR would head any marine pollution response operation with the Director of the DENR or his deputy acting as the On-Scene Commander. In addition, several other government agencies would be involved in providing specialist advice and assistance including the Royal Bermuda Regiment Coast Guard unit; Marine & Ports Services, Department of Conservation Services, Department of Parks, Ministry of Public Works; Bermuda Fire & Rescue Service and the Bermuda Royal Regiment.

BMOC / Bermuda Radio would serve as a command post and operational base for the OSC and command team. For minor local spills, the operational base is decided by the OSC and may include the Head Office of Marine & Ports Services, the Department of Environment & Natural Resources or the RBR-Coast Guard Base. The RBR-CG is typically responsible for surveillance of oil spills and evidence collection for subsequent prosecution.

A Marine Pollution Contingency Plan has been prepared and is designed to provide a capability to deal with spills of up to 25 tonnes of oil and allows for international assistance to be acquired in the case of larger Tier 3 incidents where local resources are inadequate. Environmental sensitivity maps identifying priority areas for protection, clean-up and conservation have also been developed.

## 6. ACTIVITIES

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This National Strategy's aims and objectives are met through the following ongoing activities:

**Updating and Implementing National Legislation**

**Ensuring Maritime Safety and Security**

**Development and Implementation of Policies and Procedures**

**Review to Maintain and Improve Performance**

## Updating and Implementing National Legislation

### Flag State Requirements

As the Flag State, the Maritime Administration has some very important local and jurisdictional responsibilities that include the enactment of legislation to give effect to the various international maritime conventions and intergovernmental conventions. The Maritime Administration also liaises with the local port and coastal authorities to ensure their national obligations are fulfilled, and to assist with establishing the appropriate training and certification for individuals that are working in the maritime industry.

As flag State the Maritime Administration is responsible for the following statutory functions:

- Registration of ships
- Surveying and certification of Ships
- Auditing of ships and ship owning companies under the International Safety Management (ISM) Code
- Conducting Maritime Security Audits and issuing of Maritime Security Certificates to Bermuda ships under the International Ship and Port Facility Security (ISPS) Code
- Inspection of ships under the ILO - Maritime Labour Convention (MLC) 2006 and issuing Maritime Labour Certificates
- Examination and Certification of Seafarers
- Issuing of seafarers' Identity Cards, Discharge Books and other official documents
- Conducting Marine Casualty Investigations
- Conducting inquiries of deaths relating to seafarers and passengers
- Submitting relevant reports to IMO Secretariat
- Providing maritime safety advice and information to Marine Industry
- Conducting Port State Control (PSC) Inspections

### Coastal State Requirements

The coastal State authorities in Bermuda are responsible for the following local maritime functions:

- Radio Communication services
- Meteorological services and warnings
- Search and rescue services
- Hydrographic services
- Ships' routing and reporting systems
- Vessel traffic service
- Aids to navigation
- Maritime security
- Control and prevention of marine pollution

## **Port State Requirements**

The port authorities in Bermuda are responsible for the following maritime functions:

- Administration of ports
- Provision of appropriate reception facilities or capability to accept all ship waste streams regulated under the IMO Instruments
- Port State Control
- Keeping a register of fuel oil suppliers
- Maritime security – harbour areas (ISPS Code)
- Port Oil Pollution Contingency Plan (OPRC)
- Pilotage
- Accident investigation

All of the above functions require up to date national legislation, and statutory powers to give effect to the III Code requirements, and in order to implement and enforce them on Bermuda ships wherever they are, and foreign ships when in the Bermuda waters.

The necessary national laws which are known as Merchant Shipping Laws, Acts, Regulations and Orders are developed by the Attorney General's Chambers (AGC) and enacted through the Bermuda Legislature, to give effect to the relevant International Maritime Conventions and Treaties.

Generally, Bermuda adopts the UK Merchant Shipping legislation, after having modified to suit Bermuda's requirements, and taking into consideration other existing national laws in Bermuda.

The Maritime Administration has an ongoing legislation program with the AGC to assist developing the necessary legislation that is required.

