



*Ministero delle politiche agricole
alimentari e forestali*

Roma,

DIPARTIMENTO DELLE POLITICHE COMPETITIVE, DELLA
QUALITA' AGROALIMENTARE, IPPICHE E DELLA PESCA
DIREZIONE GENERALE DELLA PESCA MARITTIMA
E DELL'ACQUACOLTURA
PEMAC III

A Associazioni di categoria
Loro Sedi

Via e-mail

E, p.c. C.C.N.P.
Sede

Oggetto: Raccomandazione ICCAT n. 13-13. – Risoluzione IMO A28/1078 del 15 gennaio 2014.

Con la presente, si rammenta che, ai sensi del paragrafo 5-bis della Raccomandazione ICCAT di cui all'oggetto (ad ogni buon fine, allegata in copia), con decorrenza dall'1 gennaio 2016, tutte le imbarcazioni da pesca di lunghezza fuori tutto maggiore/uguale a 20 metri, ai fini del mantenimento dell'iscrizione nei pertinenti registri ICCAT, devono essere in possesso del c.d. *numero IMO*.

In virtù dei recenti chiarimenti forniti dai competenti Servizi dell'IMO, circa la corretta applicazione della Risoluzione sopra richiamata (anch'essa allegata in copia), si evince che, all'attualità, la procedura on-line (tramite *self registration* sul sito: <http://imonumbers.ihs.com>), per l'ottenimento del suddetto numero, è esperibile solo per le unità da pesca che unitamente al richiamato requisito di lunghezza fuori tutto, presentino, altresì, una stazza lorda maggiore/uguale a 100 GT.

Premesso quanto sopra, le Associazioni in indirizzo sono pregate di estendere i contenuti della presente al cetò peschereccio interessato, affinché il medesimo possa procedere alla predetta registrazione, dandone riscontro a questa Direzione Generale, entro e non oltre il 10 gennaio 2016, trasmettendo (via e-mail: v.giovannone@politicheagricole.it – f.conte@politicheagricole.it) gli estremi del suddetto numero IMO.

Si riserva di fornire ulteriori istruzioni con riguardo alle unità da pesca di lunghezza fuori tutto maggiore/uguale a 20 metri e di stazza lorda inferiore a 100 GT.

Riccardo Rigillo
Direttore Generale

Il Dirigente
D'Onofrio

Il Funzionario
Giovannone

**RECOMMENDATION BY ICCAT CONCERNING THE ESTABLISHMENT OF
AN ICCAT RECORD OF VESSELS 20 METRES IN LENGTH OVERALL OR GREATER
AUTHORIZED TO OPERATE IN THE CONVENTION AREA**

RECALLING that ICCAT adopted at its 2000 meeting a *Recommendation by ICCAT Concerning Registration and Exchange of Information of Fishing Vessels Fishing for Tuna and Tuna-like Species in the Convention Area* [Rec. 00-17],

FURTHER RECALLING that ICCAT adopted at its 1994 meeting a *Resolution by ICCAT Regarding the Agreement to Promote Compliance with International Conservation and Management Measures by Fishing Vessels on the High Seas* [Res. 94-08],

FURTHER RECALLING that the Commission has been taking various measures to prevent, deter and eliminate the illegal, unreported and unregulated (IUU) fisheries conducted by large-scale tuna fishing vessels,

NOTING that large-scale fishing vessels are highly mobile and easily change fishing grounds from one ocean to another, and have high potential of operating in the Convention area without timely registration with the Commission,

RECALLING that the FAO Council adopted on June 23, 2001 an International Plan of Action (IPOA) aiming to prevent, to deter and to eliminate illegal, unreported and unregulated fishing, that this plan stipulates that the regional fisheries management organization should take action to strengthen and develop innovative ways, in conformity with international law, to prevent, deter and eliminate IUU fishing and in particular to establish records of vessels authorized and records of vessels engaged in IUU fishing,

FURTHER RECALLING that the Commission, in 2002, established an ICCAT Record of Vessels 24 meters in length overall or greater and then, in 2009, expanded the list to include all vessels 20 meters in length overall or greater,

FURTHER NOTING that the International Maritime Organization's Maritime Safety Committee, at its 92nd meeting, approved amendments to the IMO Ship Identification Number Scheme that remove the exclusion of vessels solely engaged in fishing, which will be considered for final adoption by IMO Assembly at its 28th meeting in November 2013,

RECOGNIZING the utility and practicality of using IMO numbers as a unique vessel identifier (UVI) for fishing vessels,

