

MARITIME SAFETY COMMITTEE
98th session
Agenda item 22

MSC 98/22/6
8 March 2017
Original: ENGLISH

ANY OTHER BUSINESS

Amendments to resolution A.1078(28) on the IMO Ship Identification Number Scheme

Submitted by Iceland, Spain, Vanuatu, FAO and WWF

SUMMARY

Executive summary: This document proposes amendments to resolution A.1078(28) to extend the non-mandatory application of the *IMO Ship Identification Number Scheme* to fleets of passenger ships of less than 100 gross tonnage, high-speed passenger craft, and mobile drilling units covered by SOLAS regulation V/19-1; fishing vessels of non-steel hull construction of 100 gross tonnage and above; and all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA), that are authorized to operate outside waters under national jurisdiction of the flag State

Strategic direction: 5.3

High-level action: 5.3.1

Output: No related provisions

Action to be taken: Paragraph 11

Related documents: Resolution A.1078(28); Circular Letter No.1886/Rev. 6; III 3/13/2 and MSC 97/17/1

Introduction

1 The Sub-Committee on Implementation of IMO Instruments (III), at its third session, endorsed the issuance of Circular Letter No.1886/Rev.6, which indicates that Administrations may obtain on a voluntary basis unique vessel identification numbers within the IMO Ship Identification Number Scheme for passenger ships of less than 100 gross tonnage, high-speed passenger crafts and mobile drilling units covered by SOLAS regulation V/19-1; for fishing vessels of non-steel hull construction of 100 gross tonnage and above; and for all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA), that are authorized to operate outside waters under national jurisdiction; as presented in document III 3/13/2 (Secretariat) on *IMO Ship Identification Number Scheme*.

2 This document is submitted in order to propose amendments to resolution A.1078(28) to consolidate the extension of the non-mandatory application of the *IMO Ship Identification Numbering Scheme* to the ranges of vessels referred to in paragraph 1.

Background

3 The IMO Ship Identification Number Scheme was introduced in 1987 through the adoption of resolution A.600(15), as a measure to enhance maritime safety, pollution prevention and security. It aimed at assigning a permanent number to each ship for identification purposes. That number would remain unchanged upon change of name or ownership and transfer of the ship to other flag(s) and would be inserted in the ship's certificates. The Scheme applies to seagoing ships of 100 gross tonnage and above and is managed exclusively by IHS Maritime & Trade (IHSM&T).

4 The IMO Ship Identification Number Scheme was revised to allow its application to fishing vessels of 100 gross tonnage and above, by adopting resolution A.1078(28), which revoked resolution A.600(15).

5 Taking into account the fact that IHSM&T is now able to assign unique identification numbers, through improved internal processes, beyond the initial restricted scope of ships of not less than 100 gross tonnage, the identification scheme can support the implementation of mandatory provisions, such as SOLAS regulation V/19-1 on long-range identification and tracking of ships, by the assignment of identification numbers to some fleets of passenger ships of less than 100 gross tonnage, high-speed passenger craft and mobile drilling units.

6 IHSM&T is also now able to assign unique identification numbers to all fishing vessels of non-steel hull construction of 100 gross tonnage and above. This will enable the inclusion of these vessels within the Global Record of Fishing Vessels Refrigerated Transport Vessels and Supply Vessels – in support of the Food and Agriculture Organization of the United Nations (FAO).

7 In addition, IHSM&T is also now able to assign unique identification numbers to all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA), that are authorized to operate outside waters under national jurisdiction of the flag State. This measure will have the benefit of introducing unique identification numbers for the majority of vessels on Regional Fisheries Management Organization (RFMO) databases, and will make it easier for the members of RFMOs to mandate the requirement of unique vessel identifiers (UVI) for the majority of fishing vessels operating in their areas.

8 The expansion of the fleets covered by unique identification numbers in paragraphs 4 and 5, is also consistent with recommendations from the 3rd Joint FAO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated Fishing and Related Matters.

