

CIRCULAR	Circular No. 002 (Amended)
SUBJECT	Implementation of the VISR Compliance Policy for Vessels Trading in the Paris MoU Region
FROM	Office of the Maritime Administrator, Vanuatu International Shipping Registry
TO	All shipowners, managers, operators, masters, Special Agents, Recognized Organizations and Flag State Inspectors
AMENDMENT DATE	20 August 2026
EFFECTIVE DATE	Upon publication
STATUS	Version 2.0 - Corrects the document previously identified as "1224" and restates it as Circular No. 002

Authority and legal status. This Circular is issued by the Maritime Administrator under the functions and powers conferred by the Maritime Act [CAP 131], as amended by the Maritime (Amendment) Act No. 21 of 2025, including section 10C where applicable, and any additional written authority lawfully applicable to the subject. It shall be read with applicable mandatory IMO instruments and controlled VISR policies. It does not convert a direct statutory power into a delegated power, transfer a function assigned by law to another State entity, or amend any valid appointment, concession or other governing instrument.

Related controlled policies: VISR-QMS-POL-CI-002 - IMSAS Compliance, Internal Audit, Corrective Action and Continual Improvement Policy; VISR-QMS-POL-PSC-008 - International Fleet PSC Performance, Detention and Corrective Action Policy; VISR-QMS-POL-REC-005 - Document and Records Control, Retention and IMSAS Evidence Management Policy.

1. Policy objective

VISR establishes the Paris MoU region as a priority risk area for Vanuatu-flagged vessels. The objective is to reduce deficiencies and detentions through early notification, risk classification, targeted inspection, effective Safety Management Systems and documented corrective action.

2. Applicability and risk classification

- Every Vanuatu-flagged vessel intending to call at a port within the Paris MoU region is subject to this Circular.
- Risk assessment may consider vessel age and type, company performance, previous PSC history, class and RO performance, outstanding deficiencies, casualty history, flag State inspection results and the quality of the Safety Management System.
- VISR may designate a vessel or company as normal, elevated or high risk and may revise the classification whenever new information becomes available.

3. Mandatory controls

- Notify the Registry of intended Paris MoU calls and submit the applicable pre-arrival checklist within the period stated by VISR, normally not less than 48 hours before arrival.
- Ensure all statutory, class, manning, seafarer, ISM, ISPS and MLC documents are current, onboard and immediately verifiable.
- Correct all known deficiencies before arrival and retain objective evidence of closure.
- Arrange an enhanced Flag State inspection, additional ISM audit or RO attendance when directed by VISR.
- Report every PSC inspection, deficiency and detention immediately, whether or not the deficiency is considered minor.

4. Company responsibility and review

The company remains responsible for the vessel's condition, safe operation and effective SMS. A clean class or flag survey does not relieve the company of its duties. VISR will review trends at vessel, company, FSI and RO level and may impose company-wide corrective measures where recurrence or systemic failure is identified.

Compliance records and communications

All applications, approvals, notices, reports, evidence, decisions, acknowledgements and corrective-action records required by this Circular must be transmitted through an official VISR channel and retained in the controlled Registry file in accordance with the VISR records policy. Communications from unverified domains or persons without written authority must not be relied upon.

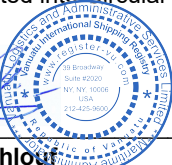
Official contact: technical@register-vu.com. Urgent safety, casualty, sanctions or fraud matters must also be copied to info@register-vu.com and reported without delay.

Enforcement, reasons and reconsideration

Non-compliance may result in enhanced inspection, corrective-action requirements, service restrictions, suspension, administrative penalties, withdrawal or revocation of documents, or deletion from the Registry, to the extent authorized by law and the applicable written authority. Except where immediate protective action is necessary for safety, security, sanctions compliance, documentary integrity or preservation of evidence, an affected person will be notified of the material grounds and given a reasonable opportunity to respond. A request for reconsideration must be submitted in writing to the Office of the Maritime Administrator with supporting evidence within ten business days of the written decision, unless a shorter period is stated because of an urgent risk.

Supersession and effective application

This amended Circular corrects and supersedes the document previously published under the identifier "1224" concerning the Paris MoU compliance policy. The separate 18 November 2024 annual-tonnage-tax notice that was also labelled Circular No. 2 is consolidated into Circular No. 009 (Amended) so that the controlled circular series contains only one Circular No. 002.



Saade Makhoul
Maritime Administrator of the Republic of Vanuatu
Vanuatu International Shipping Registry

Issued in Port Vila and New York
20 August 2026