



INTERNATIONAL
MARITIME
COUNSELS

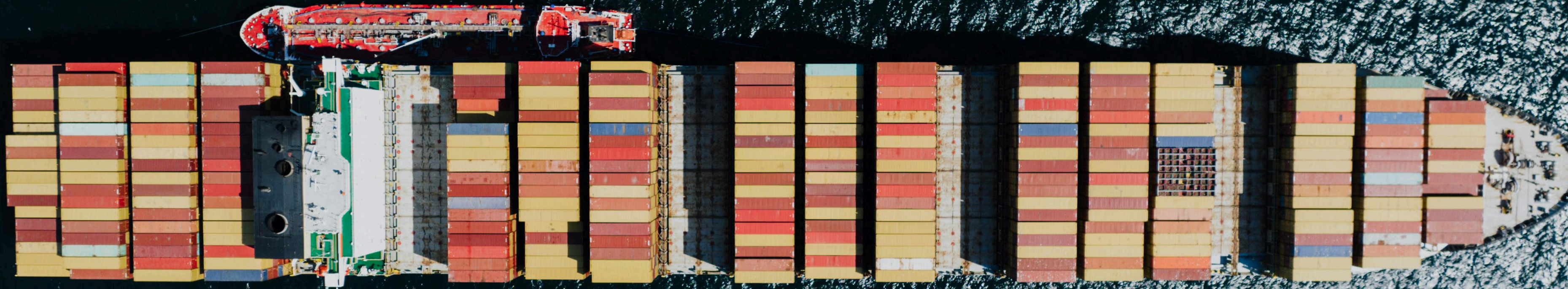
STRATEGIC BUSINESS PROPOSAL

*Comprehensive Global Maritime, Legal,
Offshore, Regulatory & Technical Services*



IMC-MARITIME: THE ONLY COORDINATE YOU NEED

International Maritime Counsels is envisioned as a next-generation global maritime institution providing integrated maritime, offshore, regulatory, engineering, compliance, inspection, strategic advisory, and maritime legal-support solutions to the international shipping and offshore industry.



COMPANY
OVERVIEW

Prepared by: IMC-Maritime



Our Vision: Leading Maritime Innovation For a Safer Maritime Future

Shaping a safer future for the maritime and offshore sectors, IMC-Maritime provides the elite technical and strategic support needed to navigate modern risks.

WE DELIVER BECAUSE WE HAVE THE PEOPLE THE EXPERTISE AND THE KNOWLEDGE TO KEEP OUR CLIENTS MOVING FORWARD WITH CONFIDENCE AND SAFETY.





IMC-MARITIME

WHAT WE DO: COMPREHENSIVE SERVICES

1. MARINE SERVICES

- 1.1. Ship registration & Flag administration advisory
- 1.2. Ship Classification, compliance & regulatory
- 1.3. Maritime STCW Training & Seafarers Certifications
- 1.4. Marine risk management - P&I and H&M insurance
- 1.5. Incorporation services & Radio communications-RAA

2. MARINE CONSULTANCY SERVICES

- 2.1. Ship Design Calculation & Naval architecture engineering
- 2.2. Offshore Oil & Gas engineering
- 2.3. Marine survey & Third-party inspection

3. MARITIME LEGAL CONSULTANCY





1.1. SHIP REGISTRATION & FLAG ADMINISTRATION ADVISORY

The global shipping industry requires vessels to operate under recognized flag administrations with ongoing compliance documentation. IMC delivers seamless ship registration and flag administration solutions through a reliable global network. We provide independent guidance on a broad range of flag administrations, ensuring each client receives the most efficient, compliant, and commercially advantageous registration structure for their vessels.

- **Vessel registration** for all types of vessel including commercial, offshore support, tankers, barges, passenger, fishing, yachts, specialized units
- **Registration type:** Provisional, Permanent, SDV Delivery & Demolition, Bareboat, BBC in & out
- **Flagging, re-flagging,** flag migration, dual registration, temporary registration, bareboat charter registration





FLAGS INCLUDE (BUT ARE NOT LIMITED TO):

BARBADOS, CAMEROON, COMOROS, COOK ISLANDS, CYPRUS, DJIBOUTI, DOMINICA, GEORGIA, GREECE, HONDURAS, LEBANON, LIBERIA, MALTA, MOLDOVA, MONGOLIA, MONTENEGRO, NIGERIA, PALAU, PANAMA, SAO TOME, SIERRA LEONE, ST KITTS & NEVIS, TANZANIA, TOGOLESE REPUBLIC, TUVALU AND VANUATU



1.2. SHIP CLASSIFICATION, COMPLIANCE & REGULATORY

Modern shipping faces increasingly complex international compliance obligations. IMC-Maritime functions as a specialized maritime compliance and regulatory intelligence institution

- Plan approval for newbuilds, modifications, and conversions.
- Construction surveys, periodic classification surveys, and final certification.
- Condition Assessment Programs (CAP) for older vessels.
- Flag State Inspections, Port State Control preparedness, and incident investigations.
- Full implementation and auditing of SMS (Safety Management Systems), EMS (Environmental Management Systems), ISM, ISPS, MLC, SOLAS, MARPOL, and other conventions.
- EEXI/CII compliance, ballast water management, emission monitoring systems

24/7/365 Emergency Technical Assistance Service (ETAS) with proprietary damage stability software



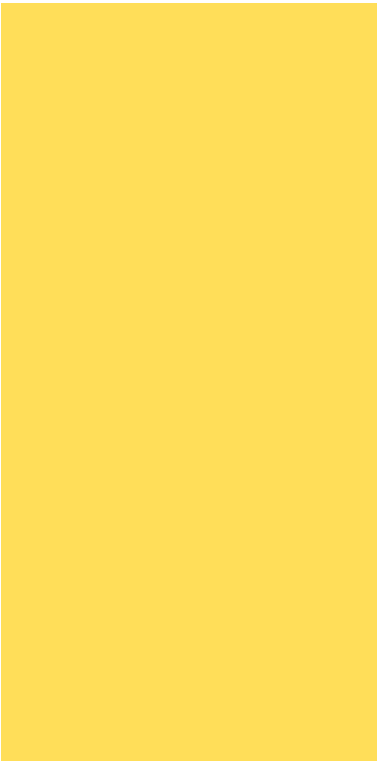


1.3. MARITIME TRAINING & SEAFARERS CERTIFICATION

STCW TRAINING

- STCW Basic Safety Training – Initial Certification
- (As per STCW :A-V1/1-1, A-V1/1-2, A-V1/1-3 and A-V1/1-4)
- STCW Basic Safety Training – Refresher Course
- (As per STCW :A-V1/1-1, A-V1/1-2, A-V1/1-3 and A-V1/1-4)
- Online (100% e-learning platform)
- Basic Safety Training Package (4 courses)
- Refresh, online 100% - Proficiency in Survival Craft and Rescue Boats
- (Other Than Fast Rescue Boats)
- Proficiency in Fast Rescue Boats
- Ship Security Officer
- Security – Awareness for All Seafarers
- Training for Seafarers with Designated Security Duties
- Bridge Team Management (Includes simulator sessions)
- Crisis and Crowd Management for Passenger Ships
- Specialised Training for Personnel Onboard RO-RO and Passenger Ships
- Medical First Aid
- Preparatory Course for Examinations Conducting to a COC (Deck)

IMC delivers comprehensive maritime training and competency development programs for current and aspiring seafarers, marine professionals, offshore personnel, and shore-based maritime staff. Our network of experienced master mariners, chief engineers, maritime instructors, and subject-matter specialists ensures that every course is delivered to the highest professional standards.





CREW ENDORSEMENTS AND CERTIFICATION

IMC can assist with endorsements for Ship Security Officers along with Oil, Chemical & Gas Tanker Operations certificates of competency. We also provide a streamlined process for dealing with Continuous Discharge Certificates (CDC) and Seaman's Discharge Books when required.

