



Turks and Caicos Islands SMALL CRAFT POLICY

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1. Background

As part of its role in implementation of the National Maritime Policy, the Department of Maritime and Shipping (DMS) has undertaken the development and implementation of a national policy for Small Craft Operations to support its efforts to regulate maritime activities in the navigable waters of the Turks and Caicos Islands.

Despite the emergence and development of air travel, maritime transportation has continued to grow in importance for both goods and passenger movement. This is due to the ability of the industry to meet the demand for operations at scale to serve globalised supply chains and to provide cheap and varied passenger experiences. The volume of cargo transported globally, measured by weight, jumped by 85% between 2000 and 2019, from 6 billion to 11.1 billion tons¹. Meanwhile, the number of cruise passengers grew at a similar pace, climbing by over two-thirds - from 17.8 million passengers in 2006 to 30 million in 2019².

Growth in maritime activity has been accompanied by increased and refined regulation through international agreements. The International Maritime Organisation (IMO) was established as a United Nations agency via the IMO Convention that came into force in 1958³ as the institutional centre for government cooperation on maritime affairs. Its mandate focuses on safety at sea, efficiency of navigation and prevention and control of maritime pollution from ships. Through its efforts, several conventions and codes have been adopted to address the matters under its mandate. Safety of seafarers and other persons at sea has been addressed by adoption of the the International Convention on the Safety of Life at Sea (SOLAS), the International Safety Management Code and others as well as the creation of the Global Maritime Distress and Safety System (GMDSS). It established the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers (STCW) to address human resource development. Maritime pollution has been addressed via the International Convention for the prevention of Pollution From Ships (MARPOL). These are just a few of its key accomplishments on those and related subjects.

It is noteworthy that IMOs conventions and codes generally target large ships of size greater than 500 gross tons because those are the vessels primarily involved in international merchant shipping. In an environment of trade among small, closely situated island states, such as the Caribbean, other categories of vessels come into focus. Here, smaller vessels are used to move goods across national borders and has necessitated adoption of the Code of Safety for Small

¹ UNCTAD. Review of Maritime Transport 2021

² Florida-Caribbean Cruise Association. 2019 Cruise Industry Overview

³ 'Brief History of IMO'. <https://www.imo.org/en/About/HistoryOfIMO/Pages/Default.aspx>



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Commercial Vessels Operating in the Caribbean Trading Area (SCV Code). The SCV code is applicable to commercial vessels smaller than 500 gross tonnage and between 5 metres and 24 metres in length. There is no convention for commercial vessels smaller than 5 metres in length because they are not used for international voyages.

Due to heavy reliance on IMO conventions and codes to guide maritime legislation, several Caribbean states and territories, including the Turks and Caicos Islands (TCI), have no existing laws regarding vessels of less than 5 metres in length and legislation mostly ignore pleasure vessels and other vessels not engaged in international voyages. This results in challenges for DMS and other regulatory agencies with responsibility for ensuring a safe and orderly operating environment for the maritime sector. Of particular concern to the DMS is the vulnerability of the waters of the Turks and Caicos Islands to the potentially harmful effects of unmanageable boating and physical harm from marine activities. Consequently, the development of a framework for control mechanisms to govern the influx and operations of small craft into the Turks and Caicos Islands is required to ensure the safety of the maritime space.

Whereas the need for the maintenance of a high level of safety is paramount, DMS also acknowledges the need for a balance to be achieved to address particular vulnerabilities while recognizing that operation of such vessels is a significant part of the rapidly developing tourism industry and that many operators of small craft derive legitimate livelihoods from this activity. For this purpose, 'small craft' is defined as a vessel of less than 24 metres or 78.5 feet in length, whether power driven, non-self-propelled, maneuvered by oars or poles, under sail or a floating platform anchored in position.

The purpose of the development of a national policy will be to strengthen the policy framework and to ensure the safety of vessels, sea bathers, boaters and passengers sharing the same operating space. The policy will address operations in all the islands, particularly Providenciales, Grand Turk and South Caicos, where current operations are established.

It is intended that this policy will strengthen the current policy framework, enable a safe operating environment for all sharing the same operating space and provide the basis for the appropriate legislation.

The emphasis on implementation of international conventions seems to have created the need for additional national maritime legislation while at the same time the legal frame work for small crafts and pleasure crafts appears to be lagging behind. This has left smaller vessels and those in non-commercial use (pleasure vessels) operating in a somewhat unregulated space. An attempt to fill that gap for vessels between 5 and 24 metres (16.5 – 78.5 ft) in length has been made via the Merchant Shipping "Small Commercial Vessel" Regulations, 2004 (as amended) which is an adoption of Code of Safety for Small Commercial Vessels operating in the Caribbean Trading Area launched in 2001 and revised in 2021. These, gaps still exist for pleasure vessels and vessels below 5 metres. TCI, currently operate a Category 2 British Ship Register and can only registered vessel up to 24 metres.

1.1. Legislative Review – National Legal Framework

As part of the situational analysis, a review of the current legal operating environment was also undertaken to enhance the understanding of the present dynamics. This entailed a detail review of existing legislation and other regulatory documents pertaining to small craft as well as consultation with industry stakeholders.

The operation of vessels in the TCI is governed under several ordinances and regulations. Safe operation is mandated under the Merchant Shipping Ordinance and related regulations, including the Merchant Shipping “Small Commercial Vessels” Regulations.

Although international ships must be registered under international convention, the Merchant Shipping Ordinance make it obligatory for ships to declare their flag state as they enter TCI waters, the legislation is silent on vessels not engaged in international voyages. The qualifications for registration as a TCI vessel are clearly stated, but there is no provision which declares that registration is compulsory for national vessels to operate within the waters of the Turks and Caicos or makes it an offence to sail within these waters without registration or licensing (with the exception of Commercial fishing vessels).

Vessels and individuals engaged in commercial and sports fishing are licensed under the Fisheries Protection Ordinance and those used in offering tourism related services are licensed under the Beach Vending Ordinance or the National Parks Ordinance and its related regulations.

At the same time, the Marine Pollution Ordinance and the National Parks Ordinance curtail the interaction between seafarers and the marine environment, whilst the Ports Authority Ordinance restricts operations in and around ports. Customs Ordinance defines points of entry, the collection of duties and specifies the procedures for entry and exit of goods as well as other key areas of operation.