## **Process for Making or Amending Bermuda Merchant Shipping Legislation**

It is the responsibility of the BSMA to ensure that Merchant Shipping legislation is made in order to give effect in Bermuda law to the requirements of International Shipping Conventions or to established policy initiatives applicable to Bermuda ships.

### **Scope**

All new or amended Merchant Shipping regulations or amendments to Acts or new Acts applicable to merchant shipping.

### **Procedure**

The requirement for new legislation may arise from a number of changes including;

- New changes or changes to an existing Maritime Convention which require changes to existing laws or new laws to give them effect,
- Recommendations from a casualty investigation or other report that suggest a need for change in the laws.
- Changes and improvements in ship operating arrangements that require amendments to laws to reflect the development of international maritime practice changes.
- Identified weaknesses in existing laws, or the identification of areas where the business of the Maritime Administration can be improved by changes in the laws.

### **Documented Information**

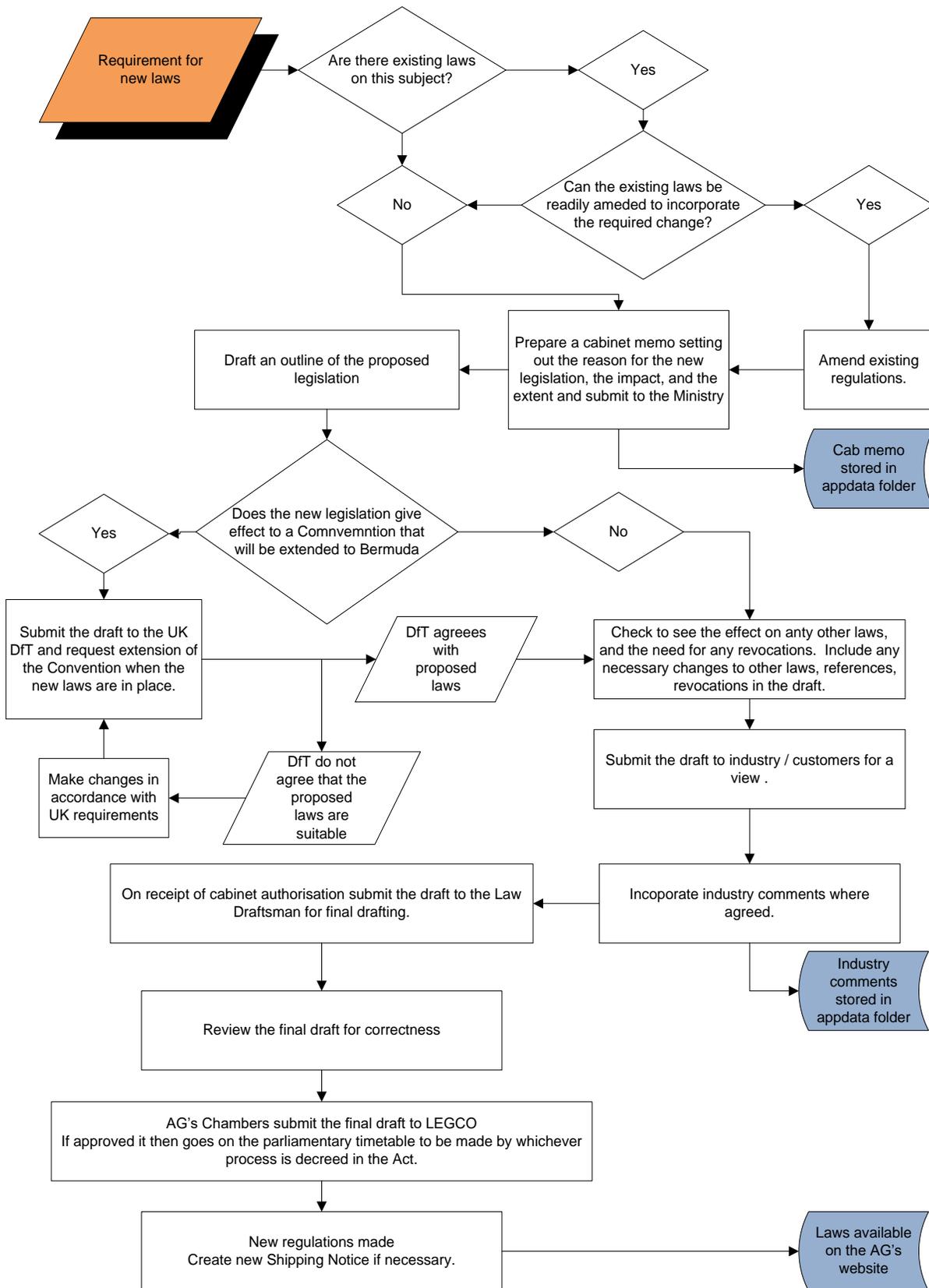
The master set of Bermuda laws maintained by the Attorney General's Chambers at <http://www.bermudalaws.bm>

