



Direção-Geral de Recursos Naturais,
Segurança e Serviços Marítimos

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Circular N.º 44

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Subject:	Fishing vessels: application of the IMO Ship Identification Number Scheme
To:	Owners/Shipowners, Operators, Associations, Charterers and Masters/Skippers of Portuguese-flagged Fishing Vessels

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***References:** Council Regulation (EC) n.º 1224/2009 of 20 November establishing a community control system for ensuring compliance with the rules of the Common Fisheries Policy; Commission Implementing Regulation (EU) n.º 404/2011 of 8 April laying down detailed rules for the implementation of Council Regulation (EC) n.º 1224/2009, as amended by Implementing Regulation (EU) n.º 2015/1962 of 28 October; "The International Convention for the Conservation of Atlantic Tunas"; The International Commission for the Conservation of Atlantic Tunas - ICCAT, Recommendation 13-13, on the Establishment of an ICCAT Register for Vessels of Overall Length 20 Meters or More; IMO¹ Resolution A.1078(28) on the "IMO Ship Identification Number Scheme; SOLAS Convention 74², Chapter XI-1 Rules 3 "Ship Identification Number Scheme" and 3.1 "Company and Registered Owner identification Number"*

¹ IMO - The International Maritime Organization, in London

² The International Convention of Safety of Life at Sea, 1974, as amended and in its latest update.

1. OBJECTIVE

1.1 The aim of this circular is to inform about the application, as from 1 January 2016, of the IMO Ship Identification Number Scheme as adopted by Resolution A.1078(28) referred to in *References*, both to fishing vessels of the Union and of third countries, authorized in fishing activities in Union waters, in accordance with the amendment to Article 6 of Commission Implementing Regulation (EU) n.º 404/2011 operated by Commission Implementing Regulation n.º 2015/1962 of 28 October 2015.

2. INTRODUCTION

2.1 With the publication of Council Regulation (EC) n.º 1224/2009 of 20 November 2009 establishing a Community control system, in order to ensure compliance with the rules of the Common Fisheries Policy, it has become necessary, as a uniform condition for implementation, to adopt Commission Implementing Regulation (EU) n.º 404/2011 of 8 April, which provides in Article 6 (a) to (e), how marking of EU fishing vessels should apply. However, with the publication of Commission Implementing Regulation (EU) n.º 2015/1962 of 28 October the scope of the IMO identification number scheme provided for in Resolution A.1078(28) of the IMO, is widened for fishing vessels.

2.2 The application of the IMO number also entails the application of the provisions of SOLAS Regulation 3 of Chapter XI-1 to Union fishing vessels, regardless of where they operate, and third country fishing vessels operating in Union waters. This number shall enable the vessel to be accurately identified, as well as to monitor and verify its activities over time, irrespective of any changes in name, ownership or flag and ensure the traceability of fishery products throughout the market chain, especially where vessels may be engaged in illegal, unreported and unregulated (IUU) fishing activities.

2.3 The International Commission for the Conservation of Atlantic Tunas - ICCAT, is the Regional Organization responsible for the conservation of tuna and tuna-like species in the Atlantic Ocean and adjacent seas. This organization was established at a Plenipotentiary

Conference, which prepared and adopted the International Convention for the Conservation of Atlantic Tunas, signed in Rio de Janeiro, Brazil, in 1966, and after ratification, formally entered into force in 1969, hereinafter referred to as the Convention. Although such organizations have a merely consultative role, most have management powers that allow them, to set catch and effort limits and technical measures, as well as control obligations. In this way, ICCAT has issued Recommendation 13-13 recognizing the importance of identifying and controlling fishing vessels of tuna and tuna-like species authorized to fish within the Convention Area, by making it mandatory for vessels of length overall of or greater than 20 meters, referred to as "Large Scale Fishing Vessels - LSFV" to have an IMO number as part of their identification, and its failure, from 1 January 2016, does not allow them to operate, since ships without this number will not be included in the ICCAT register.