CERTIFICATION OF COMPETENCE (COC)

- Engineer
- Master
- Officer
- Ratings
- Watchkeeping

CERTIFICATE OF ENDORSEMENT (COE, CRA)

- Officers' Endorsements
- Ratings Endorsements
- GMDSS Endorsements

SEAMAN RECORD BOOK

Name of the seafarer with a recent photograph

- Age and gender
- Identification marks
- Nationality and address
- Service Book identification number (unique)
- Date and place of birth of Date of record issuance and expiry





1.4. MARINE RISK MANAGEMENT - P&I AND H&M INSURANCE

Marine Risk Management Department is manned by qualified and highly experienced insurance professionals. This allows us to cater fast disposal of claims and assured payments in genuine cases in conjunction with selected insurance companies.

- **Hull and Machinery (H&M):** Physical loss or damage cover for all types of vessels.
- **War & Strikes Risks:** Cover against War, Strikes, Riots, Civil Commotions, etc.
- **Freight, Demurrage and Defence (FD&D):** Also referred to as "Defence". In most instances an optional adjunct to P&I coverage.
- **Builders Risks:** Physical loss or damage cover for a shipbuilder during a vessel's construction period.
- **Loss of Hire:** Insurance designed to protect a ship owner for potential loss of earning of a vessel (either freight or charter hire) resulting from a casualty.
- **Protection and Indemnity (P&I):** Third party liability cover for all types of vessels.
- **Fixed Price for Blue Cards:** Vessel Blue Cards at favorable fixed rates.

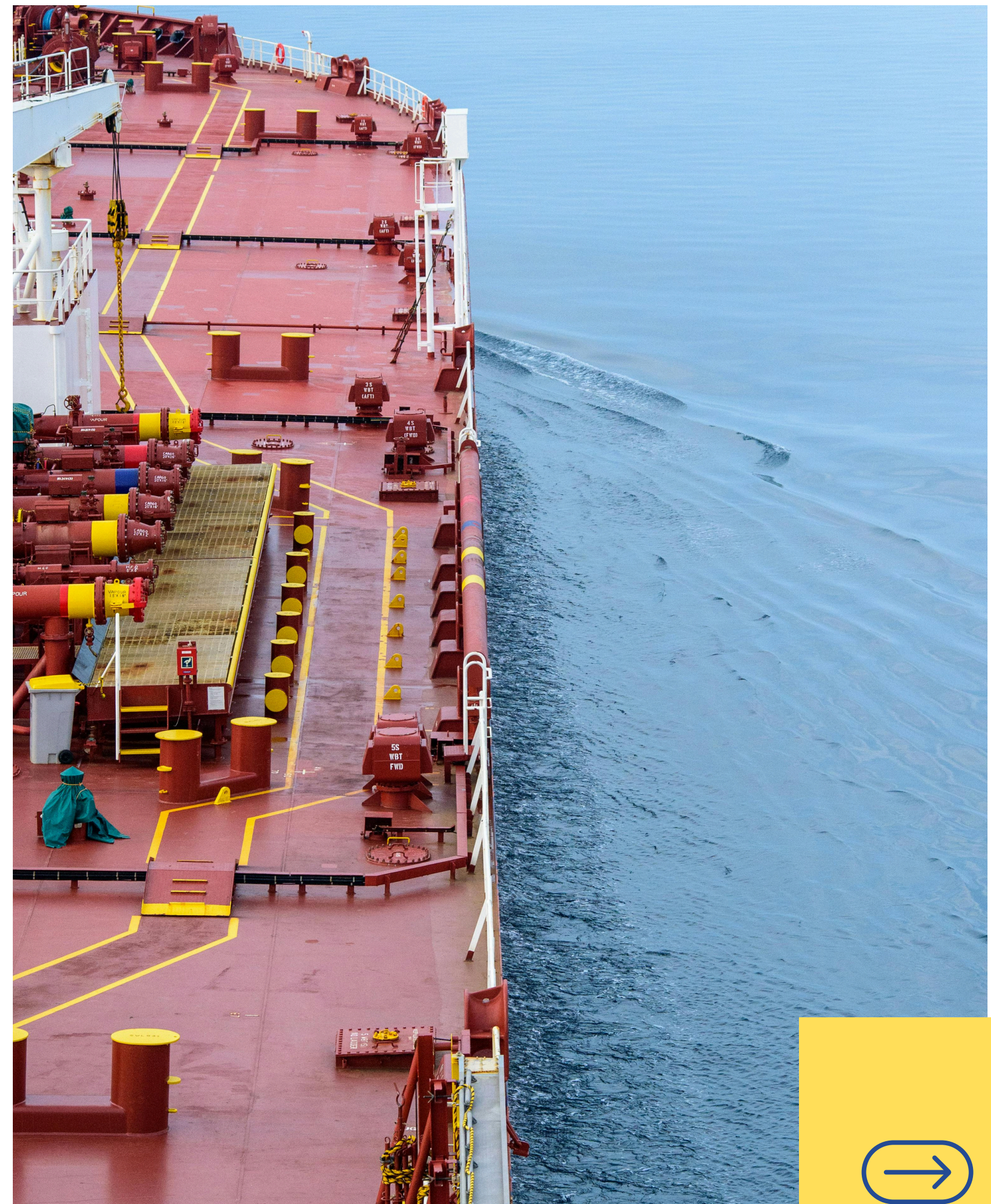


1.5. Incorporation services & Radio communications-RAA

At IMC, we specialize in offshore company incorporation to help clients achieve asset protection, business expansion, and financial privacy. Our team of experts provides comprehensive support across all aspects of the process – from tax compliance and regulatory updates to form preparation – serving as your single point of contact every step of the way

IMC acts as an intermediary to provide this service through various AAIC approved by the respective Flag administration. IMC acts on behalf of multiple RAA and also offers Point of Service Activations (PSA) and LRIT Conformance Testing.

- Radio Accounting Authority (RAA)
- Point of Service Activation (PSA)
- LRIT Conformance Testing
- Inmarsat equipment procurement
- Fleet Broadband (FBB)



2.1. SHIP DESIGN CALCULATION & NAVAL ARCHITECTURE ENGINEERING

- Ship design and engineering
- Machinery and piping design
- Electrical and Instrumentation engineering
- Hull 3D modeling
- Plans preparation (SOPEP, SMP, trip stability...)
- Mechanical and Noise/Vibration Calculations
- Inclining Experiment, Preparation of Trim & Stability
- Booklet, Damage Stability calculations
- Tonnage, Load line, Freeboard & Longitudinal
- Strength Calculations & Re-Scantling Analysis, Safe
- Access to Bow
- Vessel motion response analysis
- Air gap analysis
- Stability and longitudinal strength calculations
- Vessel upgrade studies and structural modifications
- Finite Element Analysis for Critical areas
- Marine Electrical Consultancy Jobs, Electrical System
- Drawings
- Ship Constructor systems
- Production drawings
- CNC-ready fabrication drawings



ENGINEERING & DESIGN SERVICES

- Operational requirement analysis
- Prototype design studies
- Electrical systems
- Machinery arrangements
- HVAC systems
- CADMATIC systems

2.2. OFFSHORE OIL & GAS ENGINEERING

- Offshore structural design (jacket structures, topsides, platforms, Offshore modules)
- Specialized FPSO/FSO consultancy (FEED studies, design reviews, structural analysis, operational risk assessment)
- Marine operations engineering (sea fastening, mooring analysis, heavy-lift engineering)
- Subsea engineering (pipeline design, installation methodologies, riser assessments)
- Hydrodynamic analysis (CFD, motion response, vessel/offshore stability studies)
- Offshore risk mitigation, marine warranty support, safety & contingency planning
- Mooring analysis
- Turret Design and Engineering
- Naval Architectural Services including Basic and Detailed Design.
- Towing Arrangement in compliance to OCIMF regulations
- Electronic Drafting, Drawing Retrieval/Redrawing, Verification of Drawings.
- FPSO/FLNG Transportation Analysis
- Criticality assessment with FE Studies

