

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

Circular Letter No.2554/Rev.4
8 March 2023

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 the IMO unique company and registered owner
identification number scheme (resolution MSC.160(78))**

General

1 The *IMO unique company and registered owner identification number scheme* was introduced through the adoption by the Maritime Safety Committee (MSC), at its seventy-eighth session (12 to 21 May 2004), of resolution MSC.160(78), as a measure to enhance maritime safety, security and environmental protection, and to facilitate the prevention of maritime fraud. Its purpose is to assign a permanent number for identification purposes to each company and/or registered owner managing ships of 100 gross tonnage and above engaged on international voyages. Additionally, Administrations are invited to participate in the scheme to the extent they desire by assigning an IMO unique company and registered owner identification number (hereinafter, referred to as "Number") to each company and/or registered owner managing ships of 100 gross tonnage and above not engaged in international voyages.

2 MSC 80 (11 to 20 May 2005) adopted the proposed new SOLAS regulation XI-1/3-1 on the Number and amendments to SOLAS regulation XI-1/5 on the continuous synopsis record (resolution MSC.194(80)), which entered into force on 1 January 2009.

3 MSC 80 also adopted the *Amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code)* (resolution MSC.195(80)) and *Amendments to the International Code for the Security of Ships and of Port Facilities (International Ship and Port Facility Security (ISPS) Code)* (resolution MSC.196(80)) introducing references to the Number.

4 MSC 82 (29 November to 8 December 2006), considered the outcome of the review by FSI 14 of the procedures for obtaining the Numbers, and the procedures in place for maintaining the integrity of the scheme. This resulted in the addition of a web service, revised data exchange procedures between Administrations and S&P Global Market Intelligence (formerly known as IHS Markit, Maritime and Trade (IHSM) or Lloyd's Register- Fairplay) and the reporting of the name-style of registered owners as recorded by national Administrations in their jurisdiction. Having also considered that the operational aspects of the numbering scheme may need to be further developed, based on the experience gained, the Committee requested the Secretariat to make any necessary adjustments, in cooperation with the manager of the scheme, in order to improve the service to be provided to Member States.

5 A 30 (27 November to 6 December 2017) agreed that the IMO ship identification number scheme should be revised to allow its application 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 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 national jurisdiction of the flag State, by adopting resolution A.1117(30), following successive revocation of resolutions A.1078(28) and A.600(15).

Principles

6 The *IMO unique company and registered owner identification number scheme* is managed in parallel with the *IMO ship identification number scheme* (resolution A.1117(30)) and procedures for the implementation thereof (Circular Letter No.1886/Rev.7), without charge by S&P Global Market Intelligence. The scheme may assign Numbers to companies and/or registered owners of ships not required to have IMO ship identification numbers.

7 The Number is an S&P Global Market Intelligence IMO number, allocated at the time of issuance of the documents detailed in paragraph 6 of the annex to resolution MSC.160(78) or registration of a ship not required to have these documents. The Number consists of seven digits assigned by S&P Global Market Intelligence. The label begins with the letters "IMO" followed by either "Company" or "Registered Owner", then followed by the seven digits.

8 "Company" has the same meaning as in SOLAS regulation IX/1. "Registered owner" is the owner specified on a ship's certificate of registry issued by an Administration.

9 New companies and/or registered owners managing ships covered by the scheme are assigned a Number by S&P Global Market Intelligence when their ship is registered with a flag Administration. For existing companies and/or registered owners, the Number should be assigned at an early convenient date, such as when any document detailed in paragraph 6 of the annex to resolution MSC.160(78) is issued or renewed.

10 Once assigned, the Number remains unchanged for a company and/or registered owner. When companies and/or registered owners merge, as a matter of general policy, S&P Global Market Intelligence assigns the Number of the larger company and/or registered owner to the new amalgamated entity, while the Number of the smaller entity is frozen and not reused.

11 S&P Global Market Intelligence maintains a full history audit trail of changes to company and/or registered owner information, with the date of each change recorded. S&P Global Market Intelligence maintains the history of companies and/or registered owners of ships on its database.

12 S&P Global Market Intelligence operates under ISO 9001:2015 quality assurance and is ISO-certified for the provisions of publishing and information services to the shipping industry. In order to maintain the integrity of the Numbers in circulation among the maritime community, the Administrations should, to the extent allowed by their national law, not publish these Numbers, nor allow the Numbers to be viewed or downloaded from their websites, other than on a company-by-company basis.