The most glaring omission from the legislative framework governing the maritime space and operations in the TCI is the almost total absence of legislation empowering governance of pleasure vessels. The sole exception is Section 28 of the Customs Ordinance that provides a permit for the temporary importation and operation of pleasure vessels. The partial attempt to address this by the mere creation of a registry for pleasure vessels in the Merchant Shipping Ordinance 2022 is both awkward and woefully inadequate to meet the needs of the regulatory agencies who wish to exert some authority over all vessels in the maritime space of the TCI. This is not unique to the TCI but countries in the region that were former British colonies, notably Antigua and Barbuda and Saint Lucia, have made more extensive efforts to address this issue through their legal codes.

1.2. Legislative Review – International Legal Framework

The Turks and Caicos Islands merchant shipping legislation has been the primary piece of legislation which provides for registration and ownership of vessels, certification of vessel

operators, safe operation, standards and pollution control and the implementation of various international conventions.

However, the following International Conventions has been extended to the Turks and Caicos Islands by the United Kingdom;

- i. International Convention for the Safety of Life at Sea (SOLAS),
- ii. International Convention on Load Lines and
- iii. Convention on the International Regulations for the Prevention of Collision at Sea (COLREGS)

Under these conventions, TCI will be audited to ensure compliance with the International Maritime Organization's (IMO) Instrument Implementation Code (Triple I Code).

If the Turks and Caicos Islands (TCI) does not meet the standards and requirements of the International Conventions, particularly SOLAS, Load Lines, and COLREGS, there could be significant implications for the maritime industry in the Turks and Caicos Islands.

1. Safety of Life at Sea (SOLAS): SOLAS sets out minimum safety standards for the construction, equipment, and operation of ships [floating platforms]. It aims to ensure the safety of ships and their crews, as well as the protection of the marine environment. If TCI fails to comply with SOLAS, it could lead to increase maritime accidents, maritime incidents, and loss of life. This could result in reputational damage for TCI, affecting tourism and the overall economy of the islands.

2. Load Lines: The International Convention on Load Lines establishes regulations on the markings and freeboards of ships, indicating their maximum load capacity. If TCI does not comply with these regulations, it could result in overloading or unstable ships such as the "Tiki Bars", which pose a significant risk to safety at sea, resulting in the possibility of mass tourism casualties, thus significantly and negatively affecting our tourism sector.

3. Collision at Sea (COLREGS): The Convention on the International Regulations for the Prevention of Collision at Sea sets out international rules to prevent vessels from colliding with each other. Non-compliance with COLREGS can lead to accidents, collisions, and damage to ships, property, and the marine environment. It could also result in legal liabilities, penalties, and compensation claims.

1.3. Adequacy of Enforcement

The enforcement provisions of the environmental legislation of relevance to small craft operations, including forms of punishment and mechanisms for policing behaviour, seem adequate and can be effective if adequate resources are available and personnel operate with sufficient zeal.

The added number of inspections that will be required for hundreds of small crafts will likely strain the current resources of the relevant personnel at the Maritime Administration who were noted as being in need of upgraded skill sets in that area⁴.

The Beach and Coastal Vending Ordinance introduced a novel, inter-agency policing structure, the Beach Patrol Unit, but that legislation is still very new and it is too early to assess the success of that experiment

1.4. Implications of not meeting the IMO Standards

If TCI fails to meet the standards and requirements of these conventions and does not address the deficiencies found during the audit, it risks being classified as non-compliant by the International Maritime Organization (IMO).

This could lead to severe consequences, including the potential loss of international recognition for TCI as a flag state, increased inspections and monitoring, reputational damage, and restrictions on the movement and trading of TCI-registered vessels.

Furthermore, the United Kingdom UK may choose to remove TCI as a Ship Register since the UK is being audited as whole by the International Maritime Organization. TCI would lose benefits such as training for the officers; extension of other pertinent convention which may leave the country vulnerable to incidents and deemed negligent and may not be able to recover the cost such as oil pollution where the polluter pays.

Moreover, non-compliance may result in TCI being subject to penalties, fines, or other enforcement actions by the IMO or other authorities. It could also impact the confidence of ship owners, charterers, and insurers in the TCI flag, potentially leading to a decrease in vessel registration, investment, and employment opportunities in the maritime industry.

2. Policy Rationale

The TCIs small size and geography makes its beaches and coastal waters its most outstanding physical features and its tourism revolves around them as the main attraction and source of satisfaction for visitors. The tourism industry started to emerge in 1980. Ever since the Turks and Caicos and continues to grow and diversify, adapts to new markets and demands from various visitors seeking a unique tranquil adventure experience. Another landmark in development of the industry was the opening of Carnival's Cruise Centre on Grand Turk in 2006. The robust cruise ship arrivals and development of new and creative popular beach attractions have seen an increase in the demand for small craft activities at most beaches and coastal waters within the islands cluster. The coastal waters and beaches particularly Grand Turk and Providenciales are a beehive of small craft activity during the high season (November –May). Small pleasure craft

⁴TCI National Maritime Policy

rentals as a business have ushered in nationals who are investing large sums of monies into small craft operations and employ a number of persons to vend and operate on the beaches.

The increasing numbers of visitors drawn to its beaches has driven a demand for beach and coastal activities such as watersports, sport-fishing, diving and tours. This in turn, has resulted in an influx of small vessels including Personal Powered Recreational Watercrafts (jet skis), kayaks, paddleboards, banana boats, etc. providing tours to tourists and nationals.



Data obtained from the ship registry operated by the Maritime Administration revealed that currently, TCI, ship registry consists of a total of 350 vessels with a total of 1875 gross tonnage, of which only 24 vessels of less than 5 metres length are registered, only 9 of which are commercial vessels.

At the same time, the Fisheries Unit reported 50 boats of that size holding active Commercial fishing licences and 44 with Ordinary fishing licences. As well, the TCI Watersports Association

estimates that there are 200 operational jet skis. Though some vessels could have been registered in other jurisdictions, it is more likely that, given the relatively small investments that these vessels represent and that they will typically not be operated across national boundaries, it is much more likely that they have simply not been registered.

Interviews with public and private sector agencies and individuals, confirmed the benefits and urgent need, for having a clear Policy on the use and regulation of small craft. The main talking points in all the consultations **were safety and the focus on preventing any type of accident, involving a resident or tourist visiting TCI.**

In the age of social media, the cost of one fatality, arising from not having a policy to reduce the current risks associated with the use of small crafts, can be immense and be the cause of a huge public relations fall out for the Government of the Turks and Caicos.