- Fatigue analysis
- Global in-place analysis
- Global strength analysis
- Life extension services for MOUs
- CAP fatigue analysis for ships
- Modification analysis for ship & MOUs
- Conversion Analysis
- Engineering Drafting

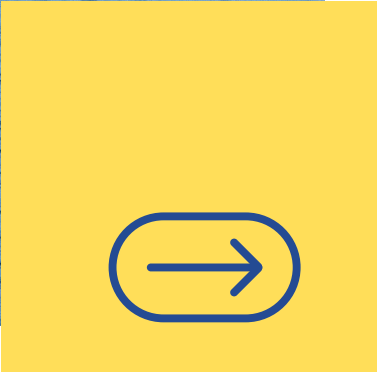


2.3. MARINE SURVEYS & THIRD PARTY INSPECTIONS

IMC delivers comprehensive and detail-oriented survey services tailored to the operational requirements of each client. Survey attendance is coordinated to suit client schedules and operational timelines across global locations, supported by continuous follow-up assistance, technical clarification, and 24/7 communication support.



IMC provides clients with access to experienced surveyors and technical specialists who maintain strong working coordination with Flag Administrations, Port State Authorities, Classification Societies, Insurers, and maritime regulatory bodies worldwide.





PRE-PURCHASE INSPECTION

Hull & Machinery Surveys

- Structural inspections
- Machinery assessments
- Operational condition analysis

Flag State Inspections

- Annual inspections
- Initial registration inspections
- Safety inspections
- Renewal inspections

P&I Surveys

- Entry inspections
- Damage assessments
- Risk surveys
- Claims support surveys

CHARTERING & CARGO INSPECTIONS

- Cargo inspections (quantity/quality, draft surveys, loading/discharge supervision)
- Offshore Inspection (Platform assessment, Subsea Inspection)
- Underwater inspections (UWILD, diver-assisted, hull Inspection)
- Marine Warranty Surveys (MWS) with pre-project risk assessment, operational monitoring, post-operation reporting
- Material inspection & NDT (ultrasonic testing, radiography, traceability, weld inspections)
- Marine casualty investigation and failure analysis



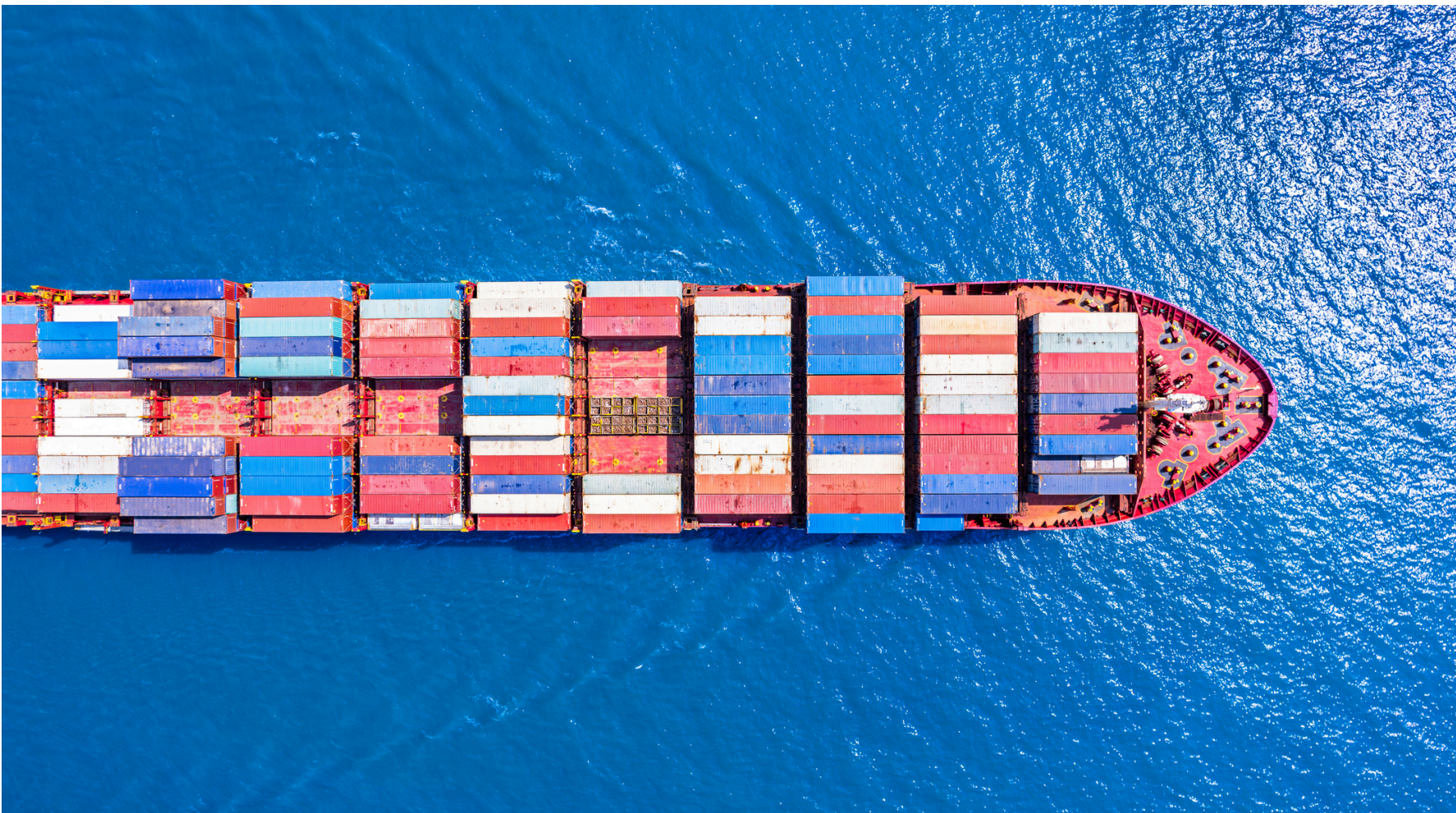


3. MARITIME LEGAL CONSULTANCY COORDINATION

To provide clients with a fully integrated maritime legal and regulatory solution, IMC maintains a strategic collaboration with Bright Counsels (Advocates & Legal Consultants), a dedicated legal practice with expertise in shipping, admiralty, commercial disputes, and cross-border regulatory matters.

AREAS OF LEGAL COLLABORATION

- Admiralty and shipping disputes
- Vessel arrest, release, and security arrangements
- Charterparty disputes and freight claims
- Cargo claims and marine casualty matters
- Maritime arbitration and mediation
- Cross-border commercial disputes
- International trade and sanctions advisory
- Marine insurance and reinsurance legal support
- Regulatory interpretation and compliance advisory
- Ship finance, mortgage enforcement, and debt recovery
- Contract drafting and review, including shipbuilding and offshore agreements





THE IMC ADVANTAGE

One-Stop Integrated Platform:

All services under unified project management, eliminating vendor coordination complexity

Technological Superiority:

AI, digital twins, cloud platforms, VR/AR training, real-time monitoring, predictive analytics

Enhanced Efficiency:

Faster turnaround, reduced costs through process automation, fleet packages, minimized downtime

Sustainability Leadership:

Proactive support for IMO decarbonization targets, emissions trading, green technologies

Unmatched Expertise:

Master Mariners, Naval Architects, Marine Engineers, Surveyors, and Legal experts under one roof



IMC-Maritime



An aerial photograph of a large cargo ship sailing on a deep blue sea. The ship's deck is mostly covered by a large, light blue tarp. The ship's superstructure, including the bridge and various deck equipment, is visible at both the bow and stern. The water shows a textured, wavy surface.