13 Contracting Governments to SOLAS retain the right to assign the management of the system to another organization in the future or to manage it by itself. If S&P Global Market Intelligence cannot continue to maintain the scheme for any reason, all related information acquired from the scheme should be transferred to the Organization.

Collection and transfer of information and assignment of Numbers on an individual company/registered owner basis

14 Original information about a company and/or registered owner is collected by the Administration at the time of registration. It is the same information as that routinely collected by Administrations as part of their registration process, namely:

- .1 company/registered owner name-styles;
- .2 country/State of incorporation (registration);
- .3 date of incorporation; and
- .4 full address (operational and registered address) and contact details. S&P Global Market Intelligence records the operational address of companies and registered owners. The operational address can be the address of a head office or a branch office, or an in-care-of address for the registered owner or company which has been issued with a Document of Compliance (DOC) and managing the ship for which communication details are provided, hereafter called "DOC Company". The S&P Global Market Intelligence database also records the registered address of registered owners but only under the conditions in paragraph 22.

15 During the registration of a ship, the Administration should contact S&P Global Market Intelligence to determine the Number to be assigned to the company or registered owner, either through the present methods established for obtaining Numbers on an individual basis, as described in paragraph 17, or, preferably, through the fleet data exchanges (see paragraphs 18, 19 and 20).

16 Numbers can also be obtained by recognized organizations (ROs) authorized to issue Safety Management Certificates and Documents of Compliance on behalf of Administrations, and by registered owners and companies, for submission to the Administration.

17 The methods for obtaining Numbers on existing registered owners and companies, for assigning a Number to registered owners or companies that have not previously been assigned a Number and for communicating corrected company details on existing records, on an individual basis, are as follows:

- .1 a free website (www.imonumbers.ihs.com) which allows registered users to look up Numbers, by using the available "Search" facility. When the companies or registered owners cannot be identified through the "Search" function, authorized data providers should request the assignment of new Numbers or provide corrective information on existing records. The website has a free user registration system to enhance both the security of the site and the information;
- .2 paper request forms (annexes 1 and 2); and
- .3 a free Web service for Administrations to facilitate the provision of individual company and registered owner data from S&P Global Market Intelligence to flag Administrations in an electronic format for ship registration purposes (sections 1.1 and 1.2 of annex 4).

S&P Global Market Intelligence would confirm the updated company information received with the appropriate Administration.

Standardized regular electronic data exchange between Administrations and S&P Global Market Intelligence on a fleet basis

18 When choosing this recommended option, Administrations would implement a regular electronic data exchange procedure with S&P Global Market Intelligence on a fleet basis (as detailed in section 2 of annex 4, together with the data fields that Administrations should provide electronically (annex 3)) to enable S&P Global Market Intelligence to maintain the integrity of the scheme. The exchanges provide a mechanism to communicate, per ship, changes to registered owners and companies and their IMO Numbers, on a registered fleet basis, and thus synchronize the information held on the registered fleet by both the Administration and S&P Global Market Intelligence.

19 The regular electronic data exchange procedure on a fleet basis includes a standardized two-way flow of data between flag Administrations and S&P Global Market Intelligence on the registered fleet, either by spreadsheet or extensible markup language (XML) file (section 2 of annex 4).

20 S&P Global Market Intelligence would derive the updates to the registered fleet through electronic comparison with its database. New and updated Numbers would then be returned to the flag Administration in an updated spreadsheet or XML file.

21 Regarding the addition of a second company name field, the S&P Global Market Intelligence database records the name-style of registered owners as provided by Administrations for companies registered in their national jurisdictions. S&P Global Market Intelligence can only receive the contents of this field in the XML data format detailed in section 2 of annex 4, since this format should have agreed character sets that are consistent with both the S&P Global Market Intelligence database software and the software of organizations to which S&P Global Market Intelligence supplies data (annex 4, paragraph 2.9).

22 The S&P Global Market Intelligence database also records the registered address of registered owners as provided by Administrations for companies registered in their national jurisdictions. S&P Global Market Intelligence can only receive the contents of this field in the XML data format detailed in section 2 of annex 4, since this format should have agreed character sets that are consistent with both the S&P Global Market Intelligence database software and the software of organizations to which S&P Global Market Intelligence supplies data (annex 4, paragraph 2.9).