There are a number of key benefits in having a Small Craft Policy in place, these include:

- i. **Reduced risk**- assessing the associated risks will help create a more proactive approach in the management of small craft safety; this will seek to identify and manage identified risks before accidents occur.
- ii. **Consistency**- a clear and consistent policy shall ensure that commercial and private owners/operators of small craft, become partners in water safety, especially at popular beaches along the Islands of TCI.
- iii. **Understanding roles**- having a coherent Small Craft Policy will help clarify and articulate set roles and responsibilities of local agencies, commercial operators and private users.
- iv. **Fewer accidents**-creating a Small Craft Policy shall make it easier to regulate hot spots and accident-prone areas, which can be targeted through public education campaigns. The Policy will also serve to guide the deployment of rescue equipment.
- v. **Better reputation for the destination**- having safer waters through the implementation of a strong policy will help boost the reputation of recreational and leisure investors, national communities and tourists.
- vi. **Lessen threat of legal actions**- having a Small Craft Policy shall reduce the likelihood of injuries or deaths arising from small craft accidents thus reducing the need to pursue legal action for redress.

Consequently, the Government of Turks and Caicos Islands through DMS is:

- Committed to a sustainable approach in managing small craft operations.
- Cognizant of the issue of user conflicts and safety at all of the locations where small craft are being operated presently.

- Reaffirming the need to ensure the island is a safe tranquil, user-friendly tourist destination.

Arising from the review, five (5) core focus areas were identified for inclusion in the policy design. These include:

- i. National Policy and legislation to govern all small crafts (motorized and non-motorized; private and commercial)
- ii. Mandatory registration, process to include the required documentation for both private and commercial use
- iii. Clear definition of the requirements for owning and operating a small craft for both private and commercial use
- iv. Clear guidance for small craft operations and use
- v. Guidelines for building and repairs of floating platforms (tiki bars)

In order to provide a sound basis for the Small Craft policy, there is a need for more specialized legislation which contemplates the unique needs, requirements, duties and wellbeing of those who operate small crafts.

3. Policy Objectives

The objectives of this policy are to:

- i. Create and maintain a safe beach experience for all users, especially popular beach locations that offer small craft activities and other touristic services.
- ii. Facilitate the expansion and further development of small craft services both motorized and non-motorized, as a tourism product and soft adventure experience in Turks and Caicos Islands.
- iii. Ensure the issuing of small craft licenses and registration are done in an equitable, transparent, simple and efficient process.
- iv. Provide a strong legal framework to police and monitor all small craft activities within the coastal waters of Turks and Caicos Islands.

4. Small Craft Policy for the Turks and Caicos Islands

4.1. Defining Small Craft

For the purpose of this policy, “**Small Craft**” is defined as *a vessel of less than 24 metres or 78.5 feet in length, whether power driven, non-self-propelled, maneuvered by oars or poles, under sail or a floating platform anchored in position*, which is not licensed or registered under the Turks and Caicos Islands Merchant Shipping Ordinance.

4.2. Registration vs. Licensing

The registration of vessels refers to the process of officially documenting and recording a vessel with Fisheries and Maritime. It involves providing information about the vessel, its ownership, and other relevant details to establish its legal identity and status. The Department of Maritime and Shipping (DMS) would be responsible for carrying out this registration process for all small craft below 24 meters (78.5ft) within the Turks and Caicos.

On the other hand, licensing to operate a vessel encompasses obtaining the necessary authorization to engage in specific activities or operations with the vessel. This license is typically issued by various departments or authorities, such as the Department of Environment and Coastal Resources (DECR) or the Department of Maritime and Shipping (DMS). The specific activities authorized by the license may vary depending on the department issuing it, but they could include fishing, tour operations in the National Park, transportation of goods or passengers, research, or any other activities related to maritime operations.

4.3. Mandatory requirement for the Registration of ALL Small Crafts

ALL Small Crafts that are operated within the waters of the Turks and Caicos Islands whether for commercial gain or for private use **must first** be **registered** by the Department of Maritime and Shipping (DMS).

Before any small craft is licensed (irrespective of the licensing authority), the owner of the small craft must first obtain a Certificate of Registry and Certificate of Inspection from the Department of Maritime and Shipping.

Registration is about establishing the legal identity, meeting the safety standards and operational status of a vessel, and this should not be confused with licensing to operate a vessel or small craft that grants authority to engage in specific activities or operations related to the small craft.

For the avoidance of doubt, the following classification of small craft are mandatory to be registered;

- i. All motorized or non-motorized vessels below 24m or below 78.5ft whether for commercial or private use.
- ii. All personalize powered recreational watercraft, also called water **scooter or jet ski**, that are designed to hold only a small number of occupants, who sit/ride or stand on top of the craft, not within the craft as in a boat.
- iii. All small watercraft that uses a paddle or oar to facilitate movement on the water, such as **Canoe, kayaks, Stand-up Paddle Board (SUP), kiteboard, fly-board** (commercial).
- iv. All floating platforms, whether mobile or anchored to the seabed, usually built on a floating platform or pontoon base, allowing it to operate on the shallow coastal water of

the Turks and Caicos Islands. These include but not limited to “Tiki Bars” and/or another waterborne establishment typically designed to resemble a tropical-themed hut or bar.

- v. Other items that fall under the definition of small craft.

4.4. General Criteria for the Registration of ALL Small Crafts

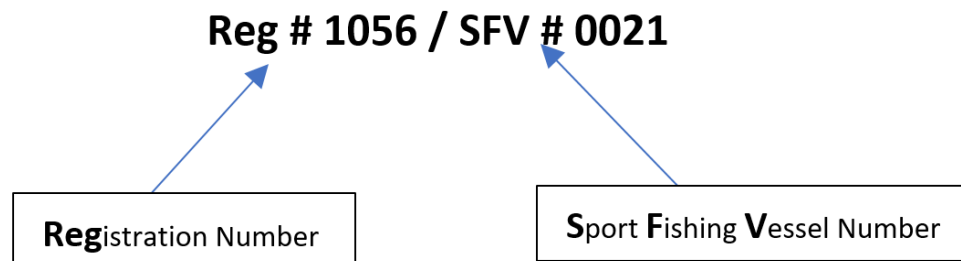
Merchant Shipping Ordinance Part IV Section 18 gives details of person who are qualified to be owners of Turks and Caicos Islands’ ships. These requirements will also apply to small crafts. In order to register a small craft in the Turks and Caicos Islands, a copy of the following documents must be produced:

- i. Proof of Ownership-
 - a. Bill of Sale
 - b. Import documentation
 - c. Builders Certificate (where applicable)
- ii. Proof of Nationality
- iii. Financial Service Commission registration (where applicable)
- iv. Business License (where applicable)
- v. Proof of insurance
- vi. Deletion Certificate from previous registry (where applicable)
- vii. Photo of small craft (port/starboard/ stern and bow)
- viii. **Safety equipment requirements: All Small Crafts** operating within the waters of the Turks and Caicos Islands **MUST** be equipped with the necessary approved safety equipment. The standard of life saving appliances shall depend on the area of operation, the number passengers and the ability of the vessel to survive damage in the event of an accident.
- ix. **Carrying Capacity Guidelines:**
 - a. The total numbers of persons permitted to be carried on a vessel shall be determined by the Maritime Administration (DMS).
 - b. The carrying capacity will be determined based on the craft's design, size, means of escape, operating area, lifesaving equipment, minimum manning requirements and safety standards to ensure passenger safety and maintain stability.
 - c. Each craft will have a maximum carrying capacity clearly indicated on the vessel, and operators must not exceed this limit. In the event the small craft does not have a clear and legible recommended carrying capacity plate as

prescribed by the manufacturer, the Maritime Administration, will conduct a buoyancy test to determine the maximum number of persons you can safely carry in calm weather.

x. **Marking of craft**

- a. The Small Craft name and number shall be clearly displayed to the satisfaction of the Maritime Administration in letters of contrasting colours above the water line so as to be clearly visible.
- b. Numbers and letters should read from left to right on both sides and be in size appropriate to the size of the vessel or as directed by the Maritime Administration, in block form.
- c. It is illegal to operate a vessel, or allow others to operate the vessel, unless it is registered/licensed and marked as above.
- d. Where a small craft also has a license number, the Registration Number appear first followed by a forward Slash and the license number. See example below; official #



This allows law enforcement authorities (in their specific role for enforcement and search and rescue) to clearly identify and obtain information about that craft, to check compliance and to follow up in event of an incident, or emergency.

- xii. **Insurance:** All Small Craft shall carry insurance cover against risk of loss or damage to third parties according to the relevant provisions of the Merchant Shipping Ordinance.
- xiii. All Small Craft (except small crafts which are operated by a paddle or oar) must be inspected by the Maritime Administration (DMS) prior to Registration.

- a) The initial or renewal survey will cover the following items, as applicable, hull, machinery, and propulsion, electrical, lifesaving equipment, fire protection equipment, steering systems and operational practices, including craft safety knowledge and crew competence.
- xiii. The small craft certificate of registry shall be issued from the date of inspection and valid for 5 years.
- xiv. No person shall not operate a small craft unless it is registered by the Maritime Administration (DMS).

4.5. Mandatory requirement for the Licensing of ALL Small Crafts

- i. All Small Craft which are engage in any commercial activity or hire for gain must be licensed to do so in accordance with the applicable law in order to operate within the waters of the Turks and Caicos Islands.
- ii. License and Safety Certificate should be posted onboard under transparent material and, where posting due to vessel size and design is impracticable, it should be kept in a protective cover available for presentation when requested. The license decal will also show that craft has been certified.
- iii. Exemptions: the following class of small craft that are used for commercial purposes exempted from needing a license to operate, provided that they are Registered and the operator has a general license to operate the commercial business venture in accordance with all applicable laws within the Turks and Caicos, including but not limited to Business License Ordinance, Beach Vendors Ordinance, and National Parks Ordinance;
 - a. Non-motorized small crafts that are propelled using a paddle or an oar.
 - b. Non-motorized small craft which are less than 5m and are propelled by sail/wind.

4.6. Types of Small Craft Operating Licenses

The following table provide the list of types of small craft licenses which are currently available in the Turks and Caicos, and the Department/ entity which has the mandate for the issuance of such license.

#	Type of Small Craft Licenses	Department Responsible	Description of permissible	Current or Proposed License Fees
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		to Issue License	activity under the License	
1	Commercial Fishing Vessel License (CFV)	DMS	A commercial fishing vessel license (CFV) is a permit or authorization issued by Department of Fisheries and Marine Resource Management to Turks and Caicos Islanders for a commercial fishing vessel operator. The purpose of the license is to regulate and control commercial fishing activities within the TCI EEZ.	See Annex 1 Schedule of Fees Fisheries Protection Regulations
2	Sports Fishing Vessel License (SFV)	DMS	A sports fishing vessel license is a type of permit that allows individuals or businesses to operate a vessel for the purpose of recreational or sport fishing for hire particularly for the Tourism Industry.	See Annex 1 Schedule of Fees Fisheries Protection Regulations
3	Ordinance Fishing Vessel License (OFV)	DMS	An "Ordinary Fishing Vessel License" is a type of license issued to Turks and Caicos Islanders who have a private small craft to be involved in fishing activities for personal consumption but	See Annex 1 Schedule of Fees Fisheries Protection Regulations

			not for gain or reward. It allows them to legally operate a fishing vessel for personal purposes, such as harvesting fish and other aquatic resources but not for sale.	
4	National Parks Vessel License (NP)	DECR	This is a license issued to an individual or a company to engage in commercial activities within the Marine Protected Areas such as tours, or water-sports activities. Individuals with a National Parks License can engage in water sports; non-fishing activities anywhere within the EEZ.	See Annex 2 Schedule of Fees
5	Beach & Coastal Water Sports License	DECR	This is a license issued to an individual or a company to engage in commercial activities outside the Marine Protected Areas such as tours, or water-sports activities. Individuals with a Beach and Coastal Water Sports license cannot	See Annex 3 Schedule of Fees

			operate within the National Park	
PROPOSED NEW SMALL CRAFT FEES (Inspection and Registration)				
6	Tiki Bar or Floating Platform Registration	Department of Maritime and Shipping (DMS)	To be registered as commercial vessel	(Up to 78'8") 24 meters \$800.00
7	Tiki Bar or Floating Platform annual Inspection	DMS	All floating platform must be Inspected prior to operation and periodically thereafter. A certificate of inspection will be issued to determine compliance with the requirements under the Small Commercial Vessel Regulations	(Up to 78'8") 24 meters \$1600.00
8	Commercial Vessel Registration	DMS	This is required for all commercial vessels and valid for 5 years;	Length of vessel (Up to 30ft) 9.15m \$170.00 (30' 2"-40ft.) 9.20-12.20m \$340.00 (40'2"-78'8") 12.25-24.00m \$580.00
9	Commercial Annual Inspection Fees Payable on the anniversary date of registration	DMS	The Certificate of Inspection is issued to all commercial vessels after a successful inspection; it provides the minimum manning requirements; safety equipment and appliances on board; total passengers that may be carried, names of owner or operators.	Length of vessel (Up to 30ft) 9.15m - \$200.00 (30' 2"-40ft.) 9.20-12.20m - \$250.00 (40'2"-78'8") 12.25-24.00m - \$350.00