### **References**

All new or amended Merchant Shipping regulations or amendments to Acts or new Acts applicable to merchant shipping.

Relevant Statutory Instruments, International Conventions, M-Notices, IMO Circulars.

The procedure for this is described in the flow chart overleaf.



## Ensuring Maritime Safety and Security

In fulfilling our mission, the Maritime Administration aims to promote safety and security at sea, control and prevention of marine pollution, improve seafarers' living and working conditions on board ships, and provide an efficient, responsible and friendly ship registration and survey services to the shipping community. Additionally, the Maritime Administration will monitor and provide effective guidance for the prevention and control of pollution in the marine environment.

Our primary goals for enhancing maritime safety:

- Ensure that ships entitled to fly the flag of the Bermuda comply with the standards of the International Conventions relating to safety of life at sea, prevention of marine pollution, maritime security and seafarers' qualifications.
- To manage marine activities so they are carried out in a sustainable and responsible way.
- Develop policies to assist with the implementation of conventions and protocols.

Main Activities for achieving our goals:

- Ensure proper oversight and regulation of Recognized Organizations (RO) authorized to perform statutory certification and services on behalf of the BSMA;
- Periodic inspection of ships entitled to fly the flag of Bermuda and ships entering Bermuda's ports to verify the condition of the ship and crew are compliant with conventions and certificates issued;
- Conduct prompt and thorough investigation into marine casualties;
- Develop, implement and review guidance and procedures to ensure port and coastal state rights, obligations and responsibilities are effectively managed and fulfilled;
- Review and update investigative and penal process for enforcement measures for contravention of legislation covering flag, coastal and port state responsibilities and obligations.

Activity	Objective	Time limits
<b>RO Oversight</b>	<p>Review and update written agreements with the Recognized Organizations (RO) and ensure the inclusion of specific elements of the RO code.</p> <p>Participate in a REG wide RO monitoring programme, which specifies that 5-10% of vessels on the respective flag are to be subjected to “continuous” monitoring annually using remote file reviews.</p>	<b>Every 2 years</b>
<b>Vessel Inspection</b>	<p>Any Bermuda Flagged Ship may be subject to a FSI whilst in Bermuda or outside of Bermuda; in order to verify that the ship is being maintained and operated safely and in compliance with statutory provisions.</p> <p>FSI’s are required by the IMO Recognized Organization (“RO”) Code, as introduced by MSC Resolution 349(92). This requires that Flag States which delegate functions to RO’s retain a mechanism to verify the activities which are being completed on their behalf. This mechanism is named the “Flag State Inspection”.</p> <p>Cargo Ships undergoing Safety Management Certificate (“SMC”) and International Ship Security Certificate (“ISSC”) audits or Maritime Labour Convention (“MLC”) inspections should, in addition, be subject to a FSI during the attendance of the auditor to verify the activities of the RO.</p> <p>Surveyors undertaking the annual Passenger Ship Safety Certificate (“PSSC”) surveys will complete the FSI for aspects which have been authorized to RO’s such as MARPOL, Load Line (“LL”), International Tonnage Certificate (“ITC”), Etc.</p>	<b>Permanent</b>
<b>Marine Casualty Investigation</b>	<p>Conduct investigations when a report is received indicating that a Bermuda registered vessel of any type or any ship in Bermuda waters, has been involved in an accident, dangerous occurrence, COLREGS violation or pollution incident on board.</p>	<b>Permanent</b>
<b>Hydrographic Services</b>	<p>Review the MOU between the UKHO and Bermuda</p> <p>The UKHO will assist Bermuda in meeting its responsibilities relating to the Hydrographic Services required under Chapter V (Safety of Navigation) - SOLAS 74/88 as amended, specifically with regards to the undertakings under Regulation 9 as it relates to the compilation of hydrographic data and the publication, dissemination and keeping up-to-date nautical information necessary for safe navigation.</p>	<b>Every 2 years</b>