REPRESENTATIVE PROJECTS & TRANSACTION EXPERIENCE

To demonstrate IMC's operational capability and industry experience, we provide clients with a structured overview of selected projects and transactions completed across vessel registration, ship design and engineering, and seafarer certification support.



VESSEL REGISTRATION PORTFOLIO

IMC has successfully registered a wide range of vessels under multiple international flags. A representative list of vessels successfully registered, re-flagged, or transferred under various international flag administrations such as **Comoros, Tanzania, Panama, St Kitts & Nevis, San Marino, Sao tome & Principe, Mozambique, Zimbabwe, Palau etc.**

S. No.	Vessel Name	GRT (GT)	Type	Scope of Work
1	GBP MARINE	—	Cargo Vessel	Flag, Crew Endorsements & Training Certificates, P&I and H&M Insurance
2	KUDOS STARS	62,320	Crude Oil Tanker	Change of Flag, Classification Transfer (TOCA to IOMR), Statutory Certification
3	EASTERN PEARL	62,806	Crude Oil Tanker	Change of Flag, RAA Services through Radio Holland and Marlink , Insurance Placement
4	TURBO VOYAGER	—	Oil/Chemical Tanker	Change of Flag, Classification Services (CRS / IR Class), Crew Endorsements
5	RIALTO	—	General Cargo Vessel	Registration, P&I and H&M Insurance Placement
6	AZURE CELESTE	62,320	Crude Oil Tanker	Change of Flag, Classification Transfer to IOMR, Statutory Certification
7	MARABELLA SUN	—	Bulk Carrier	Crew Endorsements, Training Certificates, RAA Services
8	SITTHAA	—	Training Vessel	Registration, Training Certification and Flag Documentation
9	ANDAMAN SKIES	—	Oil Tanker	Change of Flag, Classification Transfer (VRS / CRS), Insurance Placement
10	MT SWIFTSEA RIDER	—	Oil Tanker	Classification Services, Statutory Certification, RAA Services
11	OCEAN FAYE	—	Oil Tanker	Change of Flag, P&I and H&M Insurance Placement
12	NIMBUS GAS	4,693	Liquefied Gas Carrier	Change of Flag, Classification Transfer, Crew Endorsements
13	KELLY GRACE	—	Cargo Vessel	Registration, RAA Services and Insurance Placement
14	SWIFTSEA RIDER	—	Oil Tanker	Classification Services, Statutory Certification
15	BELA	—	Chemical Tanker	Change of Flag, Crew Endorsements, Insurance Placement
16	HANUMAN	—	Product Tanker	Registration, Classification Services and RAA
17	RUDRA	—	Oil Tanker	Change of Flag and Statutory Certification
18	DING XIANG	—	Oil Tanker	Change of Flag, P&I and H&M Insurance
19	ALIA	—	Cargo Vessel	Provisional Registration, Classification by Lloyd's Register
20	SURYA RATNA 10	—	Tug	Flag Registration, Crew Endorsements and Class Certification

FLAGSHIP DESIGN PROJECT – OCEANUS 1

A hallmark of IMC’s engineering and naval architecture capability is the successful design and technical development of Oceanus 1, a vessel that reflects our ability to deliver integrated design, engineering, and regulatory support from concept to execution.

Oceanus 1 serves as a flagship project demonstrating IMC’s expertise in transforming operational requirements into a technically sound, class-compliant, and commercially efficient vessel design.



KEY DESIGN HIGHLIGHTS

- Vessel Type:** Multipurpose Research and Dive Support Vessel
- Length Overall:** 25.0 metres
- Beam:** 8.0 metres
- Draft:** 1.85 metres
- Hull Construction:** Marine-grade aluminium
- Range:** Approximately 2,000 nautical miles
- Maximum Speed:** 18 knots
- Accommodation Capacity:** Up to 17 crew and operational personnel
- Clear Deck Area:** 50 m²
- Deadweight Capacity:** 39 tonnes

Parameter	Details
Vessel Name	Oceanus 1
Project Type	Research Vessel Design & Engineering
Scope of Work	Concept Design, Basic Engineering, Detailed Engineering, Stability Analysis, Structural Design, and Technical Documentation
Technical Support	Class Approval Coordination and Regulatory Compliance Support
Deliverables	Design Drawings, Calculations, Manuals, and Engineering Documentation
Status	Successfully Designed



CORE TEAM & GLOBAL EXPERT NETWORK

IMC – International Maritime Counsels is led by a highly experienced multidisciplinary team of maritime professionals with extensive expertise in vessel registration, flag administration, naval architecture, marine surveys, regulatory compliance, and international maritime consultancy.

ARPIT RANJAN PRINCIPAL DIRECTOR

Arpit Ranjan is the Principal Director of IMC – International Maritime Counsels and a maritime professional with extensive experience in naval architecture, shipbuilding, offshore engineering, vessel registration, and maritime regulatory compliance. He holds a B.Tech. in Naval Architecture and Shipbuilding and has worked on prestigious projects including the Anti-Submarine Warfare Corvette (ASWC) program for the Indian Navy, engineering assignments at Nakilat-Keppel Offshore & Marine (N-KOM) in Qatar, and the Maritime Offshore Patrol Vessel (MOPV) project for Mauritius.

He has also served as a Nautical Inspector for the Barbados Maritime Ship Registry (BMSR). He currently serves as Registrar for the Saint Kitts and Nevis International Ship Registry and previously served as Registrar for the Palau International Ship Registry.

Successfully designed and engineered a 12,000-ton floating jetty in Qatar, developed as a world-class jogging and recreational facility for athletes during the 2022 FIFA World Cup.



MARINE SURVEYORS (06)

A team of qualified surveyors providing:

- Flag state inspections
- Condition surveys
- Cargo and bunker surveys
- P&I inspections
- Marine casualty assessments
- Port State Control preparedness inspections

NAVAL ARCHITECTS (09)

A specialized engineering team delivering:

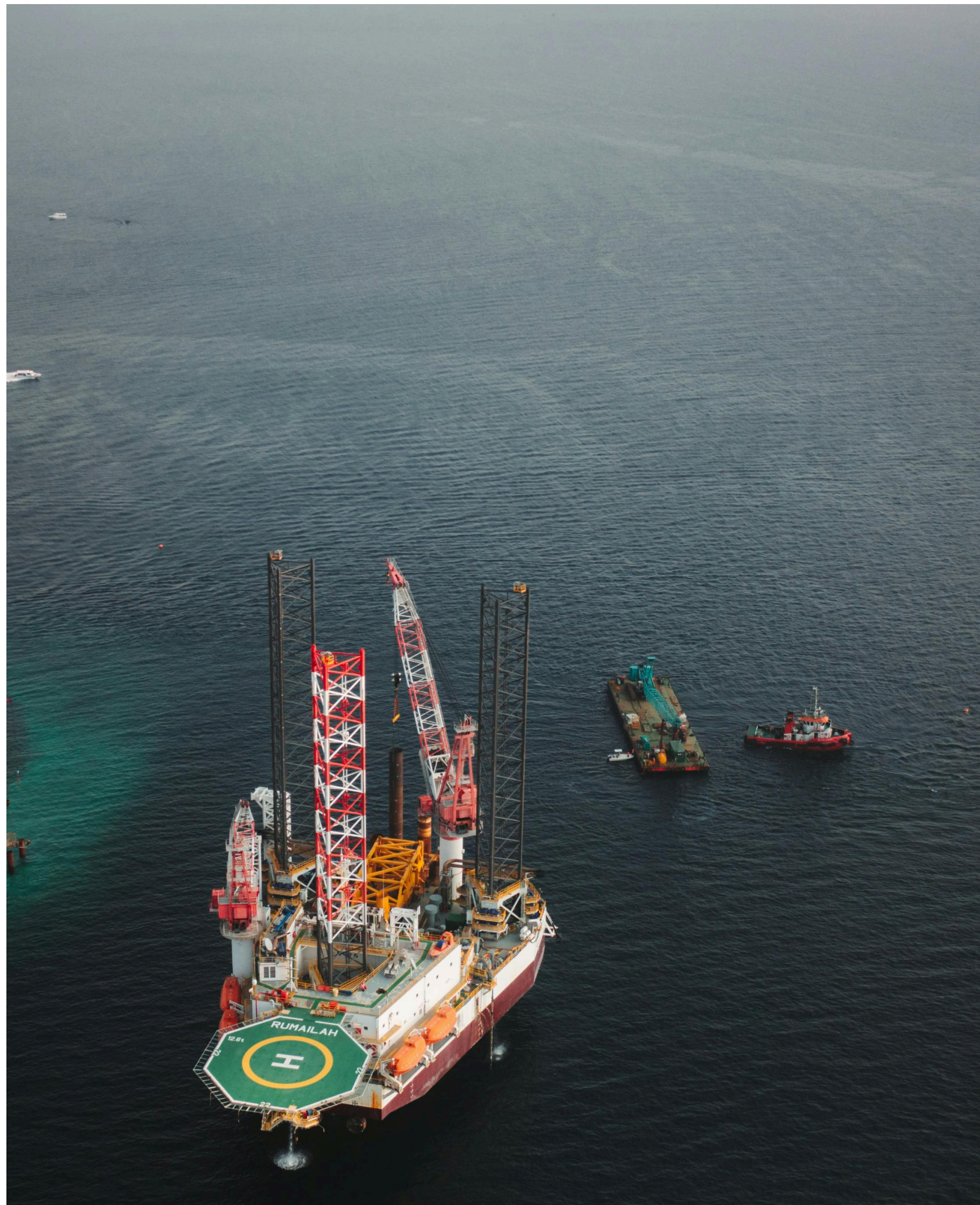
- Vessel design and detailed engineering
- Stability analysis
- Structural calculations
- Hydrodynamic studies
- Class approval support
- Conversion and retrofit engineering

FLAG STATE AND SUPPORT STAFF (05)

Registry professionals from multiple flag administrations providing:

- Vessel registration support
- Crew endorsements
- Mortgage registration
- Statutory documentation
- Regulatory liaison





LET'S GET IN TOUCH

EMAIL

info@imc-maritime.global

PHONE

+91-90274-32014

WEBSITE

www.imc-maritime.global

ADDRESS

B-506, Mahavir Icon, Sector-15,
CBD Belapur, Navi Mumbai-
400614





IMC-MARITIME

THANK YOU

FOR ALL YOUR ATTENTION



PROPOSAL FOR TRIPARTITE COLLABORATION

Reformation of the Cooperative Republic of Guyana Maritime Regulations

Transition to an Open Ship Registry | Regulatory Drafting | Policy Development

IMC
Consulting & Regulatory
Advisory

Thames Global
Maritime Registry Specialists

Government of Guyana
Ministry of Public Works /
GMA/GISR

1. PREAMBLE

The International Maritime Consultants (IMC) is pleased to present this proposal to Thames Global for the establishment of a tripartite agreement between IMC, Thames Global, and the Government of the Cooperative Republic of Guyana.

The central objective of this partnership is to undertake a comprehensive reform of Guyana's maritime regulatory framework which positions the nation as a globally competitive, open-registry jurisdiction.

Guyana currently operates as a closed ship registry, permitting only vessels owned by nationals of Caribbean states to be registered under its flag. This constraint significantly limits Guyana's participation in the Global Maritime Economy. IMC, in partnership with Thames Global, proposes to redraft the Maritime Regulations in their entirety, amend the enabling legislation, and introduce the policy architecture necessary to transition Guyana to an open registry and opening its flag to vessel owners worldwide, on commercially competitive terms.

This reform is envisioned as a **tripartite public-private collaboration**: **Thames Global & IMC** will provide **(i)** regulatory and policy advisory services; **(ii)** contributes through its experience in maritime registry management and international compliance; and **the Government of Guyana** retains sovereign authority while directly benefiting from enhanced revenues, foreign investment, and maritime sector development.

2. BACKGROUND & STRATEGIC RATIONALE

Guyana's emergence as a major oil-producing nation has fundamentally altered its economic trajectory. The existing framework, modelled on a closed-registry structure, is no longer aligned with Guyana's national development ambitions.

Open ship registries such as those administered by **Panama, Liberia**, and the **Marshall Islands** collectively account for the majority of the world's commercial shipping tonnage. These jurisdictions have generated substantial sovereign revenue, created skilled employment, and elevated their international maritime profile.

The proposed arrangement ensures that the transition is managed with rigor and care. Thames Global & IMC will lead the technical and operational framework for registry management. The Government will enact the necessary legislative amendments and oversee compliance with Guyana's international treaty obligations.

3. SYNOPSIS OF THE MARITIME REGULATIONS

The reformed Maritime Regulations will constitute a comprehensive, stand-alone legal instrument governing all aspects of Guyana's flag state administration. Below is a chapter-by-chapter synopsis of the regulation which is being developed, as you read this proposal.

CHAPTER 1 | GENERAL ADMINISTRATION

Establishes the legal foundation for the Regulations, including the authority of the Director of Maritime Affairs, the system of Marine Notices for operational guidance, and the maintenance of vessel and seafarer records. This chapter ensures a clear governance structure underpinning the entire regulatory regime.

CHAPTER 2 | REGISTRATION, DOCUMENTATION & IDENTIFICATION OF VESSELS

This is the central chapter for the open-registry reform. It will be amended to remove the Caribbean-ownership restriction and open Guyana's flag to vessel owners globally. It governs provisional and permanent registration, fees, bareboat charter registration, foreign ship mortgage recordation, and the conditions for closing or transferring a vessel's registry.

CHAPTER 3 | PREFERRED MORTGAGES & MARITIME LIENS

Provides the legal architecture for ship financing. It establishes the recording and priority of preferred mortgages, the enforcement of maritime liens, and the procedures for foreclosure. A robust mortgage regime is critical to attracting international shipowners and financiers to the Guyana registry.

CHAPTER 4 | RADIO & COMMUNICATIONS

Governs the licensing of ship radio stations, the use of satellite communication systems, radio accounting authority, and the maintenance of GMDSS equipment. It also addresses Long Range Identification and Tracking (LRIT) obligations, ensuring Guyana-flagged vessels meet international communication standards.

CHAPTER 5 | SAFETY, POLLUTION PREVENTION & TONNAGE

Implements Guyana's obligations under the major IMO conventions — including SOLAS, MARPOL, and the Load Lines Convention — across all vessel classes. It sets out safety inspection regimes, standards of seaworthiness, civil liability for oil pollution, and the penalties for non-compliance. This chapter is the operational backbone of flag state control.

CHAPTER 6 | MARINE INVESTIGATIONS

Establishes a formal framework for investigating marine casualties, incidents, and near-misses involving Guyana-flagged vessels. It defines reporting obligations, investigation procedures, and the production of investigation reports, in line with the IMO Casualty Investigation Code.

CHAPTER 7 | SEAFARERS & THE MARITIME LABOUR CONVENTION (MLC 2006)

Gives full domestic effect to the MLC 2006 — the international bill of rights for seafarers. It covers minimum age, medical certification, training, employment agreements, wages, hours of work, repatriation, accommodation, medical care, and complaint procedures. Compliance with MLC 2006 is a precondition for flag state recognition by port state control authorities worldwide.