10	Private/Pleasure Craft Registration and Annual Fees-combined YR1	DMS	This would require all vessels for non-commercial purposes, that are private vessels to operate within the waters of the TCI	Length of vessel (Up to 30ft) 9.15m \$120.00 (30' 2"-40ft.) 9.20-12.20m \$330.00 (40'2"-78'8") 12.25-24.00m \$440.00
11	Private/Pleasure Craft Biennial Inspection Fees Payable biennially on the anniversary date of registration	DMS	The Certificate of Inspection is issued after a successful inspection; it provides the minimum manning requirements; safety equipment and appliances on board; total persons allowed on board, names of owner or operators.	Length of vessel (Up to 30ft) 9.15m \$80.00 (30' 2"-40ft.) 9.20-12.20m \$100.00 (40'2"-78'8") 12.25-24.00m \$150.00
12	Reinspection	DMS	Required for all unsuccessful inspection	Same as inspection fee
13	Out of the water inspection (dry dock inspection)	DMS	This allows the inspection of the hull and bottom of the vessel	1.5 inspection fee
12	Commercial Fishing Vessel Inspection	DMS	This certificate is issued to fishing vessels annually	(Up to 30ft) 9.15m \$30.00 (30' 2"-78'8") 9.20-24.00m \$50.00
13	Certificate of Registry	DMS	This certificate is issued on registration of vessels	\$50.00
14	Bill of Sale	DMS	This is issued to sale of vessels	\$30.00
15	Replacement certificate	DMS	This is issued on loss/damage etc. of certificate	\$100.00
16	Change of name of vessel	DMS	Application must be made for the change of name as the owner may desire after	\$100.00

			registration; all certificate must be issued with the new name.	
17	Change of ownership	DMS	Application must be made as to change of owner or on purchase of a vessel that has been on the registry.	\$150.00
16	VHF Radio License	DMS	License issued to operators that includes call sign	\$50.00
17	Certificate of Deregistration	DMS	Certificate issued as proof of deletion from the ship registry	\$100.00
18	Boatmaster's License Theory Examination	DMS	Small commercial vessels Regulation to ascertain the qualification before issuance of boatmaster's license	\$25.00
19	Boatmaster's Practical Examination	DMS	Small commercial vessels Regulation to ascertain the qualification before issuance of boatmaster's license	\$25.00

4.7. Moratorium on Licensing of "Tiki Bar" or Floating platform

- i. Effective immediately by this policy, the Government of the Turks and Caicos hereby establishes a moratorium on the further registering and licensing of tiki bars or floating platforms. This moratorium will remain in force until further notice or until it is lifted by the Cabinet.
- ii. The Ministry reserves the rights to establish, from time to time, a quota or implement a moratorium on the registration and licensing of tiki bars or floating platforms. This decision has been made to ensure responsible and sustainable development in the coastal areas, taking into consideration environmental, social, and safety concerns.

- iii. Currently, there are three (3) self-propelled craft and four (4) floating bars/restaurant. During the moratorium period, these crafts have been provided with guidelines for operations and are subject to monitoring. No new applications for registering or licensing tiki bars or floating platforms will be processed or approved. Any existing applications that are currently under review will be put on hold until further notice from the Ministry.
- iv. All interested parties are to comply with this moratorium and refrain from initiating any new activities related to tiki bars or floating platforms until the Cabinet lifts the moratorium or further instructions are provided by the Ministry.

4.8. Criteria for Licensing and Operating of “Tiki Bar” or Floating platform

- i. Prior to Construction of the Floating vessel/Bar, owner shall submit proposal to the Crown Land Unit seeking a license to anchor semi-permanently unto the seafloor, clearly identify the areas which the structure will be anchored, size of structure to be built and type of anchoring mechanism to be used. In arriving at a decision, the Crown Land Unit must consult with the Department of Environmental and Coastal Resources, Department of Environmental Health and the Department of Maritime and Shipping to ensure that the propose location will not have no environmental impact on the marine and coastal environment and or will not pose any navigational risk to maritime traffic.
- ii. The Owner must also submit their architectural drawings and seek approval from the Physical Planning board for the construction of the facility on a floating platform. In considering the application, the Planning Department must consult and give due consideration to any concerns and recommendation which DMS may have regarding safety, buoyancy or disposal of waste.
- iii. **Size:** Floating/Tiki Bars shall provide architectural drawings approved by the Department of Planning; no extension or alteration shall be made to the size of the vessel unless approved by the Planning Board. Size of the bar shall be no more than 24 meters/78.74 feet in length (Merchant Shipping Ordinance 2022 and Merchant Shipping “Small Commercial Vessel” Regulations) or 1,200 square feet in total floor space.
- iv. If approved, shall apply for inspection to the DMS using the prescribe form with the following regarding construction:
 - Construction certificate (*where, date, length, breadth etc.*)
 - Stability/heel check completed and full load freeboard established
 - Structure calculations (scantlings) completed by builder/designer, including towing bracket
 - a. **Seaworthiness:** The floating bar/restaurant (tiki bar) shall undergo annual inspection for seaworthiness; if successful a safety procedure and risk assessment document/certificate will be issued and review annually. This certificate shall be used for renewal of business license along with other requisite documents.

- b. **Location:** The location where erected should not impede the free movement of water crafts/vessels in and around the area. The location approved by DMS in collaboration with DECR, RTCIPF, and other key stakeholders shall be adhered to.
- c. **Anchorage:** Relevant authorities shall be contacted for permanent/temporary anchorage to the sea bed. Permission shall be granted by the relevant authorities for the cordoning off and the placing of permanent anchors in these areas. Swim zones shall be allocated and approved by the DMS/DECR in collaboration with relevant authorities.
- d. **Rescue or tender vessel (name of vessel):** Access shall be by tender/shuttle or swimming. Vessel must be registered for the activity and must contain all safety equipment etc. The captain of the vessel must be a holder of a boat master's license issued by the DMS.
- e. **Staffing:** All staff members will be First Aid and CPR certified. Life guards/lookout/security personnel must be present at all times to enforce safety measures at the bar and oversee the swimming and boating activities around the bar. STCW certificate for staff appointed as life guards.
- f. **Passenger Capacity:** The total passengers allowable is calculated using Small Commercial Vessel Regulations by using the deck area or fixed seating criteria to manage this risk to avoid overloading and overcrowding. The number of passengers or persons should always be within a stability criterion (chapter III) that can be conducted and determined using the inclining test outlined in the Regulations.
- g. **Fire prevention:** Fire protection and prevention plan must be prepared and in use. A fire alarm system and/or fire system must be installed.
- h. **Safety Equipment (PFD and Life rings):** PFD (name of the floating vessel affixed) will be made available to all staff and patrons and will be placed in an area easily accessible; prevention of drowning by wearing life jackets or other buoyance aids. VHF radio is required to communicate with nearby vessels and authorities.
- i. **Safety Management Plan:** All owners of floating/tiki bars/restaurants must submit a Safety Management plan to the DMS with preventative measures to consistently identify and manage health and safety risks, and reduce the potential for accidents.
- j. **Emergency Plan:** Emergency evacuation plan must be taken into consideration. An emergency plan will be developed for the vessel; crew will be trained accordingly.

