

### COUNTERFEIT IMO PUBLICATIONS

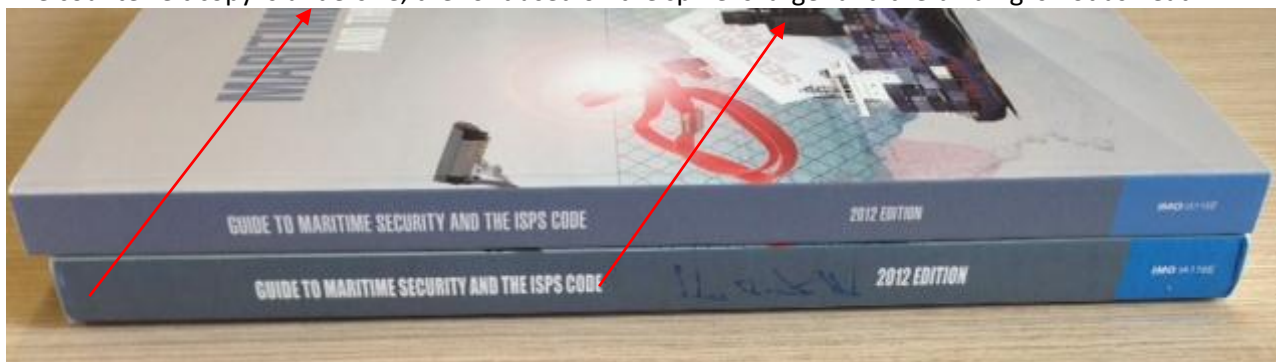
As all IMO sales publications are protected by the terms of the Universal Copyright Convention on intellectual property as adopted in 1952 (Berne) and as revised in 1972 (Paris). The increase in the number of counterfeit copies of our titles is alarming.

In January 2016 a counterfeit copy of **Guide to Maritime Security and the ISPS Code, 2012 Edition** was brought to our attention by a distributor.

This particular counterfeit copy has the following characteristics:

#### EXTERNAL

The counterfeit copy is undersize, the font used on the spine is larger and the binding is not as neat.



The wrong colour used on the front cover is not the original.



The wrong colour used on the back cover is not original.



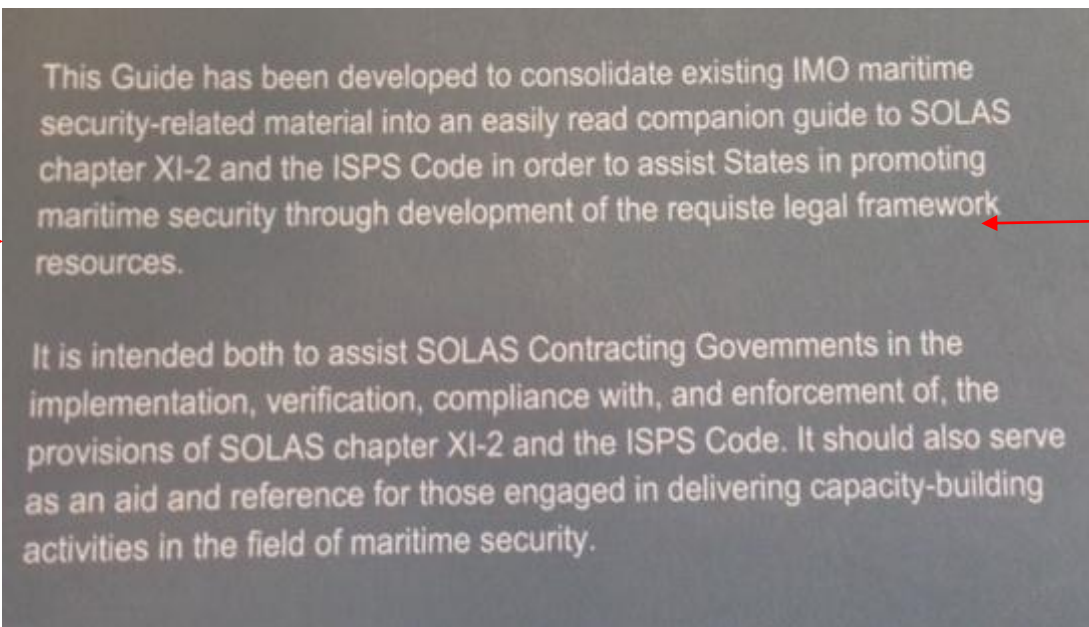
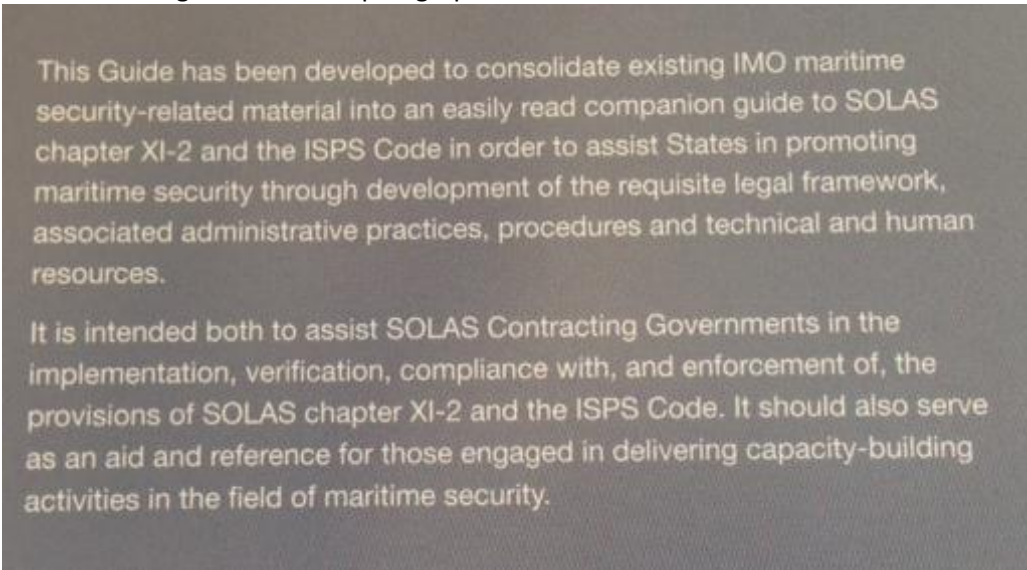
An incorrect font has been used for the ISBN on the back cover.