Proposal

9 In order to extend the voluntary application of the IMO Ship Identification Number Scheme to these ranges of vessels, the following amendments to the resolution A.1078(28) are suggested:

- .1 in paragraph 2:
 - .1 adding "and all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA), that are authorized to operate outside waters under national jurisdiction of the flag State"; and
 - .2 amending "wooden ships in general" to read "wooden ships with the exception of fishing vessels";
- .2 making editorial changes to replace IHS-Fairplay with IHS Maritime & Trade (IHSM&T) and update the relevant contact details; and
- .3 editorial and procedural changes in paragraphs 11, 12, 13 and 14 on the methods for obtaining numbers.

10 The co-sponsors consider that the draft proposed amendments to resolution A.1078(28), as set out in the annex, should be considered by the Committee for approval prior to submission to the Assembly, at its thirtieth session, for adoption.

Action requested of the Committee

11 The Committee is invited to consider the proposed amendments to resolution A.1078(28) for approval prior to submission to the Assembly, at its thirtieth session, for adoption.

ANNEX

DRAFT ASSEMBLY RESOLUTION

IMO SHIP IDENTIFICATION NUMBER SCHEME

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

BELIEVING that the enhancement of maritime safety and pollution prevention and the prevention of maritime fraud could be facilitated if a permanent identification number were assigned to a ship which would remain unchanged upon transfer of its flag and would be inserted on ships' certificates,

RECALLING ALSO that, by resolution 1, the Conference of Contracting Governments to the International Convention for the Safety of Life at sea, 1974 (1974 SOLAS Convention), held at IMO Headquarters in May 1994, adopted amendments to 1974 SOLAS Convention, inter alia, by addition of a mandatory regulation of ship identification number scheme (current SOLAS regulation XI-1/3), which entered into force on 1 January 1996,

RECALLING ALSO that, by resolution MSC.202(81), the Maritime Safety Committee, at its eighty-first session, adopted, amendments to 1974 SOLAS Convention with regard to long-range identification and tracking of ships (SOLAS regulation V/19-1), which entered into force on 1 January 2008,

RECALLING FURTHER that, by resolution A.1078(28), it adopted the *IMO Ship Identification Number Scheme*,

RECOGNIZING the need for the *IMO Ship Identification Number Scheme* to be revised to allow its application to passenger ships of less 100 gross tonnage, high-speed passenger craft, and mobile drilling units covered by SOLAS regulation V/19-1; fishing vessels of non-steel hull construction of 100 gross tonnage and above; and all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA), that are authorized to operate outside waters under national jurisdiction of the flag State.

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its [ninety-eighth] session,

- 1 ADOPTS the IMO Ship Identification Number Scheme, for implementation on a voluntary basis, as set out in the annex to the present resolution;
- 2 INVITES Governments concerned to implement the scheme as far as is practicable, and to inform the Organization of measures taken in this respect;
- 3 REQUESTS the Maritime Safety Committee to keep the scheme under review for further improvement as may be necessary;
- 4 REVOKES resolution A.1078(28).

Annex

IMO SHIP IDENTIFICATION NUMBER SCHEME

Introduction

1 The purpose of the scheme is to enhance maritime safety and pollution prevention and to facilitate the prevention of maritime fraud. It is not intended to prejudice matters of liability, civil law or other commercial considerations in the operation of a ship. The scheme may be applied by Administrations on a voluntary basis for new and existing ships, under their flag, engaged in international voyages. Administrations may also wish to assign the IMO numbers to ships engaged solely on domestic voyages and to insert the number in the national certificates.

Application

2 The scheme applies to seagoing ships of 100 gross tonnage and above; passenger ships of less than 100 gross tonnage, high-speed passenger crafts and mobile drilling units, which engaged on international voyage (SOLAS regulation V/19-1); and to all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) that are authorized to operate outside waters under national jurisdiction of the flag State, with the exception of the following:

- ships without mechanical means of propulsion;
- pleasure yachts;
- ships engaged on special service*;
- hopper barges;
- ~~hydrofoils, hovercraft;~~
- floating docks and structures classified in a similar manner;
- ships of war and troop ships; and
- ~~wooden ships in general,~~ other than fishing vessels.