PROPOSED POLICIES FOR OPEN REGISTRY: FINANCIAL, ECONOMIC & SOCIAL BENEFITS TO GUYANA

A. FINANCIAL BENEFITS

The transition to an open registry is projected to generate a meaningful and growing revenue stream for the Guyana Maritime Administration and, by extension, the national treasury. Registration fees, annual tonnage fees, mortgage recording charges, and radio licensing fees currently limited by the closed-registry pool will be accessible to a global market of vessel owners.

B. ECONOMIC BENEFITS

An open registry creates a platform for broader economic activity. Ship management companies, crewing agents, classification societies, marine insurers, and maritime lawyers will all require local presence or agent relationships to service the Guyana flag creating demand for professional services and office space. The registry will attract foreign direct investment in the maritime services sector, a segment that Guyana has not historically captured.

The establishment of Guyana as a credible flag state will also strengthen its position in regional and international maritime forums, opening doors to bilateral agreements with major maritime nations and giving Guyana a seat at the table in IMO policy discussions that affect its offshore energy sector.

C. SOCIAL BENEFITS

The development of an internationally recognized open registry will create a structured demand for Guyanese maritime professionals. Compliance with the Maritime Labour Convention 2006 as embedded in the reformed Regulations will ensure that Guyanese seafarers employed on Guyana-flagged vessels enjoy world-standard employment protections, wage conditions, and welfare entitlements.

This Regulations will further include a provision requiring a defined proportion of Guyanese nationals in the crewing of registered vessels over time.

Institutional capacity at the Guyana Maritime Administration will be built through the partnership with Thames Global, creating a cadre of locally trained maritime inspectors, registry officers, and investigation officials. This represents a lasting investment in Guyana's sovereign maritime capability.

REGISTRATION AND LICENSING OF SHIPS AND PROPRIETARY INTERESTS IN SHIPS

REGISTRATION OF GUYANA SHIPS

Qualification to own a Guyana ship.

11. (1) Subject to subsection (2) and section 3, a ship shall not be registered in Guyana under this Act unless she is wholly owned by persons qualified to own a Guyana ship, that is to say –

- (a) nationals of Guyana;
- (b) persons domiciled or ordinarily resident in Guyana;
- (c) citizens of Caricom States residing in a member country of the Caribbean Community, where the ship is customarily engaged in international voyages;
- (d) a body corporate established under the laws of Guyana and having its principal place of business in Guyana or is a body corporate that is a national of a Caribbean Community state;
- (e) persons in *bona fide* joint venture relationships with any of the categories of persons described in paragraphs (a) and (c), or
- (f) such other persons as the Minister may by order determine.

(2) A ship acquired by bareboat charter by any of the categories of persons described in paragraphs (a), (b), (c),

(d) and (e) of subsection (1) may be registered in Guyana.

(3) For the purposes of this section a body corporate shall mean a body corporate the majority of shareholders of which are persons referred to in paragraphs (a), (b) and (c) of subsection (1).

Obligation to register Guyana ship.

(1) Whenever a ship is owned wholly by persons qualified to own a registered Guyana ship, that ship shall be registered in the manner provided in this Part unless –

- (a) it is registered in some other country;
- (b) the ship is recognized by the law of a country other than Guyana as a ship of that country, and is by the law of that country exempted from registration;
- (c) the ship is, pursuant to subsection (2), exempted from registration under this Act;
- (d) the ship is required to be licensed and operates solely within Guyana waters; or
- (e) the ship is exempt from being licensed.

(2) The Minister may by Notice exempt generally or specifically from registration under this Act, a licensed Guyana ship or a class thereof or a ship or a class of ships that is required to be licensed when operating outside Guyana waters.

(3) Subject to section 3 every Guyana ship and every Guyana Government ship shall be registered in one of the register books kept pursuant to section 21 and registration



INTERNATIONAL MARITIME COUNSELS

LEGISLATIVE REFORM PROPOSAL

Establishment of an Open International Ship Registry

Amending the Guyana Shipping Act (Cap. 49:01)

to Enable a High-Integrity International Flag Registry

SUBMITTED TO
THAMES GLOBAL PVT. LTD., UNITED KINGDOM

PREPARED BY
International Maritime Counsels (IMC)

I. INTRODUCTION

Guyana stands at a decisive juncture. The nation's rapidly expanding offshore oil and gas sector has already produced a 54% increase in ship traffic since 2020, situating Guyana strategically along key Atlantic maritime routes. President Irfaan Ali has articulated a clear and ambitious vision: to elevate Guyana into a leading regional maritime hub and trans-shipment centre for the Caribbean and northern South America.

This proposal respectfully calls upon the Government of Guyana to amend the Guyana Shipping Act to enable the establishment of a modern, high-integrity International Ship Registry transitioning Guyana from its current closed-registry model to a well-governed open registry framework. This legislative reform will be implemented through a 10-year Public-Private Partnership (PPP) between the Government (via the Maritime Administration Department, MARAD) and Thames Global Pvt. Ltd. of the United Kingdom.

THE CENTRAL PROPOSITION:

Guyana's current legislation restricts vessel registration to Caribbean Community (CARICOM) nationals and locally incorporated entities. This limitation confines Guyana to a small pool of potential registrants, forfeits substantial non-oil government revenue, and prevents the country from competing in the global maritime marketplace.

→ **Amending the Shipping Act to permit international ownership registration — while retaining sovereign oversight — will unlock transformative economic and social benefits for the Guyanese people.**

Strategic Alignment at a Glance

National Priority	PPP Contribution
President Ali's Maritime Hub Vision	Registry-driven vessel traffic growth + port demand
LCDS 2030 — Blue Economy	Quality standards, green jobs, non-oil revenue
Maritime Economy Plan 2021	National registry strategy + training institute
CARICOM Regional Integration	Attractive Caribbean flag for regional trade

The proposed model draws on the successful frameworks of Liberia, the Marshall Islands, Panama, the Bahamas, Malta, and Cyprus — jurisdictions that have leveraged high-standard open registries to generate sustained government revenue, create skilled employment, and establish international maritime credibility.



II. THE CASE FOR LEGISLATIVE REFORM

A. Current Legislative Framework & Its Limitations

The Guyana Shipping Act (Cap. 49:01) presently operates a closed national registry. Ownership eligibility for vessel registration is restricted to Guyanese nationals, CARICOM citizens, and entities incorporated in Guyana or CARICOM member states. While this framework serves national sovereignty interests, it imposes significant structural constraints that are no longer compatible with Guyana's growth ambitions:

- ▶ **Restricted Revenue Base:** The closed registry limits registration fees, tonnage taxes, and ancillary income to a narrow pool of eligible owners, foregoing millions in annual government revenue that peer nations generate freely.
- ▶ **Inability to Compete Internationally:** With global shipowners actively seeking credible, efficient flag states, Guyana cannot attract international tonnage — a market worth billions annually to leading open registries.
- ▶ **Underutilised Oil & Gas Maritime Boom:** Despite a 54% surge in ship traffic since 2020, Guyana captures negligible flag registration value from this activity, as most vessels flagging in the region choose established open registries such as Liberia or Panama.
- ▶ **Limited Job Creation:** The closed registry model restricts the growth of a domestic maritime services industry — inspectors, compliance officers, maritime lawyers, IT specialists — that would accompany a growing international registry.
- ▶ **Precedent of Failed Attempts:** A prior arrangement through the International Maritime Safety Agency of Guyana (IMSAG) collapsed due to insufficient governance structures, fraudulent flagging incidents, and IMO warnings. This history demonstrates not that open registries are inherently flawed, but that a properly governed, sovereignty-preserving PPP framework is essential.

B. Why an Open Registry Is the Right Solution Now

An open registry allows vessel registration by foreign-owned entities regardless of nationality — the model used by the world's largest and most reputable flag states. The following arguments make the case compelling and urgent:

1. ECONOMIC DIVERSIFICATION BEYOND OIL

Guyana's oil wealth, while transformative, is finite and subject to price volatility. An open registry provides a sustainable, non-oil revenue stream diversifying the national fiscal base. Conservative projections indicate 150–300 vessels registered within two years, scaling to 800+ by Year 5, with the Government of Guyana receiving 60–85% of registry revenues.

