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IMO UNIQUE COMPANY AND REGISTERED OWNER IDENTIFICATION NUMBER SCHEME. AMENDMENTS TO THE FORMAT AND GUIDELINES FOR THE MAINTENANCE OF THE CONTINUOUS SYNOPSIS RECORD (CSR) (RESOLUTION A.959(23))

No. 11 of 2008

16-06-2008

Applicable to: Shipowners and shipmanagers of Singapore ships. This Circular informs the Shipping Community of the resolution adopted by the IMO Maritime Safety Committee 78 (MSC 78) and urges the community to prepare for early implementation.

Shipping Circular No. 9 of 2008 informed the shipping community on the adoption of Res.160(78) which introduced the IMO unique company and registered owner identification number.

2.The adoption of Res.160(78) has among others led to the amendments to SOLAS regulation XI-1/5 on the Continuous Synopsis Record (CSR) which will enter into force on 1 Jan 2009. MSC 80 also adopted amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) (resolution MSC.195(80)) and 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 company and registered owner identification number.

3.Under these amendments, the IMO unique company and registered owner identification number are required to be inserted on documents such as Document of Compliance (DOC), Safety Management Certificate (SMC), Interim Document of Compliance and Interim Safety Management Certificate required by the International Safety Management Code, Continuous Synopsis Record (CSR) and full-term or interim International Ship Security Certificate (ISSC) required by SOLAS chapter XI-1, regulation 5 and Part A, respectively.

As mentioned in our Shipping Circular No. 9 of 2008, owners would have to make application for the IMO unique company and registered owner identification number from Lloyd's Register – Fairplay (LRF). Owners would then have to approach the classification societies that had issued the full-term or interim

DOC, SMC and ISSC for the IMO unique company and registered owner identification number to be inserted.

4. For the CSR, your attention is drawn particularly to the amendments to the CSR format and guidelines. The new CSR certificate would require the inclusion of the IMO unique company and registered owner identification number. Hence, owners and managers of applicable Singapore ships are requested to make application for the CSR certificate from the Ship Registry by using either [Form 1](#) or [Form 2](#) attached. The master should list the amendment(s) in the index of amendments ([Form 3](#)). Submission can be made via email to marine@mpa.gov.sg, or fax at 6375 6231 or by hand. As the amendments will enter into force on 1 Jan 2009 and to prevent backlogs, owners and managers are urged to make the application as soon as they have obtained the DOC, SMC and ISSC with the IMO unique company and registered owner identification number, and submit these documents together with the CSR application to the Ship Registry. The fee for a CSR certificate is S\$45.

5. The amendments to the format and guidelines for the maintenance of the CSR are detailed in [Res. MSC.198\(80\) \(Amendments to CSR\)](#) attached. The adoption of [Res. A959.23](#) dated 5 Dec 2003 on the format and guidelines for maintenance of the CSR is also attached below.

6. Any queries relating to this circular should be directed to Mr Wong Kai Cheong at Tel: 6375 6236 or Ms Emily Sihab at Tel: 6375 6227.

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MARITIME AND PORT AUTHORITY OF SINGAPORE

[Form 1 \(Application for the First CSR under the Singapore Flag\)](#)

[Form 2 \(Amendments to existing CSR under the Singapore Flag\)](#)

[Form 3 \(Indices of amendments to be maintained by masters\)](#)

[Res. MSC.198\(80\) \(Amendments to CSR\)](#)

[Res. A959.23 \(Guidelines for the Maintenance of the CSR\)](#)

In accordance with Reg. XI-2/2 of SOLAS, the applicable ships are passenger ships (including high-speed passenger craft) of any size, cargo ships (including high-speed craft) of 500 gross tonnage and upwards and mobile offshore drilling units that are engaged on international voyages. International voyages would include voyages within the Special Limit as defined by the Merchant Shipping (Training, Certification and Manning) Regulations 1998