



CCSBT-CC/1910/07

The IMO Ship Identification Number Scheme and Proposed Revisions to CCSBT's Authorised Vessel Resolution

1. Introduction

At the 30th session of the International Maritime Organisation (IMO) Assembly held in London, U.K. between 27th November and 6th December 2017, it was agreed to extend the IMO Ship Identification Number Scheme to include:

- i) fishing vessels of steel and non-steel hull construction, and
- ii) all motorised inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12m in length overall, that are authorised to operate outside waters under national jurisdiction of the flag State.

The revised IMO Resolution A.1117 is provided for Members' information at **Attachment A** – refer to paragraph 2 of the Resolution's Annex.

At CC13, in order to take advantage of the extended scope of the IMO's Ship Identification Number Scheme, to improve the CCSBT's ability to uniquely identify fishing vessels, and to help prevent fraud, the Secretariat proposed a set of corresponding revisions to paragraph 3 of the CCSBT's Authorised Vessel Resolution to reflect the IMO's updates (refer to paper CCSBT-CC/1810/07). CC13 discussed and agreed to defer consideration of these corresponding revisions to the CCSBT Authorised Vessel Resolution until CC14. Those revisions are now re-proposed in this paper.

2. Background

CC13 generally supported the concept of modifying the CCSBT's Authorised Vessel Resolution to take into account either some or all of the updates to the IMO's Ship Identification Number Scheme. However, there was concern, particularly from Indonesia, that it might not be possible to receive IMO numbers for vessels in cases that IHS Markit considered that insufficient information was available for it to issue an IMO number.

Following this discussion, CC13 agreed to defer consideration of revisions to the CCSBT Authorised Vessel Resolution until CC14. In the interim, Indonesia provided an undertaking to seek IMO numbers for all its Authorised CCSBT Vessels that meet the requirements of the updated IMO numbering scheme and this was noted in CC13's Workplan.

Update from Indonesia

On 22 May 2019 Indonesia advised the Secretariat that:

“For your information, we have tried to registered some of our fishing vessel to IMO and success and now trying to all our vessel to IMO. Hoping we can gradually complete the registration process so during next CCSBT annual Meeting in Cape Town we can report it to the Commision.”

3. Proposed Revised Resolution

A proposed revised Authorised Vessel Resolution that incorporates both the IMO's extended Ship Identification Number provisions and a proposal that "length" becomes "length overall" (paragraph 4) is provided for Members' consideration at **Attachment B**. This proposal is the same one previously presented in paper CCSBT-CC/1810/07 except that the years specified in paragraph 3 (dot-points 2 and 3) have been incremented by one.

The practicality of adopting the proposed revisions will likely depend on a further update from Indonesia and any other Members that have concerns as to whether IMO numbers can be obtained for their fleets.

If CC14 is unable to support the proposed revisions at **Attachment B**, the Secretariat's alternative proposal is that the Authorised Vessel Resolution is updated to make it mandatory for Members to report each vessels' hull construction material. This would allow the Secretariat to more easily determine whether CCSBT's authorised fishing vessels are exempt from providing IMO numbers. To implement this alternative proposal, "hull construction material", would need to be added to the list of items required to be provided in paragraph 4 of the Authorised Vessel Resolution.

4. Recommendations

The Compliance Committee is requested to:

- Consider whether to recommend adopting the revisions to the CCSBT's Authorised Vessel Resolution proposed at **Attachment B**; or
- Alternatively, consider adopting the Secretariat's proposal to add 'hull construction material' to the list of fields required to be provided in paragraph 4 of the Authorised Vessel Resolution.

