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Circular Letter No. 1886/Rev.7
28 November 2022

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.1117(30) – 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 maritime safety and pollution prevention and the prevention of maritime fraud. The scheme established by resolution A.600(15) was subsequently amended by resolutions A.1078(28) and A.1117(30), in particular to extend its scope of application to small ships, including fishing vessels.

As explained in resolution A.1117(30), 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 S&P Global Market Intelligence (formerly known as IHS Markit, Maritime & Trade (IHS M&T) or 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.

It is also required that passenger ships of less than 100 gross tonnage, high speed passenger craft and mobile offshore drilling units covered by SOLAS regulation V/19-1 with regard to the long-range identification and tracking of ships, which entered into force on 1 January 2008, should have IMO numbers.

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 and the need for the identification numbers, by adoption of resolutions A.1078(28) and A.1117(30), the IMO identification number scheme was revised to allow its application to sea-going, self-propelled 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.

Flag Administrations, as well as shipowners/operators, are recommended, prior to forwarding their request to S&P Global Market Intelligence, to verify (through checking the ship's documentation) whether an identification number has already been assigned to facilitate the assignment of the identification numbers to existing ships and to avoid duplication of IMO numbers. It should be borne in mind that an identification number may have already been issued by S&P Global Market Intelligence at the request of a classification society or the shipyard concerned. Assigned identification numbers are available to look up 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 the IMO number for an existing ship cannot be determined or is required for a new newbuilding, applications for an identification number should be addressed to S&P Global Market Intelligence as advised below. Requests will be processed as quickly as possible. However, the number of requests and the related verification work may result in short delays, which should be taken into account by the flag Administration when issuing certificates.

Requests can be submitted on the following website <http://imonumbers.ihs.com> or sent to S&P Global Market Intelligence, together with the information on the individual ships concerned, using the form set out in the annex, at the following address:

S&P Global Market Intelligence
5th Floor
Kingsgate
62 High Street
Redhill,
Surrey RH1 1SG
United Kingdom

Email: ship.imo@ihsmarkit.com

Tel: +44 (0)1334 328300

Should there be any difficulty in contacting S&P Global Market Intelligence, 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 S&P Global Market Intelligence 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, S&P Global Market Intelligence 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 S&P Global Market Intelligence are one of the mechanisms that S&P Global Market Intelligence 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 S&P Global Market Intelligence. The data exchanges operate under the procedure for the collection of national fleets statistics* (Circular Letter No.3347 on *Provision of fleet tonnage information*).

Data exchanges between flag Administrations and S&P Global Market Intelligence will be further developed for the fleets of fishing vessels covered by these additional facilities, separately from the data exchanges mentioned above.

This circular letter revokes Circular Letter No.1886/Rev.6.

* S&P Global Market Intelligence World Fleet Statistics Table 1A.

ANNEX



REQUEST FOR IMO SHIP
IDENTIFICATION NUMBER

FOR ASSIGNMENT OF AN IMO NUMBER IN ACCORDANCE WITH RESOLUTION A.1117(30), 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. _____ MOULDED BREADTH _____

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