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**Adopted on 3 December 2025
(Agenda item 19)**

INTEGRATED IMO IDENTIFICATION NUMBER SCHEME

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization (IMO) 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,

BELIEVING ALSO that the enhancement of maritime safety, security and pollution prevention and the prevention of maritime fraud could be facilitated if a permanent identification number were assigned to companies and registered owners, which would remain unchanged 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), held at IMO Headquarters in May 1994, adopted amendments to SOLAS, which included the addition of a mandatory regulation on the IMO Ship Identification Number Scheme (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 SOLAS 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 resolutions A.1078(28) and A.1117(30), the revised IMO Ship Identification Number Scheme,

RECALLING that, by resolution MSC.160(78), the Maritime Safety Committee, at its seventy-eighth session, adopted the IMO Unique Company and Registered Owner Identification Number Scheme,

RECALLING ALSO that, by resolution MSC.194(80), the Maritime Safety Committee, at its eightieth session, adopted new SOLAS regulation XI-1/3-1 on the IMO Unique Company and Registered Owner Identification Number Scheme and amendments to SOLAS regulation XI-1/5 on the continuous synopsis record, which entered into force on 1 January 2009,

RECALLING FURTHER that, by resolution A.1142(31), it adopted measures to prevent the fraudulent registration and fraudulent registries of ships,

RECOGNIZING the importance of harmonizing the two aforementioned processes, i.e. the IMO Ship Identification Number Scheme and the IMO Unique Company and Registered Owner Identification Number Scheme,

RECOGNIZING ALSO the importance of introducing a verification process by flag States into the IMO Ship Identification Number Scheme,

- 1 DECIDES to integrate the IMO Ship Identification Number Scheme with the IMO Unique Company and Registered Owner Identification Number Scheme;
- 2 ADOPTS the Integrated IMO Identification Number Scheme as set out in the annex to the present resolution;
- 3 INVITES Governments concerned to implement the provisions of the Integrated IMO Identification Number Scheme as far as is practicable and to inform the Organization of measures taken in this respect;
- 4 REVOKES resolution A.1117(30);
- 5 INVITES the Maritime Safety Committee to revoke resolution MSC.160(78);
- 6 DECIDES to keep the Integrated IMO Identification Number Scheme under review for further improvement as may be necessary.

ANNEX

INTEGRATED IMO IDENTIFICATION NUMBER SCHEME

Introduction

1 The purpose of the Integrated IMO Identification Number Scheme (ship and company) 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.

IMO Ship Identification Number Scheme

2 The IMO Ship Identification Number Scheme applies on a mandatory basis to all passenger ships of 100 gross tonnage and upwards and to all cargo ships of 300 gross tonnage and upwards (SOLAS regulation XI-1/3).

3 Administrations may also wish to assign an IMO ship identification number to ships engaged solely on domestic voyages and to insert the number in the national certificates.

4 The IMO Ship Identification Number Scheme applies on a voluntary basis 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*;
- .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.

5 The IMO ship identification number is made up of the three letters "IMO" in front of seven digits (e.g. IMO 8712345) allocated at the time of build or when a ship is first included in a register. Administrations which have decided to implement the IMO Ship Identification Number Scheme are invited to assign, or cause to be assigned, an IMO ship identification number to all appropriate ships flying their flags, and to insert those numbers on ships' certificates.

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

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

7 Administrations implementing the IMO Ship Identification Number Scheme beyond its mandatory scope are invited to inform the Organization accordingly, for the circulation of that information to other Governments.

8 Member States will be informed about the service provider responsible for allocating and maintaining the IMO Ship Identification Number Scheme by means of a Circular Letter No.5096 issued by the Secretariat.

9 Any entity, such as shipowners, operators or shipyards, may request the allocation of an IMO ship identification number or the updating of data associated with an existing number.

10 The entity applying for the allocation of an IMO ship identification number should inform the relevant Administration within one month of the application.