<b>Aids to Navigations</b>	Monitor and evaluate the performance of all Aids to Navigation in Bermuda	<b>Every 2 years</b>
<b>Search and Rescue</b>	<p>Rescue Coordination Centre (RCC Bermuda) Fulfilling international obligations to mariners and aviators requiring search and rescue support.</p> <p>Review of Search and Rescue Operations Plan</p> <p>Organize SAR exercise between SAR services and a passenger ship.</p>	<b>Permanent</b>
<b>VTS</b>	Bermuda VTS activities consist of monitoring of the IMO Area To Be Avoided protecting Bermuda's northern reefs and the provision of a traffic information service for arriving/departing ships requiring pilotage and tug assistance. VTS regulations under the Merchant Shipping Act also mandate incident and accident reporting by all ships when in the Bermuda 200-mile EEZ.	<b>Permanent</b>
<b>Coastal Radio Station</b>	Bermuda Radio callsign ZBR provides distress and safety monitoring in accordance with the Global Maritime Distress and Safety System, operating as an A1 (VHF) and A2 (MF) coast station. Marine Safety Information consisting of Notices to Mariners, Local Navigational Warnings, Tropical Weather Advisories and Bermuda Weather Forecasts are transmitted in accordance with an internationally published schedule every 4 hours.	<b>Permanent</b>
<b>406 MHz Beacon Registry</b>	The COSPAS/SARSAT 406 MHz distress beacon is a key distress alerting device carried by ships, aircraft and individuals operating worldwide. The Bermuda 406 Beacon registry provides for the instantaneous look-up of activated beacons detected by satellites and enables emergency contact details to be supplied to SAR authorities investigating such alerts.	<b>Permanent</b>
<b>LRIT</b>	A security equipment requirement aboard SOLAS vessels trading internationally, the Bermuda Long Range Identification and Tracking Data Centre provides continuous position information on any Bermuda ship globally and any foreign ship within 200 miles of Bermuda.	<b>Permanent</b>
<b>Seaport Security</b>	Seaport Security and the ISPS Code Government hub for Bermuda seaport security coordination with the various Port Facility Security Officers in each port. Mandatory filing with Bermuda Radio of pre-arrival information from all	<b>Permanent</b>

	<p>SOLAS vessels calling at Bermuda is required 48 hours prior to entry into territorial waters. Each port has an individual security plan and security guard services for cruise terminals is also a government contracted program. Security screening of all persons and goods embarking/loaded aboard ship is required under the International Ship and Port Facility Security Code and port security certification and oversight is ultimately a UK Government function delegated to the Governor of Bermuda.</p>	
<p><b>Port State Control</b></p>	<p>All commercial vessels of more than 500 GT, which are not registered in Bermuda, or the UK can be subjected to a PSC inspection in Bermuda. PSC activity in Bermuda is carried out under the authority of The Merchant Shipping Act 2002 and The Merchant Shipping (Port State Control) Regulations 2019</p> <p>The BSMA will carry out Initial PSC inspections on 15% of individual merchant ships visiting Bermuda annually. PSC inspections are carried out in accordance with published CMOU procedures and general guidance.</p>	<p><b>Permanent</b></p>
<p><b>Waste Reception Facilities</b></p>	<p>Oversight of ports to ensure they provide and have adequate capacity for the collection of ship generated waste</p>	<p><b>Permanent</b></p>
<p><b>Fuel Oil Suppliers</b></p>	<p>Maintain a Register of local fuel oil suppliers so as to track and verify fuel suppliers are conforming to international Convention obligations.</p>	<p><b>Permanent</b></p>
<p><b>Enforcement</b></p>	<p>Ensure ships entitled to fly the flag of Bermuda and ships entering Bermuda's ports adhere to international conventions, instruments, rules and national legislation.</p> <p>Review the Enforcement Policy in consultation with the Department of Public Prosecution</p>	<p><b>Permanent</b></p> <p><b>Every 2 years</b></p>