2. COMPLIANCE WITH INTERNATIONAL BEST PRACTICE

The International Maritime Organization (IMO), the ILO Maritime Labour Convention 2006, and major Port State Control MOUs (Paris, Tokyo, US Coast Guard) all provide frameworks within which open registries operate. A well-structured Guyana open registry will pursue White List status, ensuring flagged vessels face no discrimination in major ports globally.

3. LEARNING FROM GLOBAL SUCCESS MODELS

Liberia generates tens of millions annually, funding national public services. Marshall Islands combines registry income with robust seafarer training. Panama's registry reinforces its global trans-shipment dominance. Bahamas and Cyprus have used quality registries to anchor broader maritime services clusters. Guyana can replicate and adapt these models.

4. PROTECTION OF SOVEREIGNTY THROUGH PPP STRUCTURE

The proposed amendment does not surrender sovereign control. MARAD retains final approval of all registrations, veto power over high-risk vessels, and full data access. The PPP framework mandates independent annual audits, a Joint Steering Committee co-chaired by MARAD, and step-in rights for the Government in exceptional circumstances.



III. PROPOSED LEGISLATIVE AMENDMENT & PPP STRUCTURE

A. Scope of Required Amendments to the Shipping Act

The legislative amendments required are targeted and precise — not a wholesale rewrite of the Shipping Act. The following provisions are proposed for amendment or insertion:

Amendment Area	Current Position	Proposed Change
Ownership Eligibility	CARICOM nationals/entities only	Allow internationally owned vessels meeting compliance standards
Registry Arm	Single closed registry	Dual-arm: National (closed) + International (open, PPP-managed)
Delegation of Functions	Not formally enabled	Authorise MARAD to delegate operational management to a qualified private partner
Governance Oversight	MARAD direct administration	Joint Steering Committee with KPI accountability and audit requirements
Revenue Framework	Not codified for international arm	Statutory revenue-sharing formula with escalating Government share (60–85%)

B. The Hybrid Registry Model

The proposed PPP adopts a hybrid registry model that preserves Guyana's closed national registry in full while creating a parallel international arm:

- ▶ National/Closed Registry (unchanged): Remains under MARAD's direct administration. Guyanese nationals, CARICOM citizens, and locally incorporated entities register under existing eligibility rules.
- ▶ International/Open Registry Arm (new): Managed under the PPP with Thames Global Pvt. Ltd. Foreign-owned vessels of any nationality may register, subject to strict quality, safety, and compliance vetting by MARAD.
- ▶ Unified Guyana Flag Branding: Both arms operate under the Guyana flag with clear vessel category delineation. A shared digital platform provides real-time transparency to MARAD.

C. Governance Safeguards & Risk Management

The lessons of the IMSAG experience are fully embedded in this design. The following safeguards are non-negotiable elements of the PPP agreement:

- ▶ **Joint Steering Committee (JSC):** Co-chaired by a senior MARAD official and Thames Global nominee, with Ministry of Finance and Foreign Affairs representation. Quarterly oversight meetings with public reporting.
- ▶ **MARAD Approval Rights:** No vessel may be registered without MARAD's affirmative approval. MARAD holds veto power over any application it deems high-risk or contrary to national interests.
- ▶ **Independent Annual Audits:** Conducted by internationally recognised audit firms, with reports submitted to the Minister and made publicly available.
- ▶ **Performance KPIs:** Binding targets covering vessel registration numbers, revenue generation and sharing, Guyanese employment quotas, training numbers, compliance metrics, and IMO standing.
- ▶ **Exit & Step-In Rights:** The Government retains step-in rights in exceptional circumstances, with clearly defined handover protocols ensuring seamless data and system transition back to MARAD at contract end.
- ▶ **Financial Security:** Thames Global will provide performance bonds, parent company guarantees, and comprehensive professional indemnity insurance.

IV. ECONOMIC & SOCIAL BENEFITS FOR GUYANA

A. Revenue Generation for the State

The international registry will generate direct government revenue through registration fees, annual tonnage taxes, renewal fees, statutory certification charges, and value-added maritime services. Revenue projections under the PPP agreement provide an escalating Government share:

Period	Projected Vessels	Government Revenue Share
Years 1–2	150–300 vessels	60% of gross registry revenues
Years 3–5	500–800 vessels	70% of gross registry revenues
Years 6–10	800–1,000+ vessels	75–85% of gross registry revenues

These revenue flows will directly support Guyana's national budget, contributing to education, healthcare, sea defences, infrastructure, and social protection programmes — translating maritime reform into tangible citizen benefit.

B. Employment & Skills Development

- ▶ Short-term (Years 1–3): 50–100 direct jobs in Georgetown — administration, compliance, inspections, IT, and customer services — with strong preference for Guyanese nationals.
- ▶ Medium to Long-term (Years 4–10): 200–400+ direct and indirect positions. Crewing incentives targeting 20%-30% Guyanese seafarers on internationally flagged vessels, rising over time.
- ▶ Maritime Training Institute: Thames Global commits seed funding for a Guyana Maritime Training Partnership-STCW-certified courses, simulator facilities, and a minimum of 50 annual scholarships targeting coastal and hinterland youth.
- ▶ Women & Youth Inclusion: Dedicated modules and outreach programmes promoting gender balance and youth participation in maritime careers.

C. Infrastructure & Regional Hub Advancement

- ▶ Digital Registry Systems: Thames Global will invest in state-of-the-art digital platforms shared with MARAD, improving registry efficiency and transparency.
- ▶ Port Activity Multiplier: Increased vessel traffic will drive demand for port services, ship chandlery, bunkering, repairs, and logistics — catalysing broader port and infrastructure investment.
- ▶ Regional Leadership: A credible Guyana flag will strengthen Guyana's position as the preferred maritime services centre for CARICOM, Suriname, French Guiana, and beyond.
- ▶ Environmental Standards: Mandatory compliance with IMO environmental conventions on all flagged vessels will contribute to cleaner coastal waters and healthier fisheries for Guyanese communities.

10-YEAR IMPACT SUMMARY (Conservative Estimates)

- **200–350 direct/indirect jobs created**
- **1,500–2,500 maritime professionals trained and certified**
- **US\$2–5 million committed by Thames Global in upfront training & infrastructure investment**
- **Sustainable non-oil annual revenue stream for the Government of Guyana**
- **Guyana established as a White List flag state with international credibility**

V. CALL TO ACTION

The Government of Guyana and Thames Global Pvt. Ltd. share a transformative opportunity. The legislative framework required is focused and achievable. The governance model is robust. The economic case is clear. The time is right.

International Maritime Counsels respectfully requests that the Honourable Minister consider the following immediate next steps:

- ▶ Direct MARAD and relevant Ministries to conduct a formal review of the proposed amendments to the Guyana Shipping Act (Cap. 49:01).
- ▶ Authorise a structured dialogue between MARAD and Thames Global Pvt. Ltd. to progress the PPP framework towards a Heads of Agreement.
- ▶ Commission an independent feasibility study — to be jointly funded by Thames Global — to validate revenue projections, employment impact, and compliance requirements.
- ▶ Schedule a presentation to key stakeholders, including MARAD, the Ministry of Finance, and the Office of the President, for full proposal review.

"Together, we can build a trusted, modern Caribbean registry that drives prosperity, skills, and national pride for generations to come."