11 An IMO ship identification number is only allocated if an entity requests it.

12 The detailed procedure for allocating and maintaining the IMO Ship Identification Number Scheme and associated data will be specified in the Circular Letter No.5096 issued by the Secretariat.

13 Allocated IMO ship identification number and associated data are available in the IMO Global Integrated Shipping Information System (GISIS).

14 The Secretariat and the service provider responsible for the allocation and maintenance of the IMO Ship Identification Number Scheme will ensure continuous monitoring of the data.

15 Flag States should periodically review the GISIS database and alert the service provider responsible for the allocation and maintenance of the IMO ship identification number in case of inconsistency. A detailed periodic verification process of the content of the GISIS database by Member States is defined in the Circular Letter No.5096 issued by the Secretariat.

16 Each ship with an allocated IMO ship identification number has an associated status, i.e. "in service" or "not in service". A ship "in service" is one that has the required certificates to engage in voyages.

17 Ships declared by Member States to be fraudulently registered, under UN sanction or operated by an entity under UN sanction are also published on GISIS.

18 The allocation of the IMO ship identification number is free of charge.

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

20 The IMO ship identification number should also be permanently marked as required by SOLAS regulation XI-1/3.

IMO Unique Company and Registered Owner Identification Number Scheme

21 The IMO Unique Company and Registered Owner Identification Number Scheme applies on a mandatory basis to companies and registered owners of ships to which SOLAS regulation XI-1/3-1 applies.

22 Administrations may, on a voluntary basis, apply the Scheme to new or existing companies and registered owners, managing ships of 100 gross tonnage and upwards under their flag, engaged on international voyages.

23 Administrations may also wish to apply the Scheme to companies and registered owners of ships engaged solely in domestic voyages and to insert the number in the national certificates.

24 The IMO unique company and registered owner identification number is a number allocated at the time of issuance of a document listed in paragraph 36. The IMO unique company and registered owner identification number is made up of the three letters "IMO", followed by either "Company" or "Registered Owner", in front of seven digits (e.g. IMO Company/Registered Owner 8712345).

25 Administrations which have decided to implement the IMO Unique Company and Registered Owner Identification Number Scheme are invited to assign all appropriate companies and registered owners managing ships entitled to fly their flags, or cause them to be assigned, the IMO unique company and registered owner identification number and to insert it on ships' certificates.

26 For new companies and registered owners, the IMO unique company and registered owner identification number should be assigned when the company's ship is entitled to fly its flag. For existing companies and registered owners, the IMO unique company and registered owner identification number should be assigned at an early convenient date, such as when the certificates listed in paragraph 36 are issued or renewed.

27 Member States will be informed about the service provider responsible for allocating and maintaining the IMO Unique Company and Registered Owner Identification Number Scheme by means of the Circular Letter No.5096 issued by the Secretariat.

28 Any companies or registered owners may request the allocation of an IMO unique company and registered owner identification number or the updating of data associated with an existing number.

29 The company and registered owners applying for the allocation of a number should inform the relevant Administration within one month of the application. The "relevant Administration" is the Administration that issues the Document of Compliance as defined by SOLAS chapter IX and the ISM Code.

30 An IMO unique company and registered owner identification number is only allocated if a company requests it.

31 The detailed procedure for allocating and maintaining the number and associated data will be specified in the Circular Letter No.5096 issued by the Secretariat.

32 Allocated IMO unique company and registered owner identification numbers and associated data are available in the IMO Global Integrated Shipping Information System (GISIS).

33 The Secretariat and the service provider appointed to manage the IMO Unique Company and Registered Owner Identification Number Scheme will ensure continuous monitoring of the data. Flag States should periodically verify the GISIS database and alert the service provider in charge of the IMO Unique Company and Registered Owner Identification Number Scheme management.

34 A detailed periodic verification process of the content of the GISIS database by Member States is defined in the Circular Letter No.5096 issued by the Secretariat.

35 The allocation of the IMO unique company and registered owner identification number is free of charge.

36 The IMO unique company and registered owner identification number should be included in certificates, as required by SOLAS as well as the ISM and ISPS Codes.