Consultation on Numbers

23 The S&P Global Market Intelligence website (www.imonumbers.ihs.com), with a free user registration system to enhance both the security of the site and the information available, allows registered users to look up Numbers, by using the available "Search" facility, and Administrations, ROs and companies to communicate corrected company details on existing records.

24 Administrations assume no duty to examine, correct, change, alter or modify information contained on the S&P Global Market Intelligence free website, nor to notify S&P Global Market Intelligence of incorrect information contained on the website. Administrations are not liable for mistakes or errors in the information on the website. This website is also available to companies and/or registered owners, who may use it when completing the continuous synopsis record (CSR) (resolution A.959(23)).

25 The Numbers can also be obtained by contacting the national ship registry of the State, the flag of which their ships are entitled to fly or S&P Global Market Intelligence at the following address:

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

Tel.: +44 (0) 1344 328300;
Fax: +44 (0) 2032 532102
Web: www.spglobal.com/marketintelligence
Email: maritime.owners@ihs.com

26 The Numbers are also available on the IMO Global Integrated Shipping Information System (GISIS) module on "Ship Particulars" and on the free public website (www.equasis.org), mobile website (mobile.equasis.org) or apps of Equasis.

27 The circular letter revokes Circular Letter No.2554/Rev.3.

ANNEX 1

**REQUEST FOR IMO COMPANY (DOC)
IDENTIFICATION NUMBER**

S&P Global Market Intelligence
5th Floor, Kingsgate,
62 High Street, Redhill
Surrey, RH1 1SG
UNITED KINGDOM
Telephone: +44 (0) 1344 328300
E-mail: maritime.owners@ihsmarkit.com

TO ENABLE ASSIGNMENT OF A COMPANY IDENTIFICATION NUMBER, PLEASE PROVIDE THE FOLLOWING DETAILS:

CURRENT COMPANY NAME* _____
PREVIOUSLY KNOWN AS (if applicable) _____

Please indicate if: This is correcting the details for an existing company on the S&P Global Market Intelligence database
 This is a newly established company
 This is a change of company name (please give former names above)
 This is a company merger (please give former names of all companies above)

DATE COMPANY FOUNDED*‡ _____ COMPANY'S COUNTRY OF REGISTRATION* _____
COMPANY'S OPERATIONAL ADDRESS* _____
(The address which will appear on the DOC Certificate) _____

TOWN* _____ POSTAL/ZIP CODE* _____
TELEPHONE* _____ E-MAIL _____
WEBSITE _____

IF KNOWN PARENT COMPANY _____
(Group or Beneficial Owner)

IMO SHIP IDENTIFICATION NUMBER(S)
If not available other ship details (please supply at least one IMO ship identification number in the current fleet. This helps in the identification of company records)

To assist in verification of the company and to ensure our records accurately show the company and its fleet. **Please complete the following details, if known.** This information is not compulsory for issuing an IMO Company Identification Number

ESTIMATED TAKE OVER DATE OF VESSEL‡ _____
FLAG REGISTRY _____
REGISTERED OWNER (AFTER TAKE OVER) _____
ADDITIONAL COMMENT (IF ANY) _____

Company requesting IMO Number

COMPANY NAME* _____
CONTACT NAME* _____ SENDERS E-MAIL* _____

[*Required Fields]
[‡ Date format is YYYY-MM-DD]

Note: We cannot issue a Company IMO Number without the above required fields.

It is the policy of S&P Global Market Intelligence to record the operational addresses (only) of DOC Companies. The operational address can be the head office or a branch office for which communication details are provided.

ANNEX 2

REQUEST FOR IMO REGISTERED OWNER IDENTIFICATION NUMBER

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

Telephone: +44 (0) 1344 328300
E-mail: maritime.owners@ihsmarkit.com

TO ENABLE ASSIGNMENT OF A REGISTERED OWNER IDENTIFICATION NUMBER, PLEASE PROVIDE THE FOLLOWING DETAILS:

CURRENT COMPANY NAME* _____
PREVIOUSLY KNOWN AS (if applicable) _____

- Please indicate if: This is correcting the details for an existing company on the S&P Global Market Intelligence database
 This is a newly established company
 This is a change of company name (please give former names above)
 This is a company merger (please give former names of all companies above)
 The company is the Bareboat Charter