3. SCOPE OF THE IMO NUMBER

3.1 The additional provisions introduced by Commission Implementing Regulation (EU) n.º 2015/1962 to Article 6 of Commission Implementing Regulation (EU) n.º 404/2011 stipulate that, from 1 January 2016 the International Maritime Organization (IMO) Ship Identification Number Scheme adopted by Resolution A.1078(28) of 4 December 2013 and referred to in chapter XI-1, regulation 3 of the 1974 SOLAS Convention shall apply to:

3.1.1 Union fishing vessels or fishing vessels controlled by Union operators under a chartering arrangement, of 100 Gross Tonnage or 100 Gross Registered Tonnage and above, or 24 meters length overall and above, operating exclusively inside Union waters;

3.1.2 All Union fishing vessels or fishing vessels controlled by Union operators under a chartering arrangement, of 15 meters length overall and above, operating outside Union waters;

3.1.3 All third country fishing vessels authorized to carry out fishing activities in Union waters.

3.2 Ships of an overall length of 20 meters or more authorized to operate in the Area of the International Convention for the Conservation of Atlantic Tunas (Figure 1), of which Portugal and the European Union are contracting parties, Implementation of ICCAT Recommendation 13-13 on the establishment of a register of tuna fishing vessels (Pole-and-Line, Longline or Trawler Fishing Vessels) operating in that zone, which obliges these vessels to possess the IMO number required to be marked on the respective vessel.

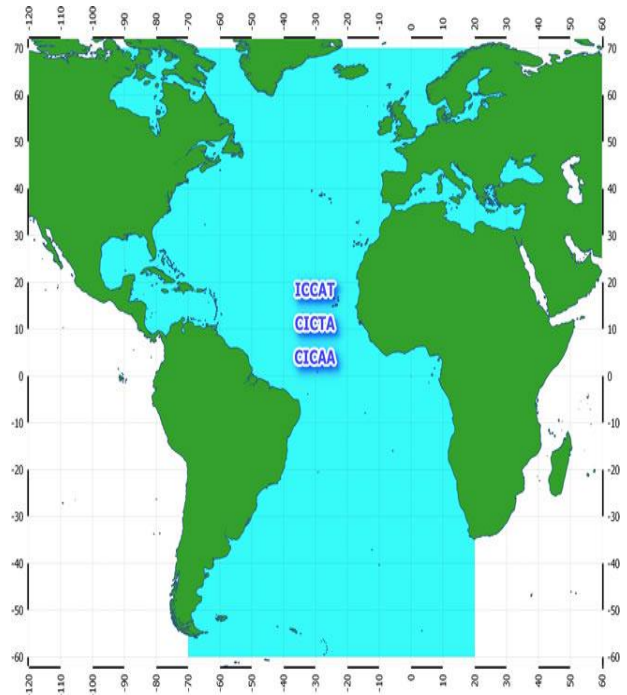


Figure 1. - Area of the International Convention for the Conservation of Atlantic Tunas.

5. SHIPS TO WHICH THE IMO NUMBER DOES NOT APPLY

5.1 Paragraph 5bis of ICCAT Recommendation 13-13 states that only Large Scale Fishing Vessels (LSFV) which have, where applicable, an IMO or LR number (number consisting of a sequence of seven digits allocated by the IHS Fairplay), may operate in the Area of the Convention, and in the absence of this number the vessels will be excluded from the ICCAT register.

5.2 However the IMO ship identification number does not apply to wooden hull vessels in accordance with point 2 of the Annex to IMO Resolution A.1078 (28).

5.3 In view of paragraphs 5.1 and 5.2 above and taking due account paragraph 5tris of the abovementioned ICCAT Recommendation, the following types of vessel shall be exempt from the inclusion of the IMO number:

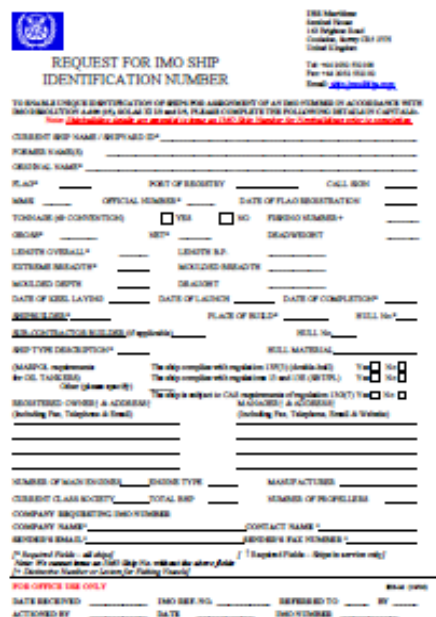
5.3.1 Large Scale Fishing Vessels (LSFV) for which it is not possible to obtain an IMO/LR number, provided that the Convention Contracting Flag State provides an explanation of such impossibility in submitting the information pursuant to paragraph 2 of Recommendation 13-13;