Prepared by the Secretariat

ASSEMBLY
30th session
Agenda item 9

A 30/Res.1117
18 December 2017
Original: ENGLISH

Resolution A.1117(30)

**Adopted on 6 December 2017
(Agenda item 9)**

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 that, by resolution 1, the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), held at IMO Headquarters in May 1994, adopted amendments to the SOLAS Convention, which included the addition of a mandatory regulation on the 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 the SOLAS Convention with regard to the 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.600(15), it adopted the IMO Ship Identification Number Scheme, and by resolution A.1078(28), the revised IMO Ship Identification Number Scheme, which allows the voluntary application of the Scheme to ships of 100 gross tonnage and above, including fishing vessels,

RECOGNIZING the need for the IMO Ship Identification Number Scheme to be revised to allow its application to ships of 100 gross tonnage and above, including fishing vessels of steel and non-steel hull construction; passenger ships of less than 100 gross tonnage, high-speed passenger craft and mobile offshore drilling units covered by SOLAS regulation V/19-1; and all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA), authorized to operate outside waters under the 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, as set out in the annex to the present resolution for implementation on a voluntary basis;
- 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. Administrations should apply the Scheme to new and existing ships under their flag engaged in international voyages. Administrations may also wish to assign IMO Ship Identification Numbers (IMO numbers) to ships engaged solely on domestic voyages and to insert the number in the national certificates.

Application

2 The Scheme applies to ships of 100 gross tonnage and above, including fishing vessels of steel and non-steel hull construction; passenger ships of less than 100 gross tonnage, high-speed passenger craft and mobile offshore drilling units engaged on international voyages (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) authorized to operate outside waters under the national jurisdiction of the flag State, with the exception of the following:

- .1 ships without mechanical means of propulsion;
- .2 pleasure yachts;
- .3 ships engaged on special service;¹
- .4 hopper barges;
- .5 floating docks and structures classified in a similar manner;
- .6 ships of war and troop ships; and
- .7 wooden ships, other than fishing vessels.

Assignment of IMO ship identification number

3 The IMO number is made up of the three letters "IMO" in front of seven digits (e.g. IMO8712345), allocated by Information Handling Services Maritime & Trade (IHSM&T)² at the time of build or when a ship is first included in a register. Administrations which have decided to implement the Scheme are invited to assign, or cause to be assigned, IMO numbers to all appropriate ships flying their flags, and to insert those numbers 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.

¹ For example lightships, floating radio stations, search and rescue vessels.

² Formerly known as IHS-Fairplay (IHS-F) and IHS Maritime.

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

6 Official publications and other information from IHS M&T are sources for referencing the IMO 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 has changed its name, or the port State control officer has doubts as to whether the IMO numbers given on the certificates are genuine, further clarification may be sought from IHS M&T, the IMO Secretariat or the flag State.

Certificates on which the IMO number is to be inserted and marking

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 on 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. The IMO number should also be permanently marked on the hull structure of the ship when and where appropriate.

How to obtain the IMO number

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

IHS Maritime & Trade
Sentinel House
163 Brighton Road
Coulston, 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 IHS M&T by telephone, email or facsimile. When making an inquiry, particulars of the ships should be presented.³

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

- .2 Online access to the new construction file through Sea-web (the IMO Secretariat has access to this system).

³ A 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, as may be amended).

- .3 Application through IHS M&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, IHS M&T is prepared to answer ad hoc requests free of charge up to a reasonable point of acceptability.

11 IHS M&T is 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, as may be amended.

Fishing vessels of less than 100 gross tonnage

12 In order to issue IMO numbers accurately to new and existing fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres LOA authorized to operate outside waters under the national jurisdiction of the flag State, IHSM&T will need to have prior confirmation by the Administration that the vessels meet the criteria in paragraph 2 of this annex.

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" at <https://gisis.imo.org/Public/SHIPS/Default.aspx>, and may also be obtained free of charge from the IMO Secretariat (IMONumbers@imo.org), which has access to the Sea-web system, and from IHS M&T directly, at the address given in paragraph 8.