DATE COMPANY FOUNDED*‡ _____ COMPANY'S COUNTRY OF REGISTRATION* _____
COMPANY'S REGISTERED ADDRESS* _____

TOWN* _____ POSTAL/ZIP CODE* _____
TELEPHONE _____ E-MAIL _____
WEBSITE _____

IF KNOWN PARENT COMPANY _____
(Group or Beneficial Owner)

IMO SHIP IDENTIFICATION NUMBER(S)*
If not available other ship details (please supply at least one IMO ship identification number in the current fleet. This helps in the identification of company records)

To assist in verification of the company and to ensure our records accurately show the company and its fleet. **Please complete the following details, if known.** This information is not compulsory for issuing an IMO Company Identification Number

ESTIMATED TAKE OVER DATE OF VESSEL‡ _____
FLAG REGISTRY _____
DOC/ISM COMPANY (AFTER TAKE OVER) _____
ADDITIONAL COMMENT (IF ANY) _____

Company requesting IMO Number

COMPANY NAME* _____
CONTACT NAME* _____ SENDERS E-MAIL* _____

[*Required Fields]
[‡ Date format is YYYY-MM-DD]

Note: We cannot issue a Company IMO Number without the above required fields.

It is the policy of S&P Global Market Intelligence to record both the registered address and the operational addresses (as care of) of Registered Owners. The operational address can be the head office or a branch office, or it can be 'care of (c/o)' the address of one of the managers or DOC Companies of the ships in the fleet for which communication details are provided. The Country of Residence of the Registered Owner and DOC Company is also recorded.

ANNEX 3

FIELD LIST DESCRIPTIONS OF DATA TO BE EXCHANGED BETWEEN FLAG ADMINISTRATIONS AND S&P GLOBAL MARKET INTELLIGENCE ON SHIPS IN THE ADMINISTRATION'S REGISTER

	FIELD LABEL	FIELD DESCRIPTION
SHIP IDENTITY		
	Source	Reporting Administration country
	IMO_Number	IMO Ship identification number
	ShipName	Ship name
	MMSI	MMSI number
	PortOfRegistry	Port of Registry as recorded on the ship's papers
	OfficialNumber	Number allocated by the national registration authority
	CallSign	Call sign
SHIP FIELDS		
	GrossTonnage69Convention	Gross tonnage measured under the International Convention on Tonnage Measurement of Ships, 1969 (1969 Convention)
	GrossTonnageFlagConvention	Pre-1969 Convention gross tonnage measurement, as provided by the reporting (source) Administrations. S&P Global Market Intelligence will maintain this field on their database. Note that S&P Global Market Intelligence is only able to accept the contents of this field from Administrations in the agreed electronic format.
	NetTonnage69Convention	Net tonnage measured under the International Convention on Tonnage Measurement of Ships, 1969 (1969 Convention)
	NetTonnageFlagConvention	Pre-1969 Convention net tonnage measurement, as provided by the reporting (source) Administrations. S&P Global Market Intelligence will maintain this field on their database. Note that S&P Global Market Intelligence is only able to accept the contents of this field from Administrations in the agreed electronic format.
	DeadWeight	The weight in tonnes (1,000 kg) of cargo, stores, fuel and passengers and crew carried by the ship when loaded to her maximum summer load line
	YearOfBuild	Year ship was officially completed by the shipyard and delivered to the owner
	MonthOfBuild	Month ship was officially completed by the shipyard and delivered to the owner
	Shipbuilder	The name of the original builder of the ship

	FIELD LABEL	FIELD DESCRIPTION
	CountryOfShipbuilderCode	The nationality of the shipyard that built the ship; S&P Global Market Intelligence Country Code*
	CountryOfShipbuilderDecode	The nationality of the shipyard that built the ship.
SHIP FIELDS		
	S&P Global Market IntelligenceShipTypeCode	S&P Global Market Intelligence Shiptype Code*
	S&P Global Market IntelligenceShipTypeDecode	S&P Global Market Intelligence Shiptype description
	AdminShipTypeDescription	Reporting (source) Administration ship type description. S&P Global Market Intelligence will maintain this field on their database. Note that S&P Global Market Intelligence is only able to accept the contents of this field from Administrations in the agreed electronic format.
	IMO_RegOwnerNumber	IMO Registered Owner number. For parallel-registered ships, this number is given to the owner under the parallel-out Registry.
	RegOwnerNameAdminNamestyle	Registered Owner name in the name-style provided by Administrations for companies registered in their national jurisdiction. S&P Global Market Intelligence will maintain this field on their database. Note that S&P Global Market Intelligence is only able to accept the contents of this field from Administrations in the agreed electronic format.
	RegOwnerNameS&P Global Market Intelligence Namestyle	Registered owner name in the name-style recorded by S&P Global Market Intelligence. Minor amendments may be made to names in accordance with a style guide, for database reasons
	RegOwnerRegisteredAddress Admin	Registered Owner registered address as provided by Administrations for companies registered in their national jurisdiction. S&P Global Market Intelligence will maintain this field on their database. Note that S&P Global Market Intelligence is only able to accept the contents of this field from Administrations in the agreed electronic format.
	RegOwnerCountryOfRegistration Code	Registered Owner country of company registration; S&P Global Market Intelligence Country Code*
	RegOwnerCountryOfRegistration Decode	Registered Owner country of company registration
	RegOwnerDateFounded	Date the Registered Owner was established
	IMO_ DOC_ CompanyNumber	IMO Company (DOC) Number