5.3.2 Wooden Large Scale Fishing Vessels (LSFV) that are not authorized to fish on the high seas, provided that the Convention Contracting Flag State notifies the Secretariat of the Large Scale Fishing Vessels for which it is exercising this exemption in submitting the information pursuant to paragraph 2 of Recommendation 13-13.

6. REQUEST FOR ALLOCATION OF THE IMO NUMBER

6.1 Owners and/or shipowners willing to obtain the IMO number for their vessels, free of any charges, should register on the www.imonumbers.ihs.com platform and follow the instructions provided therein, or alternatively;

6.2 Complete the fields indicated in the application [form](#) (in either [.doc](#) or [.pdf](#) versions) shown in figure 2 and send it back by e-mail to ship.imo@ihs.com, or alternatively;



The form is titled "REQUEST FOR IMO SHIP IDENTIFICATION NUMBER" and includes a logo for IHS Maritime Sentinel House. It contains various fields for ship details such as name, official number, date of flag registration, tonnage, length, and width. There are also checkboxes for compliance with regulations and a section for contact information. The form is designed to be filled out and submitted to IHS Maritime for IMO number allocation.

Figure 2. - Request for IMO ship identification number

6.3. Fill in the fields indicated in the form mentioned in 6.2 and send it by mail to the following address indicated in the upper right corner of the form:

*IHS Maritime
Sentinel House
163 Brighton Road
Coulston, Surrey CR5 2YH
United Kingdom*

6.4 After obtaining the IMO number, fishing vessels' owners and/or shipowners to whom this Circular applies, should send to DGRM's Fleet Division (mail.df@dgrm.mm.gov.pt) objective evidence where the IMO number assigned to their vessel(s) may be confirmed.

7. MARKING OF THE IMO NUMBER ON SHIP

7.1 The new paragraph added to Article 6 of Implementing Regulation (EU) n.º 404/2011 by Implementing Regulation (EU) n.º 2015/1962 states that as from 1 January 2016, the IMO Ship Identification Number Scheme adopted by Resolution A.1078(28), and referred to in Chapter XI-1 Regulation 3 of the 1974 SOLAS Convention, hereinafter referred to as SOLAS XI-1/3, applies.

7.2 Paragraphs 4 and 5 of SOLAS XI-1/3, "Ship Identification Number", shall apply to all ships. Thus, the IMO Ship Identification Number must be permanently marked:

7.2.1 In a visible place either on the stern of the ship or on either side of the hull, amidships port and starboard, above the deepest assigned load line or either side of the superstructure, port and starboard or on the front of the superstructure; and

7.2.2. In an easily accessible place either on one of the end transverse bulkhead of the machinery spaces as defined in regulation SOLAS II-2/3.30.

7.3 The permanent marking shall be plainly visible, clear of any other markings on the hull and shall be painted in a contrasting colour.

7.4 The permanent marking referred to in paragraph 7.2.1 shall be not less than 200 mm in height. The permanent marking referred to in paragraph 7.2.2 shall not be less than 100 mm in height. The width of the marks shall be proportionate to the height.

7.5 The permanent marking may be made by raised lettering or by cutting it in or by centre-punching it or by any other equivalent method of marking the ship identification number which ensures that the marking is not easily expunged.

7.6 In ships constructed of material other than steel or metal, the Portuguese Maritime Administration considers that the IMO number should be marked in a similar way to that described in 7.5, i.e., permanent marking may be done with letters/numbers by raised lettering or indelibly marked using non-destructive material when considering the ship's material is other than steel or metal.

Done in Lisbon, 5 April 2017

The Director of the Maritime Administration Services

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