## Development and Implementation of Policies and Procedures

The development and implementation of relevant policies and procedures is achieved by

- Explanation and intended delivery of Bermuda's maritime responsibilities and obligations are incorporated into the BSMA's overall Business Plan / Strategic Plan.
- Actions are identified and carried out by responsible stakeholders to demonstrate ongoing adherence to IMO instruments, protocols and national legislation where applicable.
- Policies are developed or amended by Steering Committee to ensure administrative and operational compliance with the most recent legislation.
- Policies are effectively circulated and publicized for giving complete effect to applicable IMO instruments.
- Applicable records for tracking and compliance purposes, are stored and maintained effectively, and an up to date policy is in place to support achievement of this.
- Responsibilities, authorities, qualifications and continuous training of personnel who manage and perform work relating to and affecting safety and pollution prevention are defined and documented.
- Sufficient resources and processes capable of administering an effective system of safety and environmental protection are established and maintained.

### Stakeholder Relationships

- Liaison with responsible Government departments and stakeholders within Bermuda takes place, to promote the fulfillment of Bermuda's maritime rights and obligations and gather feedback on how international obligations are being achieved. Problem areas are identified and advice for improvement given.
- Ongoing and continuous consultation with all relevant departments and stakeholders takes place to enable flag, port and coastal State compliance to be assessed, in accordance with the III Code.
- Bermuda participates in the REG conference annually, discussing and reviewing international maritime obligations and considering improvements to the UK and REG maritime programs.

- Bermuda participates in the REG Technical Forum and associated working groups at least annually, ensuring consistent application of technical policy throughout the UK and REG Administrations.
- Collaborative relationships are built between the UK and CD/OT Maritime Administrations and assistance is given to the territories to support them in fulfilling their obligations, through development of appropriate instruments, guidelines and recommendations.

### **Review to Maintain and Improve Performance**

- The content of this document, which demonstrates how implementation of international requirements are achieved in Bermuda is periodically reviewed by the Steering Committee to maintain and improve Bermuda's performance and capability as a flag, port and coastal State.
- The adequacy of measures taken are continually reviewed and improved to ensure international requirements are being met. The BSMA maintains a QMS in accordance with ISO 9001/2015 and encourages all other Government Departments and stakeholders to adopt a similar approach to QMS.
- The Steering Committee maintains ongoing effort to identify issues and make changes to improve its effectiveness in carrying out its services and processes, and to continue to fulfil its obligations and objectives.
- The Steering Committee supports and provides to the maritime industry, opportunities for improvement of performance in maritime safety and environmental related activities

## Communication Plan

The communications plan defines the types of information that will be provided, who will receive it, the format for communicating it, and the timing of its release and distribution.

Communication	Audience	Goals	Schedule	Format	Responsibility
Maritime Committee	Maritime Committee and other stakeholders as required	Review status, manage performance, clear issues	Quarterly	Meetings	Chairman
Status Report	All stakeholders	Communicate current progress, issues and risks	Quarterly	Minutes or Reports	Chairman
Sub Committees	Committee Members	Report Status, identify issues, develop solutions as a team	Quarterly	Meeting, project notes or status report	Sub-Committee Chairman
Milestone Review	All stakeholders	Review Status, present deliverables, gather feedback, decide next steps	At Milestones	Meeting, review or demonstration of deliverable	Chairman
Legislation Update	All stakeholders	Implement new or update existing legislation	Quarterly	Meeting or demonstration of deliverable	Chairman
Improvement or Lessons Learnt	All stakeholders	Review successes and failures to capture and document improvements	Annual	Meeting, review or demonstration of deliverable	Chairman