**THE INTERNATIONAL COMMISSION FOR THE CONSERVATION
OF THE ATLANTIC TUNA (ICCAT) RECOMMENDS THAT:**

1. The Commission shall establish and maintain an ICCAT record of fishing vessels 20 meters in length overall or greater (hereinafter referred to as "large scale fishing vessels" or "LSFVs") authorized to fish for tuna and tuna-like species in the Convention Area. For the purpose of this recommendation, LSFVs not entered into the record are deemed not to be authorized to fish for, retain on board, transship or land tuna and tuna-like species.
2. Each CPC shall submit to the ICCAT Executive Secretary, the list of its LSFVs that are authorized to operate in the Convention area. The initial list and any subsequent changes shall be submitted electronically in a format provided by the Secretariat. This list shall include the following information:
 - Name of vessel, register number
 - IMO or LR number (if assigned)
 - Previous name (if any)
 - Previous flag (if any)
 - Previous details of deletion from other registries (if any)
 - International radio call sign (if any)
 - Type of vessels, length, and gross registered tonnage (GRT), or, where possible, Gross Tonnage (GT)
 - Name and address of owner(s) and operator(s)
 - Gear used

- Time period authorized for fishing and/or transshipping. However, in no case shall the authorization period include dates more than 30 days* prior to the date of submission of the list to the Secretariat.

The ICCAT record shall consist of all LSFVs submitted under this paragraph.

3. Each CPC shall promptly notify the ICCAT Executive Secretary of any addition to, any deletion from and/or any modification of the ICCAT record at any time such changes occur. Periods of authorization for modifications or additions to the list shall not include dates more than 30 days* prior to the date of submission of the changes to the Secretariat. The Secretariat shall remove from the ICCAT Record of Vessels any vessel for which the period of authorization has expired.
4. The ICCAT Executive Secretary shall maintain the ICCAT record, and take any measure to ensure publicity of the record and make the record available through electronic means, including placing it on the ICCAT website, in a manner consistent with confidentiality requirements noted by CPCs.
5. The flag CPCs of the vessels on the record shall:
 - a) Authorize their LSFVs to operate in the Convention area only if they are able to fulfill in respect of these vessels the requirements and responsibilities under the Convention and its conservation and management measures;
 - b) Take necessary measures to ensure that their LSFVs comply with all the relevant ICCAT conservation and management measures;
 - c) Take necessary measures to ensure that their LSFVs on the ICCAT record keep on board valid certificates of vessel registration and valid authorization to fish and/or transship;
 - d) Ensure that their LSFVs on the ICCAT record have no history of IUU fishing activities or that, if those vessels have such history, the new owners have provided sufficient evidence demonstrating that the previous owners and operators have no legal, beneficial or financial interest in, or control over those vessels, or that having taken into account all relevant facts, their LSFVs are not engaged in or associated with IUU fishing;
 - e) Ensure, to the extent possible under domestic law, that the owners and operators of their LSFVs on the ICCAT record are not engaged in or associated with tuna fishing activities conducted by LSFVs not entered into the ICCAT record in the Convention area; and
 - f) Take necessary measures to ensure, to the extent possible under domestic law, that the owners of the LSFVs on the ICCAT record are citizens or legal entities within the flag CPCs so that any control or punitive actions can be effectively taken against them.

5bis. Effective January 1, 2016, flag CPCs shall authorize their commercial LSFVs to operate in the Convention area only if the vessel has an IMO number or a number in the seven-digit numbering sequence allocated by IHS-Fairplay (LR number), as applicable. Vessels without such a number shall not be included in the ICCAT record.

5tris. Paragraph 5bis shall not apply to:

- a) LSFVs unable to obtain an IMO/LR number, provided that the flag CPC provides an explanation of its inability to obtain an IMO/LR number in its submission of information pursuant to paragraph 2.
 - b) Wooden LSFVs that are not authorized to fish on the high seas, provided that the flag CPC notifies the Secretariat of the LSFVs for which it is exercising this exemption in its submission of information pursuant to paragraph 2.
6. CPCs shall review their own internal actions and measures taken pursuant to paragraph 5, including punitive and sanction actions and in a manner consistent with domestic law as regards disclosure, report any relevant results of the review to the Commission at its annual meeting. In consideration of any CPC reports on the relevant results of such reviews, the Commission shall, if appropriate, request the flag CPCs of

* This period was extended to 45 days through Recommendation 14-10.

LSFVs on the ICCAT record to take further action to enhance compliance by those vessels to ICCAT conservation and management measures.