	FIELD LABEL	FIELD DESCRIPTION
	DOC_CompanyName	DOC Company
	DOC_CompanyFullAddress	DOC Company full business address as reported on the first page of the SMC and DOC Certificates
	DOC_CompanyTown	DOC Company town
	DOC_CompanyState	DOC Company State/Province/County
	DOC_CompanyPostCode	DOC Company Postcode
	DOC_CompanyCountryDomicileCode	DOC Company country of domicile; S&P Global Market Intelligence Country Code*
SHIP FIELDS		
	DOC_CompanyCountryDomicileDecode	DOC Company country of domicile
	DOC_CompanyCountryRegistration Code	DOC Company country of registration S&P Global Market Intelligence Code*
	DOC_CompanyCountryRegistration Decode	DOC Company country of registration
	DOC_CompanyFoundedDate	DOC Company founded date
	SMC_Auditor	SMC Auditor
	SMC_DateIssued	SMC Date issued
	SMC_ExpiryDate	SMC Expiry date
	DOC_Auditor	DOC Auditor
	DOC_DateIssued	DOC Date issued
	DOC_ExpiryDate	DOC Expiry date
ADDITIONAL FIELDS FOR PARALLEL-REGISTERED SHIPS		
	ParallelRegister	For parallel-in ships the Administration where the ship's true ownership is registered. For parallel-out ships, the Administration to which the ship is bareboat chartered.
	BareBoat_Charterer	For parallel-registered ships, the name of the Bareboat Charterer under the Parallel-In Registry
SHIP STATUS FIELDS		
	FlagStatus	P = Ship in register (Permanent or Provisional) PI = Parallel-in ship PO = Parallel-out ship D = Ship deleted from register (S&P Global Market Intelligence will report ships deleted from the register within 6 months prior to the update)
	ShipStatusCode	Current service status e.g. in service, laid up, under construction, in repair, in conversion; S&P Global Market Intelligence Code*

	FIELD LABEL	FIELD DESCRIPTION
	ShipStatusDecode	Current service status
	DateShipEnteredRegister	Date ship entered the reporting (source) register
	DateShipDeletedFromRegister	Date ship deleted from the reporting (source) register
	NewRegisterOfShipsCode	New Administration of ships deleted from the reporting (source) register; S&P Global Market Intelligence Country Code*
	NewRegisterOfShipsDecode	New Administration of ships deleted from the reporting (source) register
SHIP STATUS FIELDS		
	ReportedNewFlagCode	Reported new flag. This field will be used by S&P Global Market Intelligence to confirm a flag change reported by the Administration, or to identify a reported flag change from the S&P Global Market Intelligence network of sources; S&P Global Market Intelligence Country Code*
	ReportedNewFlagDecode	Reported new flag.
	ReportedBrokenUp	Reported broken up
	ReportedToBeBrokenUp	Reported to be broken up
	ReportedTotalLoss	Reported total loss
ADDITIONAL FIELDS FOR PARALLEL-REGISTERED SHIPS		
	DateShipParallelOut	For parallel-out ships, the date the ship was bareboat chartered.
	DateShipReturnFromParallelOut	For former parallel-out ships, the date the ship returned to the permanent register of the reporting (source) Administration.

* the S&P Global Market Intelligence Coding systems are available to Administrations should they wish to use them. Otherwise, Administrations should report data in the relevant "decode" fields.