- k. **Weather:** Securing of bar in times of bad weather should be taken into consideration. Vessel will be secured at marina/boatyard during times of bad weather. Floating vessel should be constructed so that it can be towed to safe haven. Floating bar is unmanned when under tow (towing vessel to display navigational marker).
- l. **Insurance:** seek relevant insurance (Marine or Restaurant or both if possible). Insurance cover should be established to cover third party and passenger liability for the total number of persons that will be allowed and any aspects of pollution. Over-the-side liability is a separate policy that covers liability in respect of any food or drink supplied, snorkeling, swimming, or any other activities which are provided for persons whilst onboard.
- m. **Environmental Impact:** Proper disposal of garbage/refuse must be used. Bins will be installed at various locations throughout the vessel. Proper disposal of garbage/refuse must be included in the safety plan. **Toilet facilities:** There shall be toilet facilities (portable) available for patrons and staff on vessel or on shore side. Must be removed/empty daily (as part of the safety management plan).
- n. **Noise Pollution:** The issue of noise pollution is a matter that has to do with the agreed position and designated area that the bar is allowed to conduct its business and can be treated in the same manner as any regulated bar or establishment that has to be issued a licensed to operate.
- o. **Operating hours:** Operating between 9:00 am to sunset daily: operations shall be daylight only and in favourable weather conditions. An all-round red navigation marker light shall be affixed from sunset to sunrise.
- p. **Collision Prevention:** Vessel's captain or crew could be drunk and not in full command of vessel and creating collision which may result in the loss of lives or being thrown out of vessels. Operating vessel recklessly and speeding can also take place while at sea. Selling of alcohol to captain and crew must be taken into consideration reference road safety and drinking and driving (Merchant Shipping (Small Commercial Vessel) Regulations Section 15.8).
- q. **Drowning:** Patrons not being able to swim from being drunk can cause loss of life. Same applies to selling of alcohol to minor and persons that appears to be intoxicated.
- r. **Overcrowding:** Frequency of vessels (jet skis, boats and swimmers alike already using this area). Access to and area around floating bar to be kept clear at all times and power craft must not encroach, or come alongside.
- s. **Overloading:** Number of patrons including staff, intend to service on the vessel shall be determined by the Maritime Administration (DMS).

- t. **Monitoring and Law Enforcement:** Monitoring and enforcement shall be carried out by the DMS, DECR and RTCIPF.
- v. Clearance: Clearance letters to be issued by DMS, Planning Department, Environmental Health Department and DECR prior to obtaining a Business License from the Revenue Department for construction and operation;
- vi. All licenses/certificate must be issued by the Departments prior to commencement of operations of Tiki Bars.



4.9. Specific Criteria for Licensing and Operating Commercial Cargo or Passenger Vessel below 24m (Merchant Shipping (Small Commercial Vessel) Regulations)

- i. The total number of persons permitted to be carried on a craft will be determined by the Maritime Administration (DMS). In determining this number, the Administration shall consider stability restrictions, operating area, seating and deck area, lifesaving equipment and crew manning.
- ii. Every ship shall be manned with sufficient appropriately trained and medically fit seafarers as determined by the Administration. Open boats or domestic vessels in protected waters, national employment legislation will apply as appropriate.
- iii. The owner, charterer, managing operator or master of a vessel making a voyage in exposed or within the coastal waters of the Turks and Caicos Islands shall keep an accurate written count of all passengers which embark on and disembark from the vessel.
- iv. Before getting underway on a voyage where passengers are carried, the master of a vessel must give a safety briefing to persons onboard a vessel. The scope of the briefing is to be appropriate to the vessel and its operation and to include the location and proper use of all safety equipment onboard.
- v. On a vessel of 20 m or more in length, the public address system shall be a fixed installation and be audible during normal operating conditions throughout the accommodation spaces and all other spaces normally manned by seafarers.
- vi. On a vessel of less than 20 m in length, a battery-powered bullhorn may serve as the public address system where it can be demonstrated to be audible throughout the accommodation spaces of the vessel during normal operating conditions. On a vessel of less than 20 m in length carrying less than 50 passengers, a public address system is not required where the Authority is satisfied that a public announcement made from the operating station without amplification can be heard throughout the accommodation spaces of the vessel during normal operating conditions.

4.10. Specific Criteria for Registering and Operating private/pleasure vessels

- i. All private vessels will need to be inspected biennially and owners and operators must exhibit a capacity to safely and responsibly to operate them.
- ii. Inspection certificate will be issued biennially.
- iii. Registration of private vessels under Merchant Shipping Ordinance Part IV Section 18 gives details of person who are qualified to be owners of Turks and Caicos Islands' ships. In order to register a small craft in the Turks and Caicos Islands, a copy of the following documents must be produced:
- iv. Proof of Ownership- Bill of Sale, import documentation (if not purchased on island), Builders Certificate (newly built vessels)

- v. Proof of Nationality
- vi. Proof of insurance (optional)
- vii. Deletion Certificate from previous registry (where applicable)
- viii. Photo of small craft (port/starboard/ stern and bow)

Specialized regulation is required for standardized safety among vessels seeking to operate without any commercial interest. It applies to TCI fishing and pleasure vessels of less than 24 meters in length and will ensure that privately owned vessels meet national standards. This regulation will provide a checklist of safety equipment required to carry onboard the vessel (according to the length).

4.11. Moratorium on Personal Powered Recreational Watercraft (Jet Skis) and

- i. Effective immediately by this policy, the Government of the Turks and Caicos hereby establishes a moratorium on the further importation, registering and licensing of Personal Powered Recreational Watercrafts (jet skis) for personal or commercial use. This moratorium will remain in force until further notice or until it is lifted by the Cabinet.
- ii. The Ministry reserves the rights to establish, from time to time, a quota or implement a moratorium on the registration and licensing of Personal Powered Recreational Watercrafts (jet skis). This decision has been made to ensure responsible and sustainable development in the coastal areas, taking into consideration environmental, social, and safety concerns.
- iii. During this moratorium period, except in case of replacement of existing crafts, in which case a letter of authorization issued from the DMS must be produced on importation. Otherwise, no new Personal Powered Recreational Watercrafts will be permitted to be imported such craft will be seized by the collector of Customs unless the applicant can show that at the time this moratorium was passed, the applicant had already purchased the Personal Powered Recreational Watercrafts
- iv. All interested parties are to comply with this moratorium and refrain from initiating any new activities related to importation of Personal Powered Recreational Watercrafts until the Cabinet lifts the moratorium or further instructions are provided by the Ministry.