7. a) CPCs shall take measures, under their applicable legislation, to prohibit the fishing for, the retaining on board, the transshipment and landing of tuna and tuna-like species by the LSFVs which are not entered into the ICCAT record.
- b) To ensure the effectiveness of the ICCAT conservation and management measures pertaining to species covered by Statistical Document Programs:
 - i) Flag CPCs or, if the vessel is under a charter arrangement, the exporting CPC shall validate statistical documents only for the LSFVs on the ICCAT record,
 - ii) CPCs shall require that the species covered by Statistical Document Programs caught by LSFVs in the Convention area, when imported into the territory of a Contracting Party be accompanied by statistical documents validated for the vessels on the ICCAT record and,
 - iii) CPCs importing species covered by Statistical Document Programs and the flag States of vessels shall cooperate to ensure that statistical documents are not forged or do not contain misinformation.
8. Each CPC shall notify the ICCAT Executive Secretary of any factual information showing that there are reasonable grounds for suspecting LSFVs not on the ICCAT record to be engaged in fishing for and/or transshipment of tuna and tuna-like species in the Convention area.
9. a) If a vessel mentioned in paragraph 8 is flying the flag of a CPC, the Executive Secretary shall request that CPC to take measures necessary to prevent the vessel from fishing for tuna and tuna-like species in the Convention area.
- b) If the flag of a vessel mentioned in paragraph 8 cannot be determined or is of a non-Contracting Party without cooperating status, the Executive Secretary shall compile such information for future consideration by the Commission.
10. The Commission and the CPCs 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 tuna resources in other oceans. Such adverse effects might consist of excessive fishing pressure resulting from a shift of the IUU LSFVs from the Atlantic to other oceans.
- 10bis. At the 2014 meeting of the Working Group on Integrated Monitoring Measures and at the 2014 Annual Meeting, the Commission shall review relevant developments on vessel numbering at the IMO, FAO, and other international fora and consider revisions, as necessary, to this Recommendation for adoption prior to the January 1, 2016 effective date of paragraph 5bis.
11. The *Recommendation by ICCAT Concerning the Establishment of an ICCAT Record of Vessels 20 Meters in Length Overall or Greater Authorized to Operate in the Convention Area* [Rec. 11-12] is replaced in its entirety by this recommendation.

ASSEMBLY
28th session
Agenda item 10

A 28/Res.1078
15 January 2014
Original: ENGLISH

Resolution A.1078(28)

**Adopted on 4 December 2013
(Agenda item 10)**

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 the ship's certificates,

RECALLING ALSO that, by resolution A.600(15), it adopted the *IMO Ship Identification Number Scheme*,

RECOGNIZING the need for the *IMO Ship Identification Number Scheme* to be revised to allow its voluntary application to ships of 100 gross tonnage and above, including fishing vessels,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its ninety-second session,

- 1 ADOPTS the *IMO Ship Identification Number Scheme*, for implementation on a voluntary basis, as set out in the annex to the present resolution;
- 2 INVITES Governments concerned to implement the scheme, as far as it 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.600(15).

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. The scheme may be applied by Administrations on a voluntary basis for new and existing ships under their flag which are engaged in international voyages. Administrations may also wish to assign the IMO numbers to ships engaged solely on domestic voyages and to insert the number in the national certificates.

Application

2 The scheme applies to seagoing ships of 100 gross tonnage and above, with the exception of the following:

- ships without mechanical means of propulsion;
- pleasure yachts;
- ships engaged on special service¹;
- hopper barges;
- hydrofoils, hovercraft;
- floating docks and structures classified in a similar manner;
- ships of war and troop ships; and
- wooden ships in general.

Assignment of IMO number

3 The IMO number is a number, allocated by IHS Maritime² at the time of build or when a ship is first included in the Register of Ships, with the prefix IMO (e.g. IMO8712345). Administrations which have decided to implement the scheme are invited to assign all appropriate ships flying their flags, or cause them to be assigned, the IMO numbers and to insert them on ships' certificates.

4 For new ships, the assignment to 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.

5 Administrations implementing the scheme are invited to inform the Organization accordingly, for circulation to other Governments.

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

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

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

Certificates on which the IMO number is to be inserted

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 in 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.

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 www.imonumbers.ihs.com or requests can be sent to IHS Maritime at the following address:

IHS Maritime
(Part of IHS Global Limited)
Sentinel House
163 Brighton Road
Coulsdon, Surrey CR5 2YH
United Kingdom

Email: ship.imo@ihs.com
Tel: +44 (0) 203 253 2404
Fax: +44 (0) 203 253 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 Maritime by telephone, email or facsimile. In making such inquiry particulars of the ship should be presented³.

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

- .2 online access to the new construction file through Sea-web (IMO has access to this system); or
- .3 application through IHS Maritime, which will provide a service of regular listings of the order book with selected data items, produced for a client's specification.

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.4).

Existing ships

10 For existing ships, IHS Maritime is prepared to answer ad hoc requests free of charge up to a reasonable point of acceptability.

Inquiry to the IMO Secretariat

11 The IMO number may also be obtained free of charge from the IMO Secretariat (Maritime Safety Division – facsimile: +44(0)20 7587 3210 or email: IMOnumbers@imo.org) which has access to the Sea-web system. In making such an inquiry to the IMO Secretariat, information on particulars of the ship (as in paragraph 9.1) should be provided. The quickest route for the issuing of a number is to contact IHS Maritime directly at the address in paragraph 8.