Assignment of IMO number

3 The IMO number is a number, allocated by IHS Maritime & Trade (IHSM&T) at the time of build or when a ship is first included in the register, with the prefix IMO (e.g. 8712345). Administrations which have decided to implement the scheme are invited to assign all appropriate ships flying their flags, or cause them to be assigned, the IMO numbers and to insert them on ships' certificates.

4 For new ships, the assignment of the IMO number should be made when the ship is registered. For existing ships, the assignment of the IMO number should be made at an early convenient date, such as when the renewal survey is completed or new certificates are issued.

* For example, lightships, floating radio stations, search and rescue vessels

5 Administrations implementing the scheme beyond its mandatory scope are invited to inform the Organization accordingly, for circulation to other Governments.

6 Official publications and other information from IHSM&T are sources for referencing the identification number. If the particulars of a ship do not correspond to those shown in the Register of Ships and its supplement because, for example, the ship had changed its name, or the port State control officer had doubts as to whether the numbers given on the certificates were genuine, further clarification may be sought from IHSM&T, the IMO Secretariat or the flag State.

Certificates on which the IMO number is to be inserted

7 The IMO number should be inserted on a ship's Certificate of Registry which includes the particulars identifying the ship, and on all certificates issued under IMO Conventions when and where appropriate. It is recommended that the IMO number also be inserted in other certificates, such as classification certificates, when and where appropriate. The IMO number should preferably be included in the box headed "Distinctive number or letters" in addition to the call sign.

How to obtain the IMO number

8 To obtain an IMO number for both new and existing ships and making ad hoc enquiries, please contact the following website <http://imonumbers.ihs.com> or requests can be sent to the IHSM&T Service, as the quickest route for issuance of a number, at the following address:

IHS Maritime & Trade
Sentinel House
163 Brighton Road
Coulsdon, Surrey CR5 2YH
United Kingdom
Email: ship.imo@ihs.com
Tel: +44 (0)1334 328300 (General Contact)
+44 (0) 20 3253 2404 (IMO Ship Team)
Fax: +44 (0)20 3253 2102

New ships (on order and under construction)

9 The IMO number can be obtained by one of the following methods:

- .1 inquiries should be addressed to IHSM&T by telephone, email or facsimile. In making such inquiry particulars of the ships, should be presented*

Based on the above information, IHSM&T will provide the necessary IMO number free of charge. If there is no data in the IHSM&T new construction file on the ship concerned, a new record on that ship will be created and the IHSM&T number will be assigned;

- .2 online access to the new construction file through Sea-web (IMO has access to this system); or

* List of particulars can be found in the form annexed to circular letters on the IMO Ship Identification Number Scheme (e.g. Circular letter No.1886/Rev.6).

- .3 application through IHSM&T, which will provide a service of regular listings of the order book with selected data items, produced for a client's specification.

Existing Ships

10 For existing ships, IHSM&T is prepared to answer ad hoc requests free of charge up to a reasonable point of acceptability.

11 IHSM&T are able to both validate and issue IMO numbers to Administrations through regular fleet data exchanges with the Administration, as set out in Circular Letter No.1886/Rev.6, which may be amended.

12 In order to issue accurately IMO numbers to fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres LOA, that are authorized to operate outside waters under national jurisdiction of the flag State, IHSM&T will need to have prior confirmation by the Administration of the vessels that qualify.

Inquiry to the IMO Secretariat

13 Assigned identification numbers are available in the IMO Global Integrated Shipping Information System (GISIS) module on "Ship and Company Particulars" on <https://gisis.imo.org/Public/SHIPS/Default.aspx>, and may also be obtained free of charge from the IMO Secretariat, (Maritime Safety Division – facsimile: +44(0)20 7587 3210 or email: IMOnumbers@imo.org) which has access to the Sea-web system, and the IHSM&T directly, at the address in paragraph 8.