4.12. Specific Criteria for Operating a Personal Powered Recreational Watercrafts PWCs (jet skis)

- i. All craft will need to be inspected and licensed and owners and operators must exhibit a capacity to safely and responsibly to operate them.

- ii. Inspection certificate will be renewed annually.
- iii. Private and commercial operator licenses will be renewed annually.
- iv. All Guides or Commercial Operators shall provide each person operating or riding a craft with an approved personal floatation device (Life Jacket) with a whistle attached. PFD/lifejacket to be worn at all times for every person on board. Lifejacket or PFD must be inherently buoyant. PFD/ lifejacket should be fitted with a whistle to attract attention and be in a high visibility colour.
- v. Operators must be at least 16 years of age or older. Because of the potential maximum speed of small craft, the age limit for operating a small craft will be aligned with the age requirements for a driver's license.
- vi. Evidence of competence requirements.
- vii. All Guides or Commercial Operators must conduct a safety prelaunch check list and includes a safety information briefing for persons renting.
- viii. A pre-launch safety checklist must always be completed prior to operating, or renting out a PWC. This should include a safety information briefing for persons renting, which should cover handling and recovery skills, collision avoidance and operating area restrictions.

Indemnity Waiver Form: The small craft stakeholders shall develop the indemnity waiver form. The Beach and Vending Committee, and DMS shall make the form a condition of the license to operate.
- ix. Every person on a personal watercraft (PWC) is required to wear a personal flotation device (PFD)/lifejacket at all times when onboard.
- x. While operating a PWC equipped by the manufacturer with a lanyard-type engine cutoff switch on the waters of TCI, a person shall have the lanyard attached to his or her person, clothing, or personal flotation device as is appropriate for the personal watercraft.
- xi. All operators must maintain 5 knots speed, or slower so as to comply with no wake zones as determined by the DMS, within 150 feet from another vessel, shore, docks, piling or any structure.
- xii. Shall not operate between sunset and sunrise.
- xiii. Shall not operate above idle speed in water within five feet of the shore.

- xiv. Shall not operate in a reckless and/or negligent manner.
- xv. Shall not operate if under the influence of alcohol, illicit drugs, prescribed drugs that impair judgment or capacity to operate safety.
- xvi. If engaged in towing a float with a suitable PWC, it is essential to carry an observer/lookout.
- xvii. Shall not operate in areas designated as exclusion zones by DMS and Department of Environment and Coastal Resources.
- xviii. Shall not disturb any wildlife within the sea.
- xix. All licensed small craft owners must properly maintain and care for the craft so as not to at any time pollute coastal waters, coastline and beaches.
- xx. All mechanical works on small craft shall not be done on any beach, but rather at an approved facility located inland.



4.13. Specific Criteria for Operating a Canoes, Kayaks, Paddleboats, Paddleboards, Sailing Boats

- i. All persons operating a small craft must wear an approved personal floatation device (Life Jacket) with a whistle attached. PFD/lifejacket to be worn at all times for every person on board. Lifejacket or PFD must be inherently buoyant. PFD/ lifejacket should be fitted with a whistle to attract attention and be in a high visibility colour.
- ii. A craft shall not be operated from Sunset to Sunrise;
- iii. A craft shall not be operated in weather and sea conditions which may prove hazardous and as determined by the Met Office; (Small craft Advisory)
- iv. In cases of Commercial Tour Operators, every guide shall be qualified in First Aid and rescue swimming. Every lead guide shall be equipped with a first aid kit and communication device capable of reaching emergency services immediately when required.
 - a. A minimum of one lead guide shall be provided per every 06 kayaks or less in operation.
 - b. A motorized rescue craft shall be made readily available to render assistance whilst in use or in the event of distress.
- v. There shall be no use of intoxicating substances or drugs while operating the water craft.
- vi. A craft shall maintain a distance of 100 feet from any fishing activity and divers-down flag, only approaching the shore in a designated staging area;
- vii. Provide adequate space to all anchored or drifting vessels. Keep away from swimmers, fishing activity, divers and other craft, when approaching shore
- viii. All operators shall follow the “Rules Of The Road” around at all times and render aid whenever possible to persons in distress at sea.

4.14. Specific Criteria for Operating a Power Craft (Motor Vessel)

- i. A vessel shall be manned, managed and operated safely in accordance with applicable legislation and in such a manner as to afford adequate precaution against hazards, which might endanger the vessel, its passengers and cargo.
- ii. Safety equipment: One PFD/lifejacket to be worn at all times for every person on board an open craft. PFD/lifejacket should be fitted with a whistle to attract attention and be in a high visibility colour. Other safety equipment is required such as fire extinguishers, distress signals etc.

- iii. Navigation lights are required if craft is operated during hours of darkness.
- iv. Evidence of competence required and a prelaunch safety check list should be completed.
- v. A re boarding device is required if the vertical height that a person must climb to re-board the craft from the water (freeboard) is over 0.5 metres

4.15. Specific Criteria for Operating a Sail and power craft of over 5 metres in length up to 13.7 metres (45 feet) in length

- i. A re boarding device is required if the vertical height that a person must climb to re-board the craft from the water (freeboard) is over 0.5 metres
- ii. Evidence of competence required and a prelaunch safety check list should be completed, including voyage planning.
- iii. Navigation lights are required if craft is operated during hours of darkness
- iv. One anchor and at least 50 metres of cable, rope or chain in any combination

4.16. Specific Criteria for Operating an Amphibious Vehicles

- i. Amphibious Vehicles are subject to the same regulations as all charter and rental boats with further restrictions on areas of operation and conditions of operation.

4.17. Specific Criteria for Operating a Banana boat operation.

- i. Safety equipment: One PFD/lifejacket to be worn at all times for every person on board an open craft and everyone on-board the device being pulled. PFD/lifejacket should be fitted with a whistle to attract attention and be in a high visibility colour. Other safety equipment is required such as fire extinguishers, distress signals etc.
- ii. Operators must be certified to operate a banana boat, in addition to licence requirement;
- iii. A look-out must be provided who must complete specified training as established by the Administration;
- iv. equipment must be maintained in accordance with manufacturer's instructions and Department's requirements;
- v. The Department of Maritime and Shipping and DECR shall set operational area for banana boat operations;

- vi. The boat towing the banana must not proceed at a speed greater than 10 knots.
- vii. A craft shall not be operated from Sunset to Sunrise;
- viii. A craft shall not be operated in weather and sea conditions which may prove hazardous and as determined by the Meteorology Office; (Small craft Advisory)
- ix. In cases of Commercial Tour Operators, every guide shall be qualified in First Aid and rescue swimming. Every lead guide shall be equipped with a first aid kit and communication device capable of reaching emergency services immediately when required.
- x. There shall be no use of intoxicating substances or drugs while operating the water craft.
- xi. A craft shall maintain a distance of 100 feet from any fishing activity and divers-down flag, only approaching the shore in a designated staging area;

4.18. Training and Certification of Small Craft Owners/Operators

- i. All small craft motor vessel operators (except operators of small craft that is powered by an oar or paddle) will be required to be trained by a recognized Standard Training Certification and Watch Keeping (STCW) institution (and any other personnel/institutions that may be authorized to deliver the requisite training), assessed, licensed and registered by DMS.
- ii. The authorized training establishment of Turks and Caicos Islands must train all small craft motor vessel operators. Commercial small craft owners must ensure all their staff complete customer service training courses as required for front line service persons within the tourism industry.
- iii. Customers/users of Personalize Powered Recreational Watercraft (PWC) will be required to undergo an intense briefing from commercial operators prior to operation of a small Personalize Powered Recreational Watercraft (e.g., Jet Ski).
- iv. Approved Tourism departments may organize specialized customer training.
- v. On completion of the requisite training, certification is issued by the DMS. This certification must be made available once the small craft is in use
- vi. The Administration may issue licenses as Boat Master or Boat Engineer, as appropriate to persons who meet the requirements of the Merchant Shipping Small Commercial Vessel Regulations.
- vii. The minimum age to operate a Motor Vessel or work on board commercial vessels is 16.

- viii. All commercial small craft required by the Maritime Administration to carry seafarers, in addition to a Master and Boat Engineer, shall carry as such seafarers, persons who hold the additional qualifications identified in Regulations. Evidence of competence for existing operators of small craft will be assessed on application, based on operational experience and will be stated on the safety certificate.
- ix. In the case of renting a small craft, then a rental craft safety checklist to the standards must be completed. This should provide a basic safety orientation to the particular craft, its equipment and features and also cover any operational area restrictions. Both parties, renter and craft operator, must sign the checklist as proof of competency for the rental period only and operator is required to retain for record purposes.

5. Environmental Protection

- i. A vessel complying with the regulations must meet international and local requirements for the prevention of marine pollution which are applicable to the area in which the vessel is operating. All craft operators must adhere to environmental regulations and guidelines to protect the marine ecosystem.
- ii. The disposal of garbage into the sea is prohibited.
- iii. A vessel certified to carry more than 15 persons with toilet facilities capable of discharging waste to the sea, A safety management system should be in place with related documentation commensurate with the vessel type, size and operation.
- iv. Every vessel over 100 GT and any ship certified to carry 15 persons or more shall carry a Garbage Management Plan, to include written procedures for collecting, storing, processing and disposing of garbage, including the use of equipment on board, Garbage record books are to be maintained by vessels carrying more than 15 persons when engaged on voyages of more than one hour in duration.
- v. Every vessel of 12 metres or more in length overall to display placards notifying passengers and seafarers of the disposal requirements of the regulation. A vessel certified to carry more than 15 persons with toilet facilities capable of discharging waste to the sea shall be fitted with a holding tank of suitable size to accommodate waste from the total number of persons on board for the duration of the voyage.

6. Enforcement and Penalties:

- a) Enforcement agencies shall strictly enforce laws and regulations relating to the approved areas. Small crafts shall not operate outside of areas designated by DMS and Department of Environment and Coastal Resources. The DMS along with stakeholders will identify

specific areas for only operations. PWC will have restricted use in ports of entry as determined by the Director, DMS and DECR, swim areas and fishing priority areas.

- b) The maritime Administration will conduct regular patrols and inspections to enforce compliance with the small craft policy.
- c) Violations of the policy may result in penalties, such as fines, license suspension or revocation, or other appropriate measures to ensure compliance and promote safety.
- d) Any person who operates a craft while under the influence of an intoxicating liquor or a controlled substance, shall be guilty of an offence and shall be liable on summary conviction to a penalty
- e) Any person or operator using a craft on the waters of TCI for towing a person or persons on a surfboard, a parasail or similar devices without a person duly licensed in that craft in addition to the operator shall be guilty of an offence and shall be liable on summary conviction to a penalty.

Annex 1 Fisheries Protection Regulation Schedule 3: License Fees

SCHEDULE 3

LICENCE FEES

(Regulation 7)

	TYPE OF LICENCE	ANNUAL FEE (\$)
1.	Licence G2 (Commercial Fisherman's Licence)	
	Islanders	80.00
	Others	750.00
2.	Licence H2 (Sports Fishing Licence)	
	Residents other than Islanders	60.00
	Visitors	30.00
3.	Licence I2 (Commercial Fishing Vessel Licence)	
	(i) Length not exceeding 20 ft overall—	
	Local	70.00
	Foreign owned	4,000.00
	(ii) Length exceeding 20 ft but Not exceeding 30 ft overall—	
	Local	250.00
	Foreign owned	6,000.00
	(iii) Length exceeding 30 ft overall—	
	Local	350.00
	Foreign owned	8,000.00
*4.	Licence J2 (Sports Fishing Charter Vessel Licence)	
	(i) Length not exceeding 20 ft overall	400.00
	(ii) Length exceeding 20 ft but not exceeding 30 ft overall.....	600.00
	(iii) Length exceeding 30 ft overall	1,000.00
5.	Licence K2 (Ordinary Fishing Vessel Licence)	
	(i) Length not exceeding 20 ft overall—	
	Local	30.00
	Foreign	150.00
	(ii) Length exceeding 20 ft but not exceeding 30 ft overall—	
	Local	50.00
	Foreign	200.00

Annex 2 National Parks Regulations: National Parks (Fees)

**NATIONAL PARKS (FEES) NOTICE –
REGULATION 11 OF THE NATIONAL PARKS REGULATIONS**

(Legal Notice 24/2011)

Commencement

[5 July 2011]

Short title

1. This Notice may be cited as the National Parks (Fees) Notice.

Fees

2. The fees prescribed in the Schedule shall be payable in respect of—
 - (a) vessels operating within a national park or nature reserve;
 - (b) other commercial activities carried on for gain within a national park or nature reserve.

SCHEDULE

Non-motorised vessel	\$70
Vessel less than 30 ft	\$15/ft
Vessel 30-60 ft	\$30/ft
Vessel greater than 60 ft	\$60/ft
Single user mooring	\$270
Other commercial activity	\$400