Electronic format options:

- (i) by spreadsheet (see paragraph 19): Excel or Access
- (ii) by XML file (see paragraph 19, section 2 of annex 4 and appendix)

ANNEX 4

WEB SERVICE TO FACILITATE THE ELECTRONIC PROVISION OF COMPANY, REGISTERED OWNER AND SHIP DATA TO ADMINISTRATIONS; AND THE TWO-WAY EXCHANGE OF INFORMATION BETWEEN ADMINISTRATIONS AND S&P GLOBAL MARKET INTELLIGENCE

1 S&P Global Market Intelligence launched a web service for the exclusive use of Administrations. Access to this service could also be made via the IMO Global Integrated Shipping Information System (GISIS). The web service offers two data services:

- .1 a download of company and registered owner data from the S&P Global Market Intelligence database on entry by the Administration of an IMO Company or Registered Owner Number, or the name of the company
 - .1.1 this data would allow the Administration to validate company data against the IMO company or registered owner number for insertion in the ship's documents as detailed in resolution MSC.160(78);
 - .1.2 the following fields will be downloaded from S&P Global Market Intelligence:
 - IMO company or registered owner number
 - Registered owner or company name (S&P Global Market Intelligence name-style)
 - Registered owner name (Administration name-style)
 - Operational address
 - Registered owner registered address
 - Country of Registration Code (S&P Global Market Intelligence Code)
 - Country of Registration; and
 - .1.3 the format would be XML according to the schema in the appendix to annex 4; and
- .2 a download of ship data from the S&P Global Market Intelligence database on entry by the Administration of an IMO ship identification number or ship name;
 - .2.1 this data would allow the Administration to validate ship data against the IMO ship identification number;
 - .2.2 the following fields would be downloaded from S&P Global Market Intelligence:
 - IMO Ship identification number
 - Official Number
 - Ship name
 - Port of registry Code (S&P Global Market Intelligence Code)
 - Port of registry
 - Call sign
 - Maritime Mobile Service Identity (MMSI) number
 - Gross tonnage
 - Net tonnage
 - Date of build year
 - Date of build month

Type of ship code (S&P Global Market Intelligence Statcode5)
Type of ship decode
Flag Code (S&P Global Market Intelligence Code)
Flag
Ship Status; and

- .2.3 the format would be extensible markup language (XML) according to the schema in the appendix to annex 4.

2 The data exchange will provide an update of ship and company data on a registered fleet to S&P Global Market Intelligence at a regular frequency, or when details of ships in each registered fleet change. The same mechanism could be used to supply updates from S&P Global Market Intelligence to the Administration.

2.1 This data exchange includes ships within the scope of the IMO Company and Registered Owner Numbering Scheme: all ships of 100 GT and above, including fishing vessels, engaged in international or domestic voyages.

2.2 The ships reported by each Administration are those in provisional, permanent, parallel-in and parallel-out registration.

2.3 The data exchange can be by spreadsheet or by XML file. The service would use standardized data formats which would make easier data transfer and integration into databases.

2.4 The fields to be updated are listed with full field descriptions in annex 3. Each update record will consist of the ship identity fields followed by any field in the list that has changed since the last update.

2.5 The XML file would use the schema described in the appendix.

2.6 The proposed update frequency will be agreed with each Administration: for example, transmission of the ship record at the point of change, or batch transmission of ship records daily, weekly or monthly.

2.7 Each Administration would be responsible for generating its XML files.

2.8 Tables of translation code cross references between country and ship type coding systems used by Administrations and the S&P Global Market Intelligence coding systems can be supplied by S&P Global Market Intelligence.

2.9 Within the XML schema, language and character sets should be defined to ensure consistent translation between different international code sets.

2.10 The delivery of the XML files can take place in various ways. These can be discussed with each Administration to agree the best method.

APPENDIX

FIELD LIST XML SCHEMA AND UPDATE RULES

1 Ship identity

1.1 The first seven data items in the XML file identify the ship:

```
<xsd:element name="Source" minOccurs="1" od:jetType="text" od:sqlSType="nvarchar">
<xsd:simpleType> <xsd:restriction base="xsd:string"> <xsd:maxLength value="40"/>
</xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="IMO_Number" minOccurs="1" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="7"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="ShipName" minOccurs="1" od:jetType="text" od:sqlSType="nvarchar">
<xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="50"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="MMSI" minOccurs="0" od:jetType="text" od:sqlSType="nvarchar">
<xsd:simpleType> <xsd:restriction base="xsd:string"> <xsd:maxLength value="9"/>
</xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="PortOfRegistry" minOccurs="0" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="39"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="OfficialNumber" minOccurs="0" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="13"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="CallSign" minOccurs="0" od:jetType="text" od:sqlSType="nvarchar">
rchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="13"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
```

1.2 The first three have a minOccurs="1" which means that they must be present for all ships in the XML file. MMSI, although it is part of the ship identity, has a minOccurs="0" which means that it doesn't have to appear in the XML file. All other data items in the schema have minOccurs="0" and these only appear if the data item is present (in a replacement update), or has changed (in a changes update).