Website address on the back cover is in capitals.

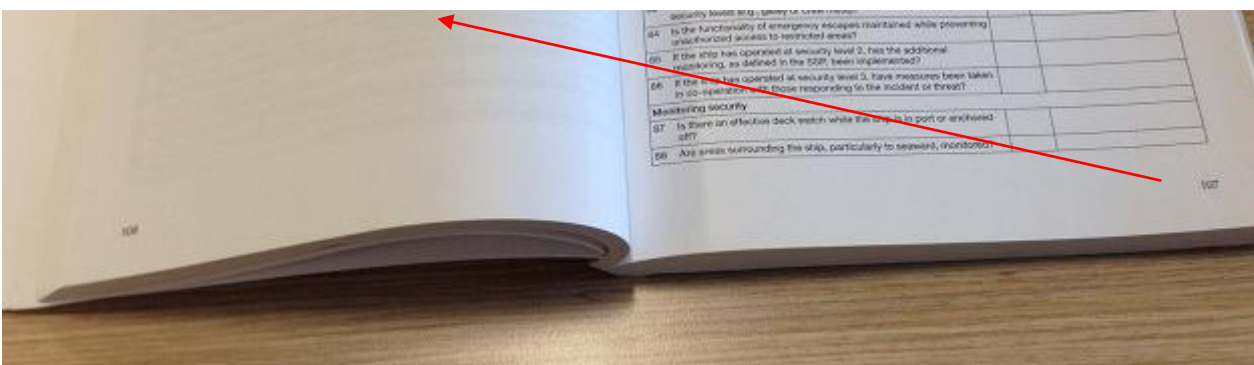


A line is missing from the first paragraph on the back cover.

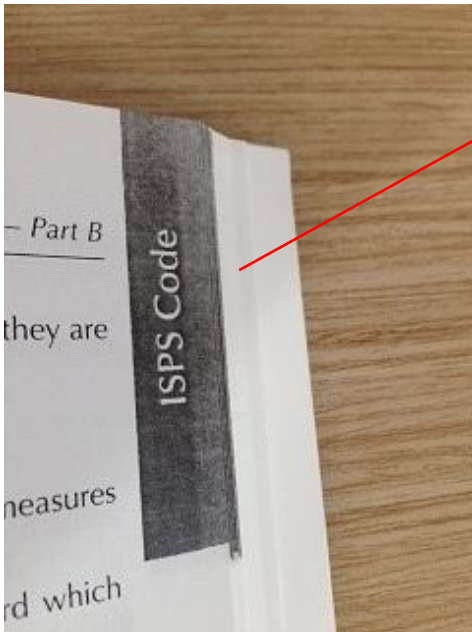


INTERNAL

There is a duplicate page (page 107).



The ISPS Code – between pages 277 and 350 – has a faded tab section.



We believe these errors are the result of digital printing. To the trained eye of an IMO reseller these forgeries should be relatively easy to spot.

We remind you that counterfeit IMO publications are not valid where the carriage of any such publication is a statutory requirement (the *International Convention for the Safety of Life at Sea*, chapter V, Regulation 21, IBC Code, paragraph 16.2.1, BCH Code, paragraph 5.2.1, IGC Code, paragraph 18.1.3, ISM Code, paragraphs 1.2.3 and 11.3, etc.).

Additionally, the carriage of an extensive array of IMO specific publications may be mandated by the laws of the State whose flag the ship is entitled to fly. Therefore, counterfeit IMO publications will not satisfy the aforementioned requirements and may be contrary to national laws relating to intellectual property rights, which may be a criminal offence in some jurisdictions.

Counterfeit publications have not undergone the rigorous checking procedures which take place for official IMO publications and they cannot be trusted in the same way. Their use as guidance to regulatory requirements could be detrimental to the safety of ships, their crews and cargoes.

If you have any suspicion that a publication is a counterfeit IMO title, please [inform](#) IMO Publishing immediately. Details of where and when the publication was purchased, preferably with evidence (e.g., a receipt, photographs and ideally the publication itself) are all useful in identifying the source. IMO will actively seek to stop the production and sale of counterfeit copies of its publications.

London, February 2016