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

MSC.1/Circ.1602
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**DECEPTIVE SHIPPING PRACTICES EMPLOYED BY THE
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA**

1 The Maritime Safety Committee, at its 100th session (3 to 7 December 2018), received a report of deceptive shipping practices employed by the Democratic People's Republic of Korea intended to evade sanctions contained in relevant United Nations Security Council resolutions. These deceptive shipping practices include disabling or manipulating ships' Automatic Identification Systems to mask the ships' full movement history; physically altering ships' names and IMO numbers in an attempt to obscure their identities and pass themselves off as different vessels; falsifying vessel and cargo documents to obscure the origin or destination of cargo; and transferring prohibited cargo at sea to conceal the origin or destination of prohibited crude oil, refined petroleum, and coal by creating the appearance of legitimate transfers.

2 These deceptive shipping practices are in clear violation of relevant United Nations Security Council resolutions restricting trade to and from the DPRK. These practices show the DPRK's complete disregard of not just these resolutions but also of relevant IMO requirements and guidance.

3 The Committee affirmed the requirements contained in regulation 19 of chapter V of the SOLAS Convention concerning Automatic Identification Systems, in particular paragraphs 19.2.4.5 and .7, and regulation 3 of chapter XI-1 of the SOLAS Convention concerning ship identification numbers, in particular paragraph 3.4.

4 The Committee also reconfirmed the significance and continued validity of resolution A.706(17), as amended, on *World-Wide Navigational Warning Service*, as well as MSC/Circ.893 and MSC.1/Circ.1225 on *Navigational Warnings concerning operations endangering the Safety of Navigation*, in particular subparagraphs .4, .5 and .13 of paragraph 4.2.1.3 of annex 1 thereto.

5 The Committee, therefore, urged all Members to:

- .1 faithfully implement their obligations regarding the use of Automatic Identification Systems and the use of IMO numbers as a unique identifier for ships; and
- .2 abide by the recommendations contained in resolution A.706(17), as amended, on *World-Wide Navigational Warning Service* so that operations should not endanger the safety of navigation.