2 Ship fields

```
<xsd:element name="GrossTonnage69Convention" minOccurs="0" od:jetType="longinteger"
od:sqlSType="int"> <xsd:simpleType> <xsd:restriction base="xsd:integer"/>
</xsd:simpleType> </xsd:element>
<xsd:element name="GrossTonnageFlagConvention" minOccurs="0"
od:jetType="longinteger" od:sqlSType="int"> <xsd:simpleType> <xsd:restriction
base="xsd:integer"/> </xsd:simpleType> </xsd:element>
<xsd:element name="NetTonnage69Convention" minOccurs="0" od:jetType="longinteger"
od:sqlSType="int"> <xsd:simpleType> <xsd:restriction base="xsd:integer"/>
</xsd:simpleType> </xsd:element>
<xsd:element name="NetTonnageFlagConvention" minOccurs="0" od:jetType="longinteger"
od:sqlSType="int"> <xsd:simpleType> <xsd:restriction base="xsd:integer"/>
</xsd:simpleType> </xsd:element>
<xsd:element name="DeadWeight" minOccurs="0" od:jetType="longinteger"
od:sqlSType="int"> <xsd:simpleType> <xsd:restriction base="xsd:integer"/>
</xsd:simpleType> </xsd:element>
```

```
<xsd:element name="YearOfBuild" minOccurs="0" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="4"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="MonthOfBuild" minOccurs="0" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="2"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="Shipbuilder" minOccurs="0" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
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od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
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od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
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<xsd:maxLength value="4"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
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```

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base="xsd:string">
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od:sqlSType="dateTime"/>
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od:sqlSType="dateTime"/>
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<xsd:element name="DOC_DateIssued" minOccurs="0" od:jetType="datetime"
od:sqlSType="dateTime"/>
<xsd:element name="DOC_ExpiryDate" minOccurs="0" od:jetType="datetime"
od:sqlSType="dateTime"/>
<xsd:element name="ParallelRegister" minOccurs="0" od:jetType="text"
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```

3 Ship status fields

```
<xsd:element name="FlagStatus" minOccurs="0" od:jetType="text" od:sqlSType="nvarchar">
<xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="2"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
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od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
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<xsd:element name="ShipStatusDecode" minOccurs="0" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
<xsd:maxLength value="50"/> </xsd:restriction> </xsd:simpleType> </xsd:element>
<xsd:element name="DateShipEnteredRegister" minOccurs="0" od:jetType="datetime"
od:sqlSType="dateTime"/>
<xsd:element name="DateShipDeletedFromRegister" minOccurs="0" od:jetType="datetime"
od:sqlSType="dateTime"/>
<xsd:element name="NewRegisterOfShipsCode" minOccurs="0" od:jetType="text"
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<xsd:element name="NewRegisterOfShipsDecode" minOccurs="0" od:jetType="text"
od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
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od:sqlSType="nvarchar"> <xsd:simpleType> <xsd:restriction base="xsd:string">
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od:sqlSType="char"> <xsd:simpleType> <xsd:restriction base="xsd:string">
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<xsd:element name="DateShipParallelOut" minOccurs="0" od:jetType="datetime"
od:sqlSType="dateTime"/> <xsd:element name="DateShipReturnFromParallelOut"
minOccurs="0" od:jetType="datetime" od:sqlSType="dateTime"/> </xsd:sequence>
</xsd:complexType> </xsd:element>
```

4 Example

```
<Ship>
<Source>PANAMA</Source>
<IMO_Number>9876543</IMO_Number>
<ShipName>EXAMPLEONESHIP</ShipName>
<MMSI>123456700</MMSI>
<PortOfRegistry>Panama</PortOfRegistry>
<OfficialNumber>D1234PEXT6</OfficialNumber>
<ReportedBrokenUp>Y</ReportedBrokenUp>
</Ship>
```