**Resolution on a CCSBT Record of Vessels Authorised to Fish for
Southern Bluefin Tuna**

(revised at the Twenty-~~Sixth~~~~Second~~ Annual Meeting: ~~17th~~ October 201~~9~~~~5~~)

The Extended Commission for the Conservation of Southern Bluefin Tuna,

Noting that the Resolution on “Illegal, Unregulated and Unreported Fishing (IUU) and Establishment of a CCSBT Record of Vessels over 24 meters Authorised to Fish for Southern Bluefin Tuna (hereinafter referred to as “the original Resolution”) ” was adopted at its 10th annual meeting in 2003;

Further Noting that substantial amount of Southern Bluefin Tuna has been and are harvested by vessels less than 24 meters operating under flags of non-members to the CCSBT which are not covered by the original Resolution;

Considering the urgent need to take further comprehensive approach to deter IUU fishing activities; and

Taking Account that the Extended Commission adopted a “Resolution on Establishing a List of Vessels Presumed to have Carried Out Illegal, Unreported and Unregulated Fishing Activities for Southern Bluefin Tuna (SBT) in 2013;

Recognising technical difficulties for import States to establish effective inspection schemes on import of fresh tuna products.

Agrees, in accordance with paragraph 3(b) of Article 8 of the CCSBT Convention, that:

1. The Contracting Parties, Member of the Extended Commission and Cooperating Non-Members shall:

- a. ensure that all vessels under their registry do not carry out IUU fishing activities for southern bluefin tuna;
- b. take every possible action, consistent with relevant law, to prevent, deter and eliminate IUU fishing; and
- c. review progress on the issue of IUU fishing for SBT and the implementation of it's IUU measures including adopting further measures as required on a regular basis.

2. The Extended Commission shall establish and maintain an CCSBT Record of fishing vessels (hereinafter referred to as "fishing vessels" or "FVs") authorised to fish for SBT. For the purpose of this recommendation, FVs not entered into the Record are deemed not to be authorised to fish for, retain on board, tranship or land SBT regardless of their size.

3. ~~Effective from 1 January 2017,~~ Members and Cooperating Non-members shall ensure that the following categories of fishing vessels have IMO numbers issued to them:

- all fishing vessels (except wooden and fibreglass vessels) flying their flag that are authorised to catch SBT, and that are at least 100 ~~gross tonnage~~GT/GRT in size, and
- effective from 1 January 2021, wooden and fibreglass fishing vessels flying their flag that are authorised to catch SBT, and that are at least 100 gross tonnage in size, and
- effective from 1 January 2022, all motorised inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorised to operate outside waters under the national jurisdiction of the flag State.

~~have IMO numbers issued to them.~~

4. Each Member of the Extended Commission (hereinafter referred to as "Member"), and Co-operating Non-member shall submit electronically, where possible, to the Executive Secretary, the list of FVs flying its flag that are authorised to fish for SBT. This list shall include the following information:

- Lloyds/ IMO Number (if available);
- Name of vessel(s), register number(s);
- Previous name(s) (if any);
- Previous flag(s) (if any);

- Previous details of deletion from other registries (if any);
- International radio call sign(s) (if any);
- Type of vessel(s), length overall and gross registered tonnage (GRT);
- Name and address of owner(s);
- Name and address of operator(s);
- Gear(s) used; and
- Time period authorised for fishing and /or transshipping.

Commented [Sec1]: An alternative option to the proposed revisions is to add, "Hull construction material", to the list of vessel information required to be submitted to the Executive Secretary.

The Members and Co-operating Non-members shall indicate, when initially submitting their list of vessels according to this paragraph, which vessels are newly added or meant to replace vessels currently on their list submitted to the Executive Secretary. The initial CCSBT record shall consist of all the lists submitted under this paragraph.

5. Each Member and Co-operating Non-member shall promptly notify, after the establishment of the initial CCSBT Record, the Executive Secretary of any addition to, any deletion from and/or any modification of the CCSBT Record at any time such changes occur.

6. The Executive Secretary shall maintain the CCSBT Record, and take any measure to ensure publicity of the Record and through electronic means, including placing it on the CCSBT website, in a manner consistent with confidentiality requirements noted by the Members and Co-operating Non-members.

7. The Flag Members and Co-operating Non-members of the vessels on the record shall:

- a) authorise their FVs to fish for SBT only if they are able to fulfill in respect of these vessels the requirements and responsibilities under the CCSBT Convention and its conservation and management measures;
- b) take necessary measures to ensure that their FVs comply with all the relevant CCSBT conservation and management measures;
- c) take necessary measures to ensure that their FVs on the CCSBT Record keep on board valid certificates of vessel registration and valid authorisation to fish and/or tranship;
- d) affirm that if those vessels have record of IUU fishing activities, the owners have provided sufficient evidence demonstrating that they will not conduct such activities any more;
- e) ensure, to the extent possible under domestic law, that the owners and operators of their FVs on the CCSBT Record are not engaged in or associated with fishing activities for SBT conducted by FVs not entered into the CCSBT Record;

f) take necessary measures to ensure, to the extent possible under domestic law, that the owners of the FVs on the CCSBT Record are citizens or legal entities within the flag Members and Co-operating Non-members so that any control or punitive actions can be effectively taken against them.

8. The Members and Co-operating Non-members shall review their own internal actions and measures taken pursuant to paragraph 7, including punitive and sanction actions and in a manner consistent with domestic law as regards disclosure, report the results of the review to each meeting of the Compliance Committee. In consideration of the results of such review, the Compliance Committee shall, if appropriate, request the flag Members and Co-operating Non-members of FVs on the CCSBT Record to take further action to enhance compliance by those vessels to CCSBT conservation and management measures.

9. a) The Members and Co-operating Non-members shall take measures, under their applicable legislation, to prohibit the fishing for, the retaining on board, the transshipment and landing of SBT by the FVs which are not entered into the CCSBT Record.

b) To ensure the effectiveness of the CCSBT conservation and management measures pertaining to CCSBT Catch Documentation Scheme:

- i) flag Members and Co-operating Non-members shall validate CDS documents only for the FVs on the CCSBT Record,
- ii) the Members and Co-operating Non-members shall require that SBT caught by FVs, when transhipped, landed as domestic product, exported, imported or re-exported within their jurisdictions, shall be accompanied by CDS documents validated for the vessels on the CCSBT Record and,
- iii) the Members and Co-operating Non-members shall co-operate to ensure that CDS documents are not forged or do not contain misinformation.

10. Each Member and Co-operating Non-member shall notify the Executive Secretary of any factual information showing that there are reasonable grounds for suspecting FVs not on the CCSBT record to be engaged in fishing for and/or transshipment of SBT.

11. If a vessel mentioned in paragraph 9 is flying the flag of a Member and Co-operating Non-member, the Executive Secretary shall request that Member and Co-operating Non-member to take measures necessary to prevent the vessel from fishing for SBT.

12. The Extended Commission and the Members and Co-operating Non-members concerned shall communicate with each other, and make the best effort with FAO and

other relevant regional fishery management bodies to develop and implement appropriate measures, where feasible, including the establishment of records of a similar nature in a timely manner so as to avoid adverse effects upon other tuna resources in other oceans. Such adverse effects might consist of excessive fishing pressure resulting from a shift of the IUU FVs from fishing for SBT to other fisheries.

13. Before the Extended Commission decides to implement measures specified in paragraph 9, the Extended Commission and the Members shall contact all the relevant countries to inform of this resolution and consult with them, and give them sufficient time to adopt themselves to this resolution. They shall continue to encourage non-Contracting Parties to become Members or Co-operating Non-members.

14. This Resolution revises the Resolution on “Illegal, Unregulated and Unreported Fishing (IUU) and Establishment of a CCSBT Record of Vessels over 24 meters Authorised to Fish for Southern Bluefin Tuna” revised at the Twenty-first Annual Meeting on 16 October 2014.