International Maritime Counsels (IMC)

In association with Thames Global Pvt. Ltd. — United Kingdom

May 2026 | Strictly Confidential | Submitted to the Minister, Ministry of Public Works, Government of Guyana



INTERNATIONAL MARITIME COUNSELS

Core Team & Strategic Legal Partners

Integrated Excellence in Maritime Solutions

IMC – International Maritime Counsels is a multidisciplinary maritime solutions provider led by a team of highly experienced professionals, naval architects, marine engineers, surveyors, seafarers, compliance specialists, and legal advisors. Our integrated structure enables us to deliver end-to-end solutions across ship registration, flag administration, vessel design, marine surveys, technical consultancy, regulatory compliance, crew documentation, and maritime legal support.

Core Team Leadership

ARPIT RANJAN

Principal Director

Arpit Ranjan is the Principal Director of IMC – International Maritime Counsels, a strategic maritime professional with extensive expertise spanning naval architecture, shipbuilding, offshore engineering, vessel registration, and maritime regulatory compliance. He holds a B.Tech. in Naval Architecture and Shipbuilding and has contributed to the Anti-Submarine Warfare Corvette (ASWC) Program for the Indian Navy, completed engineering assignments at Nakilat-Keppel Offshore & Marine (N-KOM) in Qatar, and engineered solutions for the Maritime Offshore Patrol Vessel (MOPV) program for the Government of Mauritius. He has served as Nautical Inspector for the Barbados Maritime Ship Registry and as Registrar for the Palau International Ship Registry. He currently serves as Registrar for the Saint Kitts and Nevis International Ship Registry. Among his most notable achievements is the design and engineering of a 12,000-ton floating jetty in Qatar—a world-class facility for the 2022 FIFA World Cup.

Key Areas of Expertise:

- ▶ Naval Architecture & Shipbuilding Project Management
- ▶ Offshore Engineering & Vessel Design
- ▶ Flag State Administration & Regulatory Compliance
- ▶ Maritime Documentation & Stakeholder Coordination

Core Team Members

Shashwat Satyrat

Head of Engineering & Offshore

Shashwat Satyrat is a Naval Architect who leads IMC's Engineering and Offshore division with specialized focus on advanced vessel design and offshore structural engineering. He is currently associated with Oshima Shipbuilding Co., Ltd., Nagasaki, Japan—one of the world's premier shipbuilding facilities—providing IMC direct access to cutting-edge shipbuilding technology and international best practices in maritime construction.

Key Areas of Expertise:

- ▶ Advanced Vessel Design & Naval Architecture
- ▶ Offshore Structures & Platform Engineering

- ▶ Production Engineering & Shipbuilding Optimization
- ▶ International Standards Compliance in Shipbuilding

Chandan Kumar

Head of Survey & Ship Classification

Chandan Kumar is a Naval Architect who heads IMC's Survey and Classification division, overseeing vessel inspections, statutory surveys, and classification compliance across multiple jurisdictions. He is empanelled with the Kerala Inland Navigation Department and the Andhra Pradesh Maritime Board, ensuring rigorous technical inspections and full compliance with international and flag state regulations.

Key Areas of Expertise:

- ▶ Statutory Vessel Surveys (Initial, Periodic & Special)
- ▶ Ship Inspections & Condition Assessments
- ▶ Classification Society Compliance
- ▶ Port State Control (PSC) Preparedness

Arvind Kumar Singh

Chief Engineer – Technical & Crew Documentation

Arvind Kumar Singh is a Chief Engineer and technical specialist providing essential support in vessel operations, technical management, and seafarer certification. As a Chief Engineer, Arvind brings operational experience from active maritime service and ensures that technical management meets international standards including the ISM Code, STCW, and flag state regulations.

Key Areas of Expertise:

- ▶ Vessel Technical Management & Engine System Oversight
- ▶ Crew Endorsements & Certification Documentation
- ▶ Seafarer Qualification Verification
- ▶ Flag-State Technical Documentation

Aanand Raj

Inspection, P&I & Compliance Coordinator

Aanand is a legal and maritime compliance specialist who manages inspection coordination and field attendance for technical inspections, condition surveys, and verification assignments across multiple jurisdictions. His combined legal and technical perspective enables IMC to deliver integrated support bridging compliance, insurance, and operational risk management.

Key Areas of Expertise:

- ▶ Technical Inspection Coordination & Site Attendance
- ▶ Protection & Indemnity (P&I) and H&M Insurance Compliance
- ▶ Port State Control (PSC) Preparedness & Mock Inspections
- ▶ Incident Investigation & Casualty Response

Captain Tarun Goel

Master Mariner – Crew Certification & Training Advisor

Captain Tarun Goel is a retired Master Mariner with extensive seagoing experience who serves as IMC's Crew Certification and Training Advisor. With a distinguished career at sea spanning commercial shipping, international trade routes, and complex maritime operations, he supports IMC in crew endorsements, seafarer certification, and flag-state documentation across multiple jurisdictions.

Key Areas of Expertise:

- ▶ Crew Endorsements Across Multiple Flag States
 - ▶ Seafarer Certification & STCW Compliance
 - ▶ Maritime Training Institute Partnerships
 - ▶ Course Approval & Competency-Based Training Programs
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Captain Anurag Garg

Marine Operations Advisor

Captain Anurag Garg is an experienced seafarer who provides operational advisory support to IMC across navigation, bridge management, and crew competency matters. His active seafaring background enables IMC to provide practical operational guidance that reflects real-world maritime conditions and best practices in commercial shipping.

Key Areas of Expertise:

- ▶ Navigational Safety & Bridge Resource Management
- ▶ Vessel Operational Procedures & Protocols
- ▶ Crew Competency Assessment
- ▶ Safety Management Systems (ISM Code)

Trupti

Compliance Officer – Due Diligence & Regulatory Advisory

Trupti serves as IMC's Compliance Officer and plays a critical role in ensuring rigorous regulatory integrity, risk management, and documentary compliance across all client engagements. She works closely with the broader IMC team to maintain comprehensive documentation and manage risk across all IMC client relationships, with expertise in AML/CFT, sanctions compliance, and due diligence procedures.

Key Areas of Expertise:

- ▶ Regulatory Documentation & File Management
- ▶ KYC / Enhanced Due Diligence (EDD) Assessments
- ▶ Sanctions Screening & Compliance Investigations
- ▶ AML/CFT Compliance Frameworks

Strategic Maritime Legal Partners

IMC works closely with Bright Counsels, a specialized maritime law practice, to provide comprehensive legal support in admiralty law, commercial disputes, arbitration, and international maritime matters.

Atul Kumar [B.A. LL.B (Hons.) LL.M]

Maritime Legal Consultant – Bright Counsels

Atul Kumar is an Advocate and founding professional at Bright Counsels, specializing in maritime law, international shipping disputes, and admiralty matters. A graduate of a National Law University, he practices before the Supreme Court of India with over a decade of maritime legal practice, providing top-tier legal representation in complex maritime disputes and regulatory matters.

Specializations:

- ▶ Admiralty Law & Maritime Disputes
- ▶ Vessel Arrest & Maritime Liens
- ▶ Cargo Claims & Bill of Lading Disputes
- ▶ Arbitration in Maritime Matters (ICC, LMAA, UNCITRAL)
- ▶ Port State Control & Regulatory Defense
- ▶ Maritime Pollution & Environmental Liability

Ashutosh Kumar [B.A. LL.B (Hons.) LL.M]

Maritime Legal Consultant – Partner, Bright Counsels

Ashutosh is a Partner at Bright Counsels and a graduate of a National Law University, actively practicing before the Supreme Court of India with a specialized focus on maritime legal and commercial matters. His partnership role and Supreme Court experience bring strategic legal oversight to IMC's most complex maritime matters, ensuring comprehensive legal protection for clients in international and domestic maritime transactions.

Specializations:

- ▶ Maritime Disputes & Litigation
- ▶ Sanctions Screening & Compliance
- ▶ Marine Insurance & Coverage Disputes
- ▶ Cross-Border Commercial Transactions
- ▶ Shipowner Liability & Indemnification