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Circular Letter No.1886/Rev.6
8 August 2016

To: All IMO Member States
Contracting Governments to the International Convention for the Safety of
Life at Sea, 1974
United Nations and Specialized Agencies
Intergovernmental Organizations
Non-governmental Organizations in consultative status

Subject: **Implementation of resolution A.1078(28) – IMO ship identification
number scheme**

1 Assignment of IMO Numbers

The IMO Ship Identification Number Scheme (identification scheme) was introduced on 19 November 1987 through the adoption of resolution A.600(15) on *IMO ship identification number scheme (scheme)*, as a measure to enhance ship safety and security, and was revised on 4 December 2013 in order to allow its application to fishing vessels of 100 gross tonnage (GT) and above, by the adoption of resolution A.1078(28) on *IMO Ship Identification Number Scheme*, which revoked resolution A.600(15).

As explained in resolution A.1078(28), the IMO ship identification number (identification number) is made of the three letters "IMO" in front of the seven digits of the Lloyd's Register (LR) Number and shipbuilders/shipowners are encouraged to provide details of all new orders to IHS Maritime & Trade (IHSM&T) (formerly known as IHS Fairplay (IHS-F)) to facilitate the assignment of identification numbers at the earliest opportunity.

Following the adoption of a new SOLAS chapter XI by the 1994 SOLAS Conference (in particular regulation 3 thereof, which corresponds now to regulation XI-1/3), the implementation of the scheme became mandatory for all passenger ships of 100 GT and upwards and to all cargo ships of 300 GT and upwards as of 1 January 1996.

In order to address further requests received, identification numbers may also be assigned to passenger ships of less than 100 GT, high-speed passenger craft, high-speed craft and mobile drilling units, covered by SOLAS regulation V/19-1. Also on a voluntary basis, Administrations may wish to obtain identification numbers for ships engaged solely on domestic voyages.

Flag Administrations, as well as shipowners/operators, are recommended, prior to forwarding their request to IHSM&T, to verify (through checking the ship's documentation) whether an identification number has already been assigned, in order to facilitate the assignment of the identification numbers to existing ships and to avoid unnecessary delays. It should be borne in mind that an identification number may have already been issued by

IHSM&T at the request of a classification society or the shipyard concerned. 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>.

If an identification number for an existing ship cannot be identified or in the case of a new ship, requests to obtain identification numbers should be addressed to IHSM&T as advised below. These requests will be processed as quickly as possible. However, the number of requests and the related verification work may result in relatively short delays that should be taken into account by the flag Administration when issuing certificates.

Requests as mentioned above can be submitted on the following website <http://imonumbers.ihs.com> or sent to IHSM&T, together with the information on the individual ships concerned, using the form set out in the annex, 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
Fax: +44 (0)2032 532102

Should there be any difficulty in contacting IHSM&T, requests (including information on the ship concerned as detailed above) should be addressed to IMO at the following address IMOnumbers@imo.org.

2 Regular data exchanges between flag Administrations and IHSM&T to maintain the integrity of the IMO numbering schemes and of the identification numbers in circulation.

The two IMO numbering schemes, i.e. the IMO Ship Identification Number Scheme and the IMO Unique Company and Registered Owner Identification Number Scheme, can only be managed effectively from a vessel and owner database that is maintained accurately and up to date. In their role as managers of these two IMO numbering schemes, IHSM&T has established regular exchanges of fleet information with flag Administrations according to an agreed data format (annex 3 of Circular Letter No.2554/Rev.3 on *Implementation of IMO unique company and registered owner identification number scheme* (resolution MSC.160(78)).

These regular data exchanges between flag Administrations and IHSM&T are one of the mechanisms that IHSM&T uses to maintain data accuracy and timeliness. They allow the validation of identification numbers held by flag Administrations and the reconciliation of any fleet or data differences that may emerge from the data collection network of IHSM&T. The data exchanges operate under the procedure for the collection of national fleets statistics* (Circular Letter No.3347 on *Provision of fleet tonnage information*).

* IHSM&T World Fleet Statistics Table 1A.

3 Additional facility for extending the numbering scheme to fishing vessels beyond the scope of resolution A.1078(28)

In support of the Food and Agriculture Organization of the United Nations (FAO) in the context of the Global Record of Fishing Vessels Refrigerated Transport Vessels and Supply Vessels, the assignment of identification numbers will extend to include fishing vessels of non-steel hull construction of 100 GT and above. Furthermore, the management of the identification scheme will endeavour to cover all motorized inboard fishing vessels of less than 100 GT down to a size limit of 12 metres in length overall (LOA), that are authorized to operate outside waters under national jurisdiction.

Data exchanges between flag Administrations and IHSM&T will be developed for the fleets of fishing vessels covered by these additional facilities, separately from the data exchanges set out in paragraph 2.

This circular letter revokes Circular Letter No.1886/Rev.5.

ANNEX



IHS Maritime & Trade
Sentinel House
163 Brighton Road
Coulsdon, Surrey CR5 2YH
United Kingdom

Tel: +44 1344 328300
Fax: +44 203 253 2103
Email: ship.imo@ihs.com

REQUEST FOR IMO SHIP
IDENTIFICATION NUMBER

FOR ASSIGNMENT OF AN IMO NUMBER IN ACCORDANCE WITH RESOLUTION A.1078(28), PLEASE COMPLETE THE FOLLOWING IN CAPITALS:-

CURRENT SHIP NAME* _____

ALL FORMER NAME(S)* _____

ORIGINAL NAME* _____

FLAG* _____ PORT OF REGISTRY _____ CALL SIGN _____

MMSI _____ OFFICIAL NUMBER _____ DATE OF FLAG REGISTRATION _____

CURRENT CLASS SOCIETY _____

TONNAGE (69 CONVENTION) YES NO FISHING NUMBER+ _____

GROSS* _____ NET* _____ DEADWEIGHT* _____

LENGTH OVERALL* _____ LENGTH B.P. _____ BEAM _____

MOULDED DEPTH* _____ DRAUGHT _____ DATE OF KEEL LAYING _____

DATE OF LAUNCH _____ DATE OF COMPLETION* _____

Note: Shipbuilding details are essential to issue an IMO Number for new buildings prior to completion

SHIPBUILDER* _____ SUB-CONTRACTOR BUILDER* _____

PLACE OF BUILD* _____ HULL No.* _____ HULL MATERIAL* _____

SHIP TYPE DESCRIPTION*** _____

REGISTERED OWNER† & ADDRESS†*
(Including Fax, Telephone & Email)

MANAGER† & ADDRESS†
(Including Fax, Telephone, Email & Website)

(MARPOL Annex I requirements for OIL TANKERS)	The ship complies with regulation 19 (double hull)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
	The ship complies with regulations 20.5, 21.6.1 and 21.6.2	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
	Other (please specify) _____				
	The ship is subject to CAS requirements of regulation 20.7 and 21.6.1	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

NUMBER OF MAIN ENGINES* _____ ENGINE MODEL* _____ MANUFACTURER* _____

KW OF EACH ENGINE _____ NUMBER OF PROPELLERS _____

COMPANY REQUESTING IMO NUMBER *Note: An IMO number cannot be issued without the following information:*

COMPANY NAME* _____ CONTACT NAME* _____

SENDER'S EMAIL* _____ SENDER'S FAX NUMBER* _____

* Required Fields – all ships

† Required Fields – Ships in service only

+ Distinctive Number of Letters for Fishing Vessels

++ The type of fishing vessels should include details of the method of